



## 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.

# Changing of the guard in Geneva

### IRF Board of Directors made important changes at 17 May Istanbul meeting

**J**ean Beauverd was elected as the new Chairman of the IRF Geneva Programme Centre. He is CEO of Colas

Switzerland and the President of the Swiss Association of Road and Transportation Experts (VSS). He is also a Member of the Executive Bureau of the World Road Association, Switzerland (PIARC).

Graduation in civil engineering at the Federal Institute of Technologies (EPFL) in Lausanne, Switzerland, was followed by a Federal Masters Degree of Contractor in Civil Engineering. Jean Beauverd started his professional career as a researcher for the Polytechnic Faculty of Mons in Belgium, joining the Colas Group Switzerland in 1971. During the 1980s and 1990s he developed and registered four patents currently used in road construction and published a scientific research thesis. Of Swiss origin and French mother tongue, he also speaks English and German.

Jean Beauverd had been actively involved with the IRF prior to his election, most recently as chairman of the programme committee for the international conference *Roads & the Environment* held in Geneva, 5-6 February 2007. He is coordinator for Geneva in the working group on unification between Geneva, Washington and Brussels.

As newly elected Chairman, Jean Beauverd presented his vision of the future of IRF. "The IRF has a huge potential, but we need to move closer to our members and give them real added value. Our members are our *raison d'être*. With the appointment of Rik Nuyttens and Kiran Kapila as Vice-Chairmen, Geneva now has three IRF ambassadors: North Africa and Middle East (Samir Allam); Europe

(Rik Nuyttens), and Asia (Kiran Kapila). They are joined now by Rustam Yunusov, IRF Councillor for the CIS and Central Asia.

"The more members we have and the bigger the region, the more specialist subsystems are needed. We therefore envisage regional and maybe country coordinators. These coordinators are volunteer leaders from among our members. We could thus reinforce our main working groups: environment, road safety, policy, and PPP by exposing them to the needs of both regions and speciality groups.

"The ultimate aim is to become a real lobby organisation, recognised by and collaborating with, international organisations, political bodies, and technical organisation, for the benefit of our members. Our activities will flow naturally out of this vision." On 17 May, IRF's Board of Directors and the General Assembly shared Jean Beauverd's ideas, were won over by his energy and enthusiasm and congratulated him, warmly.

**Sibylle Rupprecht was confirmed as Director General of the Geneva Programme Centre.** She had previously served as Acting Director General, having joined the organisation at the beginning of 2005. Sibylle holds a banking degree and a post-graduate diploma in not-for-profit management from the University of Fribourg, Switzerland. Having started her career in banking, she created her own firm specialising in management consultancy, strategic planning, financial management, fund-raising and political lobbying in 1990 and worked - notably - on the IRF Eurovia project the 'European Motorway Network.' From 1998 to 2004 Sibylle Rupprecht worked for Korn/Ferry International as a

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**Jean Beauverd**

headhunter for financial services and non-profit organisations/government posts. Of Swiss origin, she is trilingual in German, English and French. The General Assembly congratulated Sibylle on her appointment and wished her every success in heading the Geneva Secretariat.

**Tony Pearce** joined the IRF as

Director General in 2004 with a mandate to reorganise and revitalise the organisation. He left the organisation on 31 May 2007, having achieved his goals. IRF membership is up by more than 60% and a range of new programmes and activities has been launched successfully. Tony was thanked for his outstanding

dedication, energy and vitality by the IRF General Assembly on 17 May. The Assembly wished him every success in his future endeavours. The Geneva Programme Centre adds its own sincere gratitude for his contribution and personal commitment to the IRF, in saying goodbye to Tony Pearce ■

From left to right: Jean Beauverd, Sibylle Rupprecht, Tony Pearce



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## Linking Europe and Asia by road

IRF Conference highlights urgent need for development of Euro-Asia road transport corridors to meet increased demand for trade

