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www.irf2013.org



The IRF World Meeting is declared officially open

After the official opening ceremony on Sunday evening Bihali Yildirim, director of Transport and Communications in Turkey (left) toured the IRF World Meeting exhibition area with H E Dr Jobara Al-Suraisry, Minister of Transport for the Kingdom of Saudi Arabia (centre) and H E Eng Abdullah A Al-Mogbel, Mayor of Riyadh and chairman of IRF (right). All three of the World Meeting leaders were very impressed with the range and quality of technology and ideas on show at the World Meeting.

Ministers debate global transport challenges

Saudi Arabian Transport Minister H E Dr Jobara Al-Suraisry hosted a global session for ministers and other senior policy-makers from 26 countries at the World Meeting this week to debate a long-term agenda that builds on current policies and programmes.

Worldwide key challenges that the roundtable highlighted included road traffic injuries, responsible for 1.3 million deaths a year; the highway infrastructure funding gap, estimated at nearly US\$16 trillion; and the need for more robust transport data as a basis for sound policymaking.

The ministerial session was one of the high points of the five-day World Meeting and provided tangible evidence of the IRF's ability to act as a meeting place for top-level discussions.

Interventions by the ministers of Turkey, Bahrain, Burkina Faso, Egypt, Kosovo, Morocco and South Korea underscored how seriously the region's top policymakers take these challenges, and the value of cooperation across borders.

"There are huge gaps between advanced countries and developing countries in terms of the level of mobility, convenience and benefits that the public can enjoy through access to infrastructure" said Hyung Koo Yeo, Korea's Vice Minister of Land, Infrastructure and Transport. "I am confident that the IRF can lead in integrating currently scattered efforts".

"Governments need to assign a certain level of budget to road safety. In 2014, we need to evaluate progress to date and establish a roadmap to the second half

of the UN Decade of Action" said Burkina Faso Infrastructure Minister Jean-Bertin Ouedraogo.

And, according to Binali Yildirim, Minister of Transport and Communications from Turkey, "Turkey has an ambitious target of being in the 10 most developed countries in the world by 2023. To keep up with this target, we plan to realise investments amounting to \$200 billion in the next 10 years, of which \$80 billion will be realised by public-private partnerships".

Yildirim quoted the \$4 billion Marmaray project which is being built to connect Istanbul by two immersed tube tunnels under the Istanbul Strait.

• *To read about the ministerial session in more detail, please turn to page 6.*



40 Years of Achievements & Still Growing

EXTENSION OF THE ROADS IN ARRIYADH OLD AIRPORT PROJECT . RIYADH . NOVEMBER 2012

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Zydex shows off its new water-repellent materials

Roads and water do not mix well. Making use of the smallest imperfections, water seeping into the structure of a roadway eventually starts to destroy it.

This is particularly the case in cold climates, where water repeatedly freezing and melting within micro-cracks starts to tear the surface apart, but it is also a major problem in tropical countries with rainy seasons, where land alongside the road can be waterlogged for up to three months.

This causes soil to expand and contract, setting up movements that start to affect the cohesion of the road materials.

Indian company Zydex is using the World Meeting to show three products in the Middle East for the first time. All three work by stopping water penetrating a road.

Packed-earth roads in the Third World quickly turn into mud when the rains come; Zydex is at the World Meeting promoting Terrasil, which is designed to prevent this. A road is firstly scarified, then compacted again and sprayed with Terrasil, which seals the surface. It creates a bond between particles of earth and water beads on its surface.

Zycosoil and its second-generation 'brother' Zycotherm, meanwhile, are used to prevent aggregates within road structures absorbing water. Using nanotechnology, it creates a chemical reaction between the stone and the bitumen in the road, increasing the bonds between the two materials 10- or even 20-fold.

It does this by changing the properties of aggregate from a material that 'likes' water to one that 'likes' oil, making the bitumen bind more closely to the aggregate.

The products have become particularly popular in the US, says Zydex's vice-president, marketing,



Zydex's Terrasil, seen here with vice-president marketing Himanshu Agarwal, makes earth roads impervious to water

Himanshu Agarwal. This is because once road authorities understand how the products work, they start to put them into the specification list for new road projects.

Stand C20
www.zydexindustries.com

Trinity takes its latest MASH compliant product to the next level

Trinity Highway Products is introducing several new MASH-compliant (Manual for Assessing Safety Hardware) products at the World Meeting including SoftStop, an energy-absorbing end terminal designed to meet the most stringent testing criteria.

