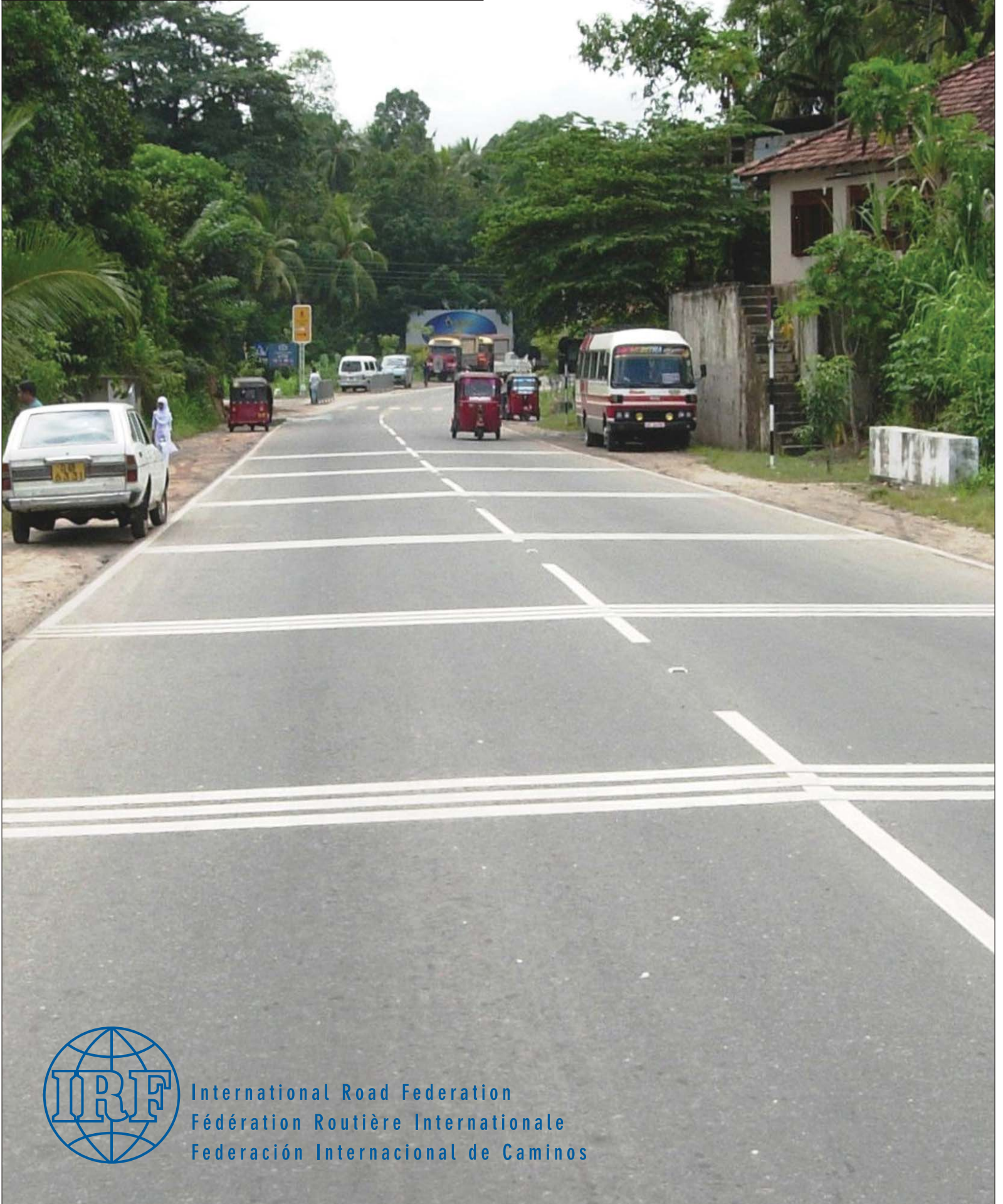


The IRF Bulletin

Number 3 2005



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Federación Internacional de Caminos

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Publisher :
International Road Federation

Cover photo:
A refurbished section of the A1 road near
Kegalla, Western Province of Sri Lanka
Courtesy of the International Road Federation

Other photos:
Caterpillar Sarl, Colas, Compagnie Signature,
Delcan, International Corporation, Dromex
Joint Stock Company, FaberMaunsell, Kinki
Kensetsu, Michelin, ScottWilson, Swarco,
Croatian Motorways Ltd.

