



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.



H.E. Abdullah A. Al-Mogbel is 2007 IRF Man of the Year

Established in 1951, the IRF Man of the Year Award honours leaders in the road development community who have demonstrated a profound dedication to the advancement of the world's roads

H.E. Abdullah A. Al-Mogbel makes his acceptance speech after receiving the IRF 2007 Man of the Year Award. Peter J. Boyd, Chairman of the IRF World Executive Board, is to his right

The International Road Federation has selected H.E. Abdullah A. Al-Mogbel, Deputy Minister of Transport for Roads, Ministry of Transport, Kingdom of Saudi Arabia, as the 2007 IRF Man of the Year.

Eng. Al-Mogbel is recognised for his unwavering, lifelong dedication to build better and safer roads, his leadership in the development of the Kingdom's exemplary national road network and his outstanding support of higher education and training for transportation professionals around the world.

"I would like to thank the IRF World Executive Board for this honour and recognition," Al-Mogbel said. "I have been very privileged, having a career path with the Ministry of Transport and being responsible for road infrastructure. In receiving the IRF Man of the Year Award I can only

respond with my deepest gratitude. But I believe this is far more a recognition of the accomplishments of the Ministry and its people working with me to make all that happen. The award recognises the dedicated development work of the entire Government, of which my Ministry is only a part, and of the entire country in its pursuit of economic development. This award is also a great encouragement to continue the work and pursue new challenges with the same dedication."

20-hour days

As a young engineer, Al-Mogbel began his career in 1978 with the Ministry of Communications, later renamed the Ministry of Transport. At that time the Ministry had just begun construction of motorways connecting the major cities in Saudi Arabia and the ring roads

around larger cities such as Riyadh. He was made Project Manager of this massive project and thus started on his career path.

"We worked hard, day and night, almost 20 hours a day, including weekends," Al-Mogbel recalls. "But this honed my own capabilities and my understanding of the entire road industry."

New projects brought new challenges to be overcome. And as a young engineer, Al-Mogbel said that it was essential to participate in IRF activities to gain knowledge.

"Although my career path has followed that of a civil servant, professionally I had to draw on my entire engineering capacity and on accumulated international know-how. I had to stay on top of technological advancements to accomplish my work and duties, something which has not changed in the intervening years," he said.

Personal hard work and the lessons learned in working together with a variety of contractors and consultants have been key in Al-Mogbel's career. For several years, the Custodian of the Two Holy Mosques, King Abdullah Ibn Abdul Aziz Al Saud, has been keen to expand the Kingdom's development, particularly the highway network.

"One of the challenges is the magnitude of the projects that are approved every year in our budget. We have the same number of engineers as we had three years ago, but the number of projects has doubled, five and six times over. But this is the right kind of problem to have", said Al-Mogbel. "There is no question that transport is the key for any kind of development. In a Kingdom such as ours the greater the number of highways you have, the greater is the economic development. This is why the government is heavily supporting the highway programme."

Al-Mogbel's vision of the road and highway network for Saudi Arabia includes building better and safer highways to shorten commuter travel time, converting four and six-lane roads to expressways and freeways, improving safety measures in all aspects of the transport sector to ensure safe and comfortable travel for road users, and continuing the education of the Kingdom's engineers to keep them up to date on the latest technologies and best practices.

Philosophy of education and training

"Today, the transport sector is technology-based. It is very important that our engineers have



The Al Qassim-Al Madinah-Yanbu-Rabigh Expressway is one impressive example of current Saudi road development

“ I had to stay on top of technological advancements to accomplish my work and duties ”

H.E. Abdullah A. Al-Mogbel

the necessary training and technology," Al-Mogbel explains. His philosophy is based on people with more experience transferring it to those with less experience. This philosophy has proven successful, in a two-way process. He has not only learned from others' experiences, but has provided leadership and counsel to others.

The philosophy has also provided leadership within the International Road Educational Foundation (IREF) and Fellowship Programme. Since 1951, the IRF Fellowship Programme has provided grants to more than 1,170 young engineers from over 110 countries to study at top universities around the world. In 1991, the IREF Future Fund was created to ensure the programme could continue to cope with the increasing expenses of higher education. The Kingdom of Saudi Arabia was the first to step forward and contribute to this programme with a US\$400,000 contribution.