Highway contractor Roadway Specialties Inc of Austin, Texas, has been using the new system to source an alternative end terminal to replace the previ-

ously installed NCHRP 350 units in a road refurbishment project. The company wanted a roadside device with a narrow, energy-absorbing head that would work with the newly installed 790mm-height W-beam barrier, and it chose SoftStop, the first MASH-compliant Test Level 1, 2 and 3 end terminal on the market.

The SoftStop has a proprietary head that dissipates the kinetic energy of an impacting vehicle

by flattening and extruding the W-beam section upon end-on collisions within the MASH testing criteria. The unit's head simultaneously moves down the barrier and guides flattened sections through the mouth at the bottom of the unit. After extrusion, the flattened section typically remains at ground level while still connected to the anchor post.

Stand C7
www.highwayguardrail.com



Erada Advanced Projects' Mohammad Fouz Salah (left), Swarco Mizar's Silvio Merli (centre) and Swarco's Friedrich Peter Hofstadler look forward to a promising partnership

Erada plans Swarco partnership

Saudi Arabia's Erada Advanced Projects is negotiating a strategic partnership with Austrian traffic technology company Swarco to bid for major ITS contracts in the Kingdom.

The two companies have already worked together on a single project, to provide ITS for Saudi Arabia's traffic police in the country's Central Region.

This brings together a wide range of ITS technology, including adaptive traffic

controllers, variable message signs, CCTV, licence plate recognition and video-based incident detection.

All these are connected to an Integrated Traffic Management Command and Control System.

Whereas that contract had Erada selecting Swarco in a traditional client-supplier relationship, the new agreement is a partnership. "Now we will bid for projects together," said Erada's CTO, Mohammad Fouz Salah.

"It's potentially a huge market," he continued. "Two major projects, a bus rapid transport and a light train system, are due to get underway in Riyadh very soon. This will create a huge demand for ITS."

Part of this demand will come in the form of managing vehicle traffic that is diverted as roads are closed to allow the rail and bus systems to be constructed.

If the new partnership wins

future complex contracts such as the rapid bus or light train projects, a major part in delivering the projects will be played by Swarco Mizar, the group's Italy-based systems integrator and software provider.

"It's an important issue for Saudi Arabia and it exactly suits our competence," said Swarco executive board member Friedrich Peter Hofstadler.

Stand C17
www.swarco.com

IRD uses latest technology for safer borders

Saudi Arabia has been "a continuous market" for International Road Dynamics (IRD) over the years and president and CEO Terry Bergan can point to a record of his company's equipment helping keeping borders secure.

IRD has installed more than 20 of its weigh stations in the Kingdom; initially they simply focused on weighing vehicles. Increasingly, however, as technologies such as networking and the internet have become part of everyday life, the weigh stations have been

able to take on roles such as ensuring a vehicle's weight and dimension credentials by licence plate recognition and linking it to the vehicle's registration.

Bergan says that IRD's technology adds significantly to security in a region where border crossings are carefully controlled "because you can identify vehicles that aren't properly registered and may be illegal hauliers."

IRD's long experience of installing its equipment on the US-Mexico and US-Canada borders,

as well as along the borders of Afghanistan, have shown that the more information that is available on a truck, the safer and more efficient is the border crossing process.

"The more data you can provide to the border officers or security officers, the more efficiently they can make the decision on whether to physically inspect that vehicle," says Bergan.

If the weight and dimension credentials of the vehicle have

been passed on to the border guard personnel in advance and have not altered, they have the necessary information on which to make a decision on whether to stop and search the vehicle.

If everything appears to be in order, an inspection may be deemed unnecessary and time can be saved both by the border personnel and the truck driver.

Stand B23
(House of Measurement Trading)
www.irdinc.com

Delcan deploys ITS solutions in Virginia and California

Delcan, in association with Serco, has put the US state of Virginia's "first cohesive active traffic management system (ATMS) along Interstate 66" into place. Delcan also has a 12-year arrangement with Virginia to assist "the state-wide Transportation Management Center" and will use the new ATM deal to bring in variable speed advisory / variable speed limit signs; dynamic lane management; dynamic shoulder use; adaptive ramp metering and reversible lane controls.

"The new state-wide ATMS platform will service five TOCs using a hosted Virtual TMC model," says Delcan. And "the system is flexible for future enhancements and innovations including integrated corridor management (ICM), arterial signal management and connected vehicle readiness."

Other benefits include over-height vehicle detection; lane / construction closure advisory management; tunnel monitoring... plus the control

and monitoring of thousands of ITS field devices including CCTV cameras, vehicle detectors, dynamic message signs, highway advisory radios, fog detection systems and environmental sensor stations. Delcan argues that "the entire system is designed to enable increased operational efficiency and safety through economies of scale gained by having one contractor responsible for traffic operations and ATMS."