Graphic design, layout:
Quotes Design Studio

Printing:
ROADEX 2006
Abu Dhabi National Exhibition Company
P.O.Box: 5546
Abu Dhabi, UAE

October 2005
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Letter from the IRF

Welcome back to the third edition of the remodelled IRF Bulletin. Following the summer break, the IRF is heading towards a busy autumn programme. In addition to its own events in Uzbekistan, the US, Slovakia and the Netherlands Antilles, the IRF will also be supporting and providing key note speakers at a number of other conferences and exhibitions and actively supporting activities organised by its members.

The IRF is also actively engaging in policy issues. At a European level several major road and transport issues are on the agenda and through its Brussels office, the IRF will be representing the interests of its members and the road sector on all relevant topics.

In the United States the IRF is pleased to see long awaited progress on the transportation bill, which will give a massive boost to the American road sector. In August the official signing of the bill by President Bush took place at the Montgomery plant of IRF member Caterpillar. On page 3 you'll find a more in-depth look at the bill.

In June the IRF gathered for the biggest event on its calendar, the World Meeting. This 15th edition was held in the hospitable city of Bangkok, a scene of major road construction projects. The Thai hosts put on an excellent event; for those that couldn't attend, some of the highlights can be found in our middle page feature.



Patrick Sankey
Director General & CEO
Washington DC Office

The World Meeting also set the stage for presenting a number of the IRF's prestigious awards. Further to the traditional IRF Man/Woman of the Year, the IRF presented the inaugural Dr Mino Award of Excellence, recognising outstanding graduates of the IRF Fellowship Program. The new award will be presented once every four years to coincide with the IRF World Meeting. The Global Road Achievement Awards Program also received a record number of applications this year. IRF recognized nine projects in ten categories for outstanding achievements in road development.

This fall, the IRF will proudly place five new Fellows at top universities to study in a transportation-related program. This



Tony Pearce
Director General
Geneva/Brussels Office

year's Fellows come from Albania, Argentina, Bahrain, China and Japan and will study at Turin University, Purdue University and Australian University.

This autumn will also see the release of several IRF publications. After a process of remodelling, carried out with the support of the World Bank, the new, improved 2005 edition of World Road Statistics is now available. A new IRF publication, the International Road Officials Guide will also soon be available. This brand new publication lists nearly 2 000 public procurement contacts from around the world making it the most comprehensive directory of its kind. New publications will be distributed to members in the coming months.

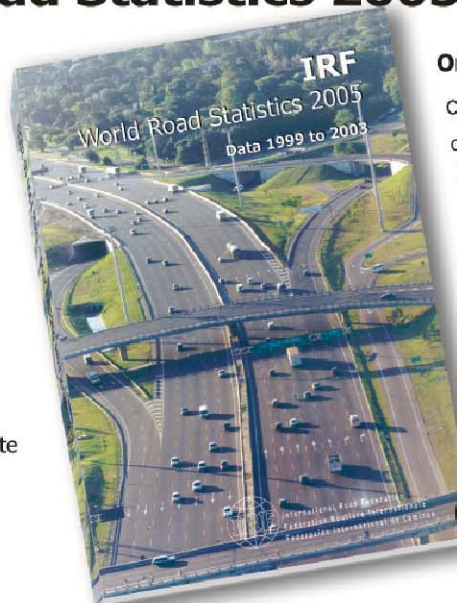
The new World Road Statistics 2005 have arrived!

This unique data resource document, elaborated with World Bank support, is more relevant than ever to understanding poverty reduction in relation to the Millennium Development Goals.