**A**t the IRF Black Sea and Silk Road Conference in Istanbul, 14-16 May, hosted by the Turkish government and with the support of the Turkish Road Association (YTMK), over 200 delegates from 30 countries addressed the development of Euro-Asia road links. All the relevant "movers and shakers" were there: directors of road administrations of eight countries; international financial institutions; industry leaders, research institutes and other stakeholders; the Black Sea Economic Cooperation Organisation (BSEC); the Intergovernmental Commission of the Transport Corridor Europe-Caucasus-Asia (IGC TRACECA);

Shanghai Cooperation Organisation (SCO); the UN Economic and Social Council for Asia and the Pacific (UNESCAP); the European Conference of Ministers of Transport (ECMT); the International Congress of Industrialists and Entrepreneurs (ICIE); the International Tunnelling Association (ITA), and the International Road Transport Union (IRU).

Strong governmental commitment to the conference theme was shown by the participation of nine ministers.

Former Turkish President Süleyman Demirel said that the signing on 19 April of the agreement establishing the Black

Sea Ring Highway gave him the greatest pleasure because he had signed the original agreement establishing BSEC 15 years earlier. The development of the ring highway is tangible progress towards economic integration of the region.

President Demirel, who was the IRF Man of the Year in 1973, said: "The coordinated construction of the Black Sea Ring Highway will create a network of about 7,000km of upgraded roads around the Black Sea. The goal is for a road to be built that will guarantee security, speed and comfortable traffic, and will facilitate the economic and social development in the region."

On the subject of the Silk Roads the former President praised IRF efforts over the last decade to facilitate the rehabilitation of these routes, and said that this conference was perfectly timed to act as a launch pad for the practical work that needs to be done.

These sentiments were echoed in the opening speeches by the supporting organisations, the Black Sea Economic Cooperation (BSEC) and the Inter-Governmental Commission Traceca.

Ministers from Bulgaria, People's Republic of China, Greece, Pakistan, Syria, the Islamic

## One registration fee, four great events, all under one roof

Ft. Lauderdale, Florida, USA, 9-11 October, 2007

IRF is pleased to announce its WPC 2007 Annual Meeting. It will be held in conjunction with the Intertraffic North America Exhibit, the IRF Regional Meeting: Issues Affecting Latin American Policy, the 2007 ARTBA National Convention and various meetings of industry groups, including AASHTO, ASCE, NACE and others. It will draw thousands of public and private

sector decision-makers from around the world, and will feature keynote addresses from US Secretary of Transportation Mary Peters and Hall of Fame football coach Don Shula.

The IRF Annual Meeting registration fee includes participation in its Annual Meeting, plus Intertraffic North America; IRF Latin American Regional Meeting and the FHWA/ARTBA Work Zone

Safety Conference, all designed to provide the delegate with the latest technologies and information. Golfers, plan to arrive a day early (8 October) and participate in the 2007 William Troxler Memorial Golf Tournament.

• For more information visit [www.irfnews.org](http://www.irfnews.org) or call +1 703 535 1001.

Republic of Iran, Serbia, Turkey and Ukraine spoke about the importance of the Black Sea and Silk Road network and called for greater coordination to eliminate physical and non-physical barriers to land transport in the region. This message was taken up by other speakers.

Other sessions of the conference focused on the geopolitical background, road policy and quality, user needs, the legal framework and the financing of priority projects. Expert speakers from over 20 countries presented papers. Road directors from 12 countries presented their plans for the development of the road infrastructure in their state. Many of the road directors indicated their wish to attract private sector investment in their road infrastructure, and delegates stressed the importance of realistic traffic forecasts and having viable legal and financial frameworks. There was a broad consensus that public-private partnerships for upgrading main road segments and promoting the highway network are a useful, practical and sustainable way forward.

In a special session IRU delegates presented the Black Sea Ring Caravan of 12 trucks that was driving the route of the Black Sea Ring Highway (BSRH) to publicise the project and gather objective information about the physical and non-physical challenges along the route.

The conference examined the practical issues needed in order to make the BSRH a reality, particularly project feasibility and financial viability as well as the important features of quality infrastructure such as road maintenance, road safety, asset management and road marking.