On the other side of the USA, Delcan is also taking part in a pioneer project sponsored by USDOT and led by the San Diego Association of Governments (SANDAG) to create a "unique Integrated Corridor Management (ICM) system designed to manage all facilities and modes in a pro-active, coordinated manner." The Interstate 15 Integrated Corridor Management System brings together "Sandag, Caltrans, local cities, state and national transportation agencies to implement USDOT's vision that



A cohesive strategy: Delcan President Lester Yoshida

metropolitan areas can realise significant improvements in the efficient movement of people and goods through aggressive, proactive integration of existing infrastructure."

Delcan says that the scheme will use "a network prediction sub-system; a real-time simulation sub-system; an intelligent

decision support system; freeway coordinated adaptive ramp metering; signal coordination on arterials with freeway ramp metering; regional arterial management; real-time response strategy assessment and en-route traveller information."

Stand A20

www.delcan.com

AMS launches small and versatile crash protection



AMS CEO Dr Roberto Impero

Italian manufacturer Industry AMS (Industry Automation Manufacturing and Service) has been telling visitors to its stand at the World Meeting all about its new patented honeycomb absorber designed to provide "safety protection in urban areas where the speed limit is 50 km/h and where there are a huge number of hazards like rigid poles, ends of concrete barriers and temporary working zones."

According to Dr Roberto Impero from AMS, "a head-on collision at speed against an unprotected obstacle could determine a very high risk of injury for car occupants and, unfortunately the main problem to overcome when installing crash cushions

in urban areas is the space for installation."

"Indeed," says Impero, "we often find that there isn't enough space for the installation at all because the 50 km/h crash cushions available in the market are usually 2.0m to 4.5m in length and are too expensive." To overcome these problems, AMS has put together a crash cushion less than 1m long and 700mm to 1,200mm wide, all tested against the EN 1317.

AMS is also showing off its Janus Installation system that uses two small crash cushions, positioned shoulder to shoulder and connected with a beam.

Stand A17

www.smaroadsafety.com



Ministers debate a world of transport challenges

A wide variety of different topics were covered at the World Meeting Ministerial Roundtable this week. Here is a summary of the highlights:

The UN Decade of Action for Road Safety presented by Marc Shotten, Senior Transport Specialist, the World Bank.

By 2030 road crashes are forecast to become the fifth leading cause of death, rising to 2.4 million fatalities per year. By 2020 the world's motor vehicle fleet will double to reach 2 billion. Car sales will reach 120 million per year with emerging markets taking a 61% share, and traffic injuries in these countries often result in tipping families into long-term poverty and overwhelming emergency health care systems. At an aggregate level their cost is estimated at 1-5% of GDP.

In an effort to alter the status quo, a UN Decade of Action for Road Safety was launched on May 11, 2011 supported by over 100 countries, with a goal of preventing 5 million road traffic deaths and 50 million serious injuries globally by 2020. The UN wants to see safer roads where safety is not an afterthought. Half the roads inspected by iRAP in low and middle income countries are high-risk one- or two-star roads,

and roads should exceed an iRAP three-star rating. If 10% of the highest volume roads did this it would save over 1,700,000 deaths and serious injuries.

The campaign is also arguing for safer vehicles. More than 20 million of the 60 million new cars built since 2012 fail to meet basic UN crash test standards. Airbags, ABS and ESC must be fitted as standard and governments need to regulate car makers to supply all markets with the same quality vehicles.

“More than 20 million of the 60 million new cars built since 2012 fail to meet basic UN crash test standards”

Infrastructure Productivity:

How to save \$1 trillion a year, presented by Nick Garemo, Infrastructure Practice Manager, McKinsey & Company.

Insufficient or inadequate infrastructure - and the resulting congestion, power outages, and lack of access to safe water and roads - is a global concern, usually excused by a lack of infrastructure funding. However,

there are clear ways to create more and better infrastructure for less. Just keeping pace with projected global GDP growth will require an estimated \$57 trillion in infrastructure investment between now and 2030. That's nearly 60 percent more than the \$36 trillion spent over the past 18 years, according to a recent report from the McKinsey Global Institute. The \$57 trillion required investment is more than the estimated value of today's infrastructure. And this figure does not include costs such as clearing maintenance backlogs, meeting development goals in emerging countries, and making infrastructure more resilient to climate change. But given widespread fiscal constraints in the wake of the global financial crisis, even assembling the minimum investment required to meet growth predictions is a challenge.