The World Road Statistics are THE reference for research, investment evaluations, infrastructure planning, and sustainable development.

Exciting Improvements:

- a more focused questionnaire, aimed at improving the information gathering;
- diversification of data sources;
- WRS 2005 CD-ROM is more focused on users needs, integrating interactive menus to facilitate access, selection and export of data tables;
- higher data quality with better data cleaning, review and cross checking.
- important data analysis



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State of the Industry



The International Road Federation works closely with its members to promote investment in road development worldwide. In this section, IRF Washington Director General and CEO, Patrick Sankey, examines some major developments in road investment in key market places.

for the record highway and transit investment levels in SAFETEA-LU. IRF is an important ally and advocate in the push for road development and improvements.”

Even though SAFETEA-LU is the largest highway bill in the world, and a step in the right direction, there is still much to be done. Numerous government reports state the need for increased investment in America’s transportation infrastructure to meet the growing demands of users. With the U.S. population projected to increase 45 percent to more than 415 million people and the number of licensed drivers to grow another 86 percent to more than 380 million drivers over the next 50 years, there are a number of things policymakers should be considering to meet the nation’s transportation challenges, the ARTBA president said.

Adjusted for inflation, SAFETEA’s average annual funding gains are only 1.8%, compared to the real increases of six percent annually in the previous law—TEA-21. Traffic congestion levels will increasingly threaten business productivity and just-in-time delivery.

IRF will continue to work with its members, such as ARTBA, to advocate for increased investment in road development in order to spur economic growth and enhance the quality of life.

Export of construction machinery still strong: South America and Asia lead way

U.S. construction equipment exports in 2005 continued to grow through the second quarter of the year to reach more than \$6 billion for January-June 2005, according to data released by the IRF-member the Association of Equipment Manufacturers (AEM). Exports during the second quarter of 2005 increased 12 percent over first-quarter exports, and the mid-year total dollar volume rose 44

percent compared to 2004 mid-year export totals. The AEM North American-based international trade group consolidates US Commerce Department data with other sources into a quarterly export trends report.

Construction machinery exports to **South America** increased 64 percent for the first half of 2005, representing \$809 million worth of purchases. Exports to **Asia** grew 59 percent and totaled \$854 million. **Central America** took delivery of \$443 million worth of US-made construction equipment, a 14.5 percent gain.

Europe increased its purchases of American construction machinery 48 percent, spending \$1.1 billion. And, exports of construction equipment to **Canada** gained 41 percent for a total \$2.1 billion. US-made construction equipment bound for **Australia/Oceania** during the first half of 2005 totaled \$589 million, a gain of 48 percent. Construction machinery exports to **Africa** rose 5 percent to reach \$192 million.

The **top 10 export destinations** for American-made construction equipment for the first half of 2005 were:

Canada - \$2.1 billion, up 41 percent
Australia - \$566 million, up 51 percent
Belgium - \$401 million, up 129 percent
Mexico - \$341 million, up 14 percent
Brazil - \$303 million, up 135 percent
Singapore - \$273 million, up 275 percent
Chile - \$261 million, up 69 percent
Japan - \$139 million, up 107 percent
United Kingdom - \$114 million, up 33 percent
Germany - \$112 million, down 7 percent

This report from AEM is encouraging. It demonstrates that countries all over the world are making worthwhile investments to obtain the tools necessary to develop their respective infrastructures. IRF will continue to monitor worldwide marketplaces in order to effectively advocate and call attention to the needs and benefits of increased investment in road development.

Highway Bill gets green light

On Wednesday, Aug. 10 President Bush signed the more than 1,000-page highway bill into law at a plant operated by IRF-member Caterpillar Inc. The House and Senate each overwhelmingly passed final legislation July 29 reauthorizing the federal highway and transit programs through FY 2009. The House approved the measure 412 to 8 and the Senate vote was 91 to 4. The “Safe, Accountable, Flexible and Efficient Transportation Equity Act—A Legacy for Users” (SAFETEA-LU) will provide \$286.5 billion in guaranteed funding for the federal highway, transit and safety programs.