The importance of creating an environment favourable to

investment was underlined by Rustan Jenalinov, Secretary General of the IGC TRACECA Permanent Secretariat, who welcomed strong participation from industry and numerous examples of PPP - of great benefit to the countries of the TRACECA region. He stressed the importance of addressing the problem of non-physical barriers, including administrative border-crossing problems, toll fees and non-parity of transport operations, as such barriers increase the transport costs and make certain routes less attractive for transport users. Consumers choose routes on the basis of transport quality, travel times, tariffs and security levels.

Mr Zhang Xiaojie, Director of the International Cooperation Department, Ministry of Communications of the People's Republic of China, said China wanted to raise awareness among other countries of the importance of Silk Road rehabilitation for the development of regional economies. Given the rapid economic development of countries around the Black Sea, Mr Zhang believes that, if the Silk Road could bring such countries closer to China, all parties would benefit through increased trade volumes. He, too, underlined the importance of PPP, and stressed that only good expectations and market forces could guarantee the involvement of the private sector in infrastructure development. Mr Zhang was also concerned with non-physical barriers. These can be addressed only through a multilateral agreement, which his ministry was working on, within the framework of the Shanghai Cooperation Organisation and with the assistance of UNESCAP and the Asian Development Bank.

Delegates welcomed the establishment of a Steering Committee for the BSRH and of a

### Congratulations to the winners of the 2006 IRF Road Safety Awards, announced in Istanbul

- 1st Prize** - Amey Infrastructure Services (UK) - A77 Safety Group
- 2nd Prize** - Highway Research Institute, Ministry of Communications (PR of China) - Highway Safety Enhancement Project
- 3rd Prize** - SCREG Nord Picardie - SCREG Licence

• *Details of the winners' excellent projects will appear in future in World Highways.*

Joint Permanent Technical Secretariat based in Thessaloniki at the Greek motorway company, Egnatia Odos. Many speakers underlined the importance of the development of transport infrastructure across the region being considered as a coherent network, not a collection of national projects. In a similar way the coherent development of the silk roads would be facilitated by the establishment of a Corridor Authority which would work in close collaboration with international organisations, for example UNECE, BSEC, IGC TRACECA and its related projects, and the national road authorities, to implement projects, foster public-private partnerships (PPPs) and encourage the development of viable projects. The Corridor Authority would organise regular conferences, focusing on specific themes such as the removal of barriers, economic issues, safety and the environment, in order to monitor progress and make further recommendations for development of the road infrastructure across the region.

The conference concluded by thanking the Government of the Republic of Turkey and in particular the Minister for Public Works and Settlement, Faruk Nafiz Özak for hosting the conference, the Turkish Road Association - and in particular Dr Yücel Erdem, for their untiring work in making the conference a reality ■

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## IRF-EU workshop arrives in Hungary, 27-28 June

IRF announces the next Road Safety Engineering and Financing Workshop in Budapest, Hungary, on 27-28 June 2007, in collaboration with the European Commission's Directorate-General for Enlargement (TAIEX Unit). It will build on the great success of previous workshops held in Skopje (FYROM) and Bucharest (Romania), which attracted many transport professionals.

Covering all aspects of road safety engineering and financing - safe road management policies, legal aspects, equipment standards, deployment strategies and research projects - this event will offer senior policymakers and representatives of the private sector a unique chance to be brought up-to-date on developments in road infrastructure safety and exchange best practices. Further workshops will be held in Turkey, Poland and Lithuania during 2007.

• *Members with expertise in Road Safety engineering should contact the IRF Secretariat in Brussels via [www.irfnet.eu](http://www.irfnet.eu).*



# Keep Europe moving!

José Papí, Secretary General of the European Union Road Federation (ERF), the Brussels Programme Centre of the IRF, shares his reflections on the future of European transport policy

Producing a canvas that crystallises the mobility aspirations of millions of citizens is a complex balancing exercise for any legislator. In this respect, the White Paper review *Keep Europe Moving* presented by the European Commission in June 2006 is an honest appraisal of previous transport policies and tries to listen to the market. The Commission can point to a number of achievements since 2001, chief among them drastic cuts in pollutant emissions (- 40%) and road fatalities (- 17%), and improved working conditions for the millions employed by the transport sector. But it must also accept that it has been less than successful in tackling congestion, revitalising Europe's railways, or identifying global solutions to help fund the Trans-European Networks.

Enlargement has given the EU a continental dimension and created more transport corridors, but also stretched the ability of the Community's financial resources to offer basic accessibility to citizens living in central and eastern Europe.

On the supply side, consolidation is taking place at the European level in all transport modes, setting the conditions for increased European competition - as motorway operators and haulage firms vie for new markets. Increased research investment and innovation in engine technology, intelligent transport systems and infrastructure management are transforming the transport sector into a high-technology industry.

But in all this - look at the decline in the capacity of the rail freight industry to service the needs of growing cross-border trade. A report commissioned by the Community of European Railways - hardly the most vocal pro-road advocate - puts the combined losses for the industry at a staggering €800 million a year. In major markets, freight losses of rail operators routinely represent 25% of turnover. As volumes decline, rail freight operators will face higher overheads, with newcomers unwilling to invest in these markets.

The first casualty of these new



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trends is a long overdue decision to ditch dogmas hitherto inextricably woven into the fabric of European transport policy. The situation had become comparable to the tale of the Emperor's new clothes - with few voices in Brussels daring to suggest that "inter-modality", "modal shift", "marginal cost pricing" and "decoupling" were not bringing Europe anywhere nearer to having a robust, reality-tested, long-term transport policy.

For the road sector, new policy orientations can be expected to translate into measures to foster cooperation between specialists in such key areas as urban transport policy, supply chain management, security energy efficiency or satellite applications in transport. Brussels aficionados are already bracing themselves for a flurry of Green Papers, Public Consultations and Strategy Papers in 2007-2008.

One of the biggest challenges identified by participants to the 2nd European Road Congress (Brussels, 6-8 November 2006) was that intelligent mobility solutions and transport demand management can alleviate congestion to an extent, but new or improved infrastructure is sorely needed. With timetables slipping, inadequate controls on the ground and funds siphoned elsewhere, just eight of the Trans-European Network "priority projects" stand any chance of being completed by 2010. In 2004, the European Union Road Federation estimated that

14,000km of motorways needed to be built within a decade in Central and Eastern Europe to ensure basic levels of accessibility.

Public financing capacities of the Member states and the Union are shrinking. The Commission must overhaul the way it addresses the Trans-European Network and present innovative funding proposals. Current plans to limit community funding to critical cross-border sections are an implicit abandoning of Europe's grand programme for the construction, modernisation and interconnection of Europe's major transport infrastructures.

Europe must consider innovative ways to rekindle investment in essential transport infrastructure by mobilising all available sources of financing, notably through the development of hybrid public-private partnerships, that combine EU funds with capital market lending. Smart forms of user charging are needed that are at last conceived by transport authorities rather than the Treasury.

I suspect that in 2010, Europe's next Transport White Paper will give a much more central role to Galileo. Europe's Global Navigation Satellite System will soon provide the technological framework to reduce the negative impact of road transport, offer a myriad of new services to all transport users and ultimately become a true enabler of transport policy ■

## 'Roads & the Environment' new working group

The first meeting is in early July. **Contact Susanna Zammataro on: [szammataro@irfnet.org](mailto:szammataro@irfnet.org) tel. +41 22 3060260 or fax +41 22 3060270**

At the Geneva conference 'Roads & the Environment' in February 2007, Jean Beauverd announced a new working group to explore the many issues raised, in greater depth.

Dimitris Mandalozis of Attikes Diadromes s.a. will chair the first meeting of the group (to agree terms of reference and an action plan) in early July.

• If you want to join the group or simply get more information, contact Susanna at the GPC.