"This is a great idea and a great programme. The Foundation helps to train many engineers from all over the world through donations to the Foundation from IRF members, and others. The aim is to promote excellence. The Ministry of Transport and all the people of the Kingdom support the

programme on an annual basis. Saudi IRF members support the programme because they see the benefit in training young engineers and bringing them up-to-date on the latest highway industry technology. I urge other countries and other members to take care of this programme and always support it."

Safer roads, safer world

After nearly 30 years Al-Mogbel is still with the Ministry, working harder than ever to build better, safer roads and road networks. He targets road safety as one of his highest priorities.

"Highway safety is vital. The Kingdom is working very hard to reduce fatalities and accidents." One initiative in particular is seeing great success. Three years ago the Supreme Committee for Highway Safety in the Riyadh Region was established. As a member, Al-Mogbel works with others on the committee to improve safety in the Riyadh Region and to set it as an example to be applied in other regions.

"Accidents and fatalities have decreased gratifyingly," he said. "Last year we had 150 accidents a month. This year it is below 60 - in large measure due to the effective strategic work of the committee." ■

IRF man of the year 2007

The Man of the Year Award has been the IRF's highest and most prestigious award for an individual since 1951. Past recipients include senators, deputy ministers, chief executives, state and federal transportation leaders - all of whom demonstrated a profound dedication to improving the world's roads.

"Eng. Al-Mogbel joins this group of extraordinary

individuals as a leader and example to the road community," said Peter J. Boyd, Chairman, IRF World Executive Board. "Through his efforts and those of others, the IRF Educational Programmes have continued to expand. He has contributed to the impressive highway system in the Kingdom of Saudi Arabia. The IRF is proud to have Eng. Al-Mogbel as our 2007 Man of the Year."



motorisation form the core of the 2007 Bibendum event. The skyrocketing energy requirements of burgeoning economies such as India and China, coupled with the continued high demand from industrialised countries, contribute to volatile fuel prices and questions of energy supply security.

The growing number of trucks, buses and cars worldwide means more CO₂, additional traffic congestion and increased pollution, mainly in urban areas. The number of road fatalities is also unacceptably high and still increasing.

Sustainable mobility, which contributes to economic growth without creating unacceptable future economic burdens, is defined by cleaner, safer, more energy-efficient and freer-flowing road operations. How does one make this happen in both highly developed and less-developed nations?

Accompanied by well-shaped policies and regulations, the role of technology is to find solutions.

Challenge Bibendum has, since 1998, brought together entrepreneurs, industrialists and scientists, from an increasing number of countries worldwide, to share their visions and to present their technical solutions to policymakers and the world's leading technical and other media who serve as the interface with the general public.

Cutting-edge technologies will help reconcile societal and environmental concerns about the necessary continued evolution in road transportation. China, which is experiencing an exponential increase in levels of motorisation, is working towards an integration of these issues. In common with other countries, it is looking for reduced energy consumption per vehicle; energy supply security;

IRF at Michelin Challenge Bibendum in Shanghai

The ninth Challenge Bibendum event is being held in Shanghai, China from 14-17 November 2007

IRF will have a continuous présence to showcase its products, services and events. The afternoon of 16 November will see a retracing of the 'GALILEO

Story' presented by the European Union Road Federation (ERF), Brussels Programme Centre Challenges facing road mobility in a world of accelerating

EGNOS and GALILEO at the service of urban mobility

GIROADS (GNSS Introduction in the Road Sector), a research project commissioned by the European GNSS Supervisory Authority to investigate GALILEO applications in the road sector, has entered a critical phase with a live demonstration of regulated fleet management services in the streets of the city of Rome, Italy.

Organised with the support of ATAC, Rome's mobility agency, the trial seeks to demonstrate the added value of EGNOS positioning as a means to produce accurate journey data and provide real-time information to urban mobility authorities. Italy will be followed in quick succession by Spain and Portugal as the GIROADS system is tested across a spectrum of road sector applications ranging from pay-per-use insurance to livestock tracking.

These roadshows constitute a tangible illustration of the 'one on board unit-multiple applications' principle

recommended by GIROADS to ensure the sustained development of satellite navigation applications. They will also confirm the added value offered by guaranteed position integrity as a prerequisite for the emergence of commercially viable services in the road sector.

Coordinated by the European Union Road Federation (ERF), the Brussels Programme Centre of the International Road Federation (IRF), GIROADS is a research & development project which has consolidated proposals to facilitate the technical and commercial introduction of GALILEO to the road transport sector. GIROADS brings together 30 organisations spanning geographic regions and areas of interest involving some of the most representative actors of the road and GNSS communities.

• For further information on GIROADS, please visit www.intelligentroads.org.

reduced CO2 emissions; reduced emissions of local exhaust pollutants; mitigation of noise pollution; a much lower number of road accidents; improved traffic flows, and a better correlation between vehicle design and ultimate use : all this, while retaining the enjoyment that road mobility can bring.

In Shanghai on 14 November, acknowledged experts from around the world will take part in ten technical round tables. The highlights of each round table will be presented to guests and media during conference sessions on 16 November. The themes are: liquid fuels and bio-fuels for tomorrow; batteries and super-capacitors - roadmaps to market; H2 and fuel cells - roadmaps to market; trucks in the city - clean and efficient urban deliveries; buses in the city -

clean and efficient public transportation; hybrid electric vehicles - market vision and segmentation; contribution of the tyre to sustainable mobility; urban traffic and public health; pedestrian and bike safety in cities, and the CO2 challenge - capture and storage.

Among countries recently surveyed, China has the highest public awareness of sustainable road mobility concepts. Partly because of rapid urban development and the opening of the country's automobile market, air pollution has become a major problem and the government has made lowering of air pollution levels a national priority. This is one reason why more than half the population has heard about sustainable road mobility.

Air pollution is inextricably linked with urban congestion. If

combustion engine efficiency is typically some 25% or even much better on long-distance travel, it can fall to little better than 5% under stop-start conditions, with dire effects on local air conditions. Potential solutions to this are many, ranging from direct rationing of road access and vehicle use, public transport alternatives, dedicated traffic lanes, better vehicle design, and alternative technologies.

One technology is just beginning to realise its potential. Satellite communications via GPS or via GALILEO in Europe or other parts of the world have moved out of the era of being merely "nice to have" optional on-board navigation extras. They are emerging as a key factor in congestion avoidance and fleet management, in real time ■

IRF Educational Foundation Annual Student Essay Competition - 2008 Topics

IRF has begun accepting essays. The competition will close 31 May 2008.

The theme for this year's competition is Road Safety. As the world begins to pay closer attention to the growing epidemic of death and injury on the world's roads every year, IRF is leading the charge to end needless deaths. Road safety, however, is a complex issue that demands a comprehensive approach to solving the multitude of problems that confront the road industry around the world. With this in mind, the IREF has selected the following topics for the 2008 competition:

- Approximately 25% of fatal crashes with fixed objects occur as a result of collisions with shrubbery and trees. What design policies and maintenance practices should be implemented to reduce this fatal trend?
- Motorcycle use continues to grow around the world and motorcycle accidents and fatalities continue to rise at an alarming rate. How can road authorities modify their road design, education and enforcement procedures to reduce these fatalities?
- Education and enforcement have been used as deterrents to impaired (drunken and drugged)

In the September issue of *World Highways*, a brief notice appeared on the International Road Educational Foundation 2008 Annual Essay Competition. Here is the full picture

driving; what engineering measures could be implemented to eliminate or to reduce the number of fatalities and serious injuries caused by crashes involving impaired drivers?

- Safety barriers are needed around the world for basically the same applications. How could a global performance standard be implemented for safety barriers?
- Congestion in municipal areas is worse than ever, causing safety, productivity and environmental concerns. What innovative concepts should be considered to alleviate congestion in municipalities?

Four winning essays will be chosen by 31 August, 2008. The entries will be judged based on content, clarity, style and creativity.

First prize will be US\$3,000 for the writer of the winning essay and \$1,000 for the sponsoring professor. Three additional finalist prizes will be awarded \$1,000 each. Winners will be notified by 15 September, 2008.

Official Rules

An essay must be limited to one of the above proposed topics and must be typewritten in English. The essay should not be bound and must be submitted in hard copy as well as electronically. The essay must be a maximum of 2,000 words. References to actual accidents or other incidents should include separate documentation verifying the accident. There are ten other official rules which can be obtained at the address/via the contact details, below. Contestants, by entering the contest, agree to be bound by the rules ■

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