During his speech at the signing the bill, President Bush said that investment in transportation is necessary for economic expansion. “If we want people working in America, we got to make sure our highways and roads are modern,” Mr. Bush said. “We’ve got to bring up this transportation system into the 21st century.”

Transportation and road investment has not always been a priority of this administration. Through hard-fought battles and a talented, aggressive and uncompromising strategy, IRF-member the American Road & Transportation Builders Association called the President’s attention to the growing need for investment in US roads. “Overcoming the political obstacles to increase transportation investment was ARTBA’s major challenge in the debate over the reauthorization of the nation’s surface transportation programs,” ARTBA President & CEO Pete Ruane said. “We worked closely with a diverse coalition of stakeholders, such as the International Road Federation, to build political support

Interview

CHRISTINA MALMBERG CALVO

IRF Woman of the Year 2005, Christina Malmberg Calvo talks to the IRF about the development of rural roads and the challenge of providing physical access to some of the world's poorest populations.

You have a long standing commitment to rural transport development, how did you first become involved in this domain?

It all started in the mid-80s when I worked on my first field project, the Makete Integrated Rural Transport Project, in Tanzania. The district of Makete was a 20 hour journey west of Dar-es-Salaam, due to the poor roads. Road infrastructure was essential for assuring access to the capital of the district which was cut off for many months during the rainy season. The project used innovative methods to repair and maintain transport infrastructure, by relying on local resources and labour intensive methods to reduce costs. Through a survey of local travel and transport patterns we found that other types of infrastructure were also essential to reduce the need for time and effort consuming journeys, for example, safe water sources closer to homes to eliminate lengthy daily journeys to collect water.

As I emphasized in my acceptance speech, my initial interest was not in transport, but in development, although the two are closely inter-related. Transport is essential to carry out the broader activities around economic and social development and to reduce poverty.

When we talk about rural roads what exactly do we mean? Is there a standard classification of this type of road?

Unfortunately no. There are almost as many definitions as there are countries. People talk about access roads, feeder roads, district roads, and village roads or earth and gravel roads, but rural roads can also be paved. Often rural roads are just a residual mass of any road that doesn't fit into another category.

I recommend that rather than using a huge catch all category, rural roads should be classified according to function and then defined in relation to who has the responsibility for the road, who is financing it and maintaining it? In rural areas it is useful to distinguish between roads managed by local government and those managed by communities.

It would be useful to have standard definitions, at least in each country, and which are guided by international standards, to facilitate sharing statistics and comparing across different countries. In this respect the work of the IRF with the World Bank in statistics is important and can help create clearer definitions within countries.

What are some of the main challenges regarding rural roads?

In my work I have highlighted the institutional challenges associated with rural roads, particularly regarding financing and management. In low income countries the biggest challenge for local government roads is financial, as local governments are often highly dependent on transfers from central government. It is important to develop ways for local governments to raise resources locally and that central governments provide the right incentives to increase revenue mobilization at the local level.

In terms of community roads the biggest challenge is often organization, finding a way for local communities to work together and make use of local resources; for this able leadership is essential. Local and central government can then help with technical advice, standards and grants.

Are there some positive examples of management and development of rural roads?

Yes there are some encouraging examples of ways in which rural roads are being managed. A good example of local government managed roads is that of the Highlands in Guatemala. Around 12 local governments, each responsible for 50-300km of roads formed an association, giving them a combined network of over 1000km. This was a way for the local governments to achieve scale advantages and together hire technical staff, costs which would have been too great to incur individually.

In Zambia, there is a good example of community roads. A system of cost



The IRF award was honoured to Mrs Malmberg Calvo in recognition of her work on the development of rural roads.

sharing was established through a social fund, where communities proposed investment projects in order to receive grants from government. In order to ensure adequate maintenance of the improved road or bridge, communities could apply for an annual grant from the road fund. Communities were required to request an annual inspection from the district engineer to qualify for the grant the following year. This system ensured a continuity of funds for maintenance and controls to make sure the work was actually being carried out.

When accepting your award you thanked the IRF for recognizing the importance of rural roads. How do you think the IRF can further support the development of rural road infrastructure?

I think the IRF's recognition of the importance of rural transport for development helps to stimulate interest among the road community. In the future the IRF may wish to sponsor seminars on this theme and focus attention on rural roads through IRF publications. The IRF might also consider collaborating with other bodies working on rural roads, such as the International Forum for Rural Transport and Development (IFRTD).

The IRF award really is a great encouragement to those working on rural road development and I hope that other actors in the field will be acknowledged in the future. I can think of many very worthy recipients.

South Asia Feature

Asia, at the heart of road development

Following the IRF World Meeting in Bangkok, Thailand and other recent activities in Asia, the IRF looks at the mood for major road development in the region and how the IRF is getting involved.

Asia is currently at the heart of road development, with major development plans underway in many of the countries in the region.



Manfred Swarovski, IRF Chairman, welcomes delegates to the 15th IRF World Meeting

As IRF Chairman, Manfred Swarovski highlighted in his welcome speech to delegates in Bangkok, China is currently involved in the biggest road development plan ever witnessed anywhere in the world. The planned expressway network named 7918, reflecting its major corridors, seven routes radiating from Beijing, nine north-south corridors and eighteen east-west axes, will total some 85 000km of highway. Despite these ambitious plans, the Chinese are confident that the network will be completed ahead of schedule.

However, as the World Meeting in Bangkok highlighted, the rest of Asia is following suit and road construction is high on the agenda in many other countries. As Thai Transport Minister Suriya Jungrungruangkit emphasised in his opening address to the World Meeting, Thailand's ambition is to become a major transport hub in Asia. A key element in their construction plans is therefore developing cross border links and interconnecting Thailand's road network with those of its neighbours. Minister Suriya confirmed that inter-regional trade has already experienced steep growth and the country's

transport development is part of a strategy to support and reinforce this trend.

Other road development plans form part of a regional approach, such as the UNESCAP initiative, the Asian Highway Network (AHN). The AHN will comprise 141 000km of standardised roads, spanning thirty-two countries. An intergovernmental agreement on the AHN, setting technical standards and route and signage specifications, officially came into force on 4 July following ratification by eight countries.

However, Kim Hak-Su, Executive Secretary of UNESCAP highlighted the financing need for infrastructure projects in the Asia-Pacific region, stating that there is an \$18bn funding gap for the upgrading and improvement of highways, creating a need for private investment. However, private investment in infrastructure has seen a significant decline since the financial crisis of 1997 and Asian capital markets remain risky. At a recent ministerial round table on financing the idea of creating an Asian Investment Bank was launched. Such an institution would be similar to the EIB and would work with the private sector to co-finance projects and provide guarantees for investment.

Other countries in the region are seeking to actively involve the international private sector, both as a source of financing and a means of improving the quality of road building and this is an area where the IRF can be of assistance.

In India, for example, where the National Highway Development Plan (NHDP) is entering its fourth phase, the IRF is actively supporting the authorities. During the last six months the IRF has stepped up its presence in India by opening a regional representation office in New Delhi, hosted by the Builders' Association of India. The purpose of the office is to help establish better contact with the country, to monitor developments and opportunities for members in the Indian market and also to act as a point of contact for IRF members

in India. In association with the BAI the IRF has already organised a consultation mission to India, where delegates visited senior officials from the national highways authority and the planning committee responsible for the NHDP, to discuss forthcoming contracts. The mission had several objectives, for delegates it was an opportunity to learn more about forthcoming opportunities in India, however it also provided an opportunity to raise concerns over certain aspects of the contracts being proposed and the general business environment for the industry in India. The Indian authorities, which are keen to attract international participation, took note of the concerns and said they would strive to address the issues raised. During the mission, delegates were also able to meet local and international partners operating in India and to visit several current construction sites.



Delegates of an IRF mission to India, with officials from the NHAI and