Yet practical steps could boost productivity by as much as 60 percent, thereby lowering spending by 40 percent for an annual saving of \$1 trillion. Over the next 18 years, this would be the equivalent of paying \$30 trillion for \$48 trillion worth of infrastructure.

Policy, data and research:
An international collaboration framework, presented by Jose

Viegas, Secretary General, International Transport Forum.

The 54 member countries of International Transport Forum (ITF) use it as a strategic think tank for transport policies designed to help shape the global agenda. Transport policies must contribute to economic growth, environmental protection, social inclusion and the preservation of human life and well-being. To do this well, good data needs to be collected. A recent report called "Understanding the value of transport infrastructure" reviewed existing sources, definitions and coverage, identified critical data gaps, set priorities for future data collection, developed definitions and suggested methods for measuring investment and capital stock.

Data collected at ITF includes annual and quarterly trends in freight & passenger traffic; monthly, origin-destination, freight tonnes and values; investment in infrastructure and maintenance by road, rail, ports, and airports; global, key transport and greenhouse gas indicators by mode re CO2 emissions; an IRTAD road safety database collating accident and relevant exposure data (since 1970); as well as collaborative research.

New ITS technologies drive the move from transport to intelligent mobility solutions

All of the world's current transport systems are going through a major "paradigm shift" as new ITS technologies evolve. With more than 18 million vehicles worldwide already "connected" and tracked via GPS on a permanent basis, the IRF World Meeting Partner Session in partnership with Ertico – ITS Europe, discussed some of the most important components in "moving from transport to intelligent mobility".

Speakers from Swarco, Kapsch TrafficCom, Xerox, CGI (formerly Logica), Topos (an organisation of 3D technology and gaming companies from the Aquitaine region in France) and Ertico gathered together in Riyadh this week to explore how this massive shift is transforming the way in which data collection and traveller information is moving from the roadside to mobile devices, leading to the emergence of cooperative systems, smart sensors, the "internet of things" and being "always connected".

Another driver of structural change in the industry is the ever-changing face of computing technology. The arrival of cloud computing (with a next generation already being dubbed "fog computing"), along with concepts such as software as a service, social media as emergency warning systems, and multi-purpose back offices is driving another generation of new ideas and new applications.

And, as if to add another layer of complication, there is the conundrum of how to constructively manage so-called Big Data, because data on its own is not very useful. The challenge is that it needs to be turned into information that can be

used in an intelligent manner to detect and manage irregularities or incidents in an otherwise stable traffic situation.

Furthermore, the session was told, such integrated services should ensure shared and common data sets where the same information is used multiple times and across applications

operators with a tool for strategic direction, and still be able to reduce operational costs and increase the operator's return on investment.

The World Meeting session also looked at key policy issues and decided that while mobility should always be considered as a fundamental

enhancing everybody's quality of life.

And the benefits are not just local. ITS policy (and its financing) should transcend national boundaries. The future lies in cross-border partnerships and collaboration. For example, in Europe, 28 sovereign countries are already willingly working together with a plethora of industry stakeholders to ensure the harmonisation and standardisation of ITS under the coordination of the European Commission.

Initiatives include EU-funded ITS projects such as iCargo (with the aim of creating an open platform for collaborative freight transport and logistics services, www.i-cargo.eu) and MOBiNET, a service platform which aims to simplify the Europe-wide deployment of connected transport services by creating the next standard for an "Internet of Mobility". The idea here is that transport users' requests match the providers' offer, and the system promotes openness, harmonisation, interoperability and quality. The system is managed by Ertico along with another EU-project called ViajeoPlus (www.viajeoplus.eu) which collects best practice from across the world, and shares the knowledge and experience created via a "virtual best solution book".

Session delegates also heard about other successes from around the world such as the Bus Rapid Transit system in Brazil, about how the bike-sharing system that started in the Netherlands in 1965 now exists across the world, including in Doha, and about Singapore where congestion charging started in 1997.



Leading the way: John Chipperfield of Swarco (Left) and Josef Czako of Kapsch

– which is not the case in most systems today.

In order to apply these evolving technologies, current systems managing urban circulation, highway traffic and parking guidance – often based on proprietary schemes and embedded in "silos" – need to be joined up via open interfaces and high-level platforms.

Such a complete systemic overview would also provide its

right, the transport funding crisis means that there is not enough ITS investment taking place at present. In a time of uncertain economic conditions, governments give priority to job creation and measures to foster innovation. ITS must fight its corner here though, because it brings multiple benefits, such as managing road infrastructure demand, improving road safety, preserving the environment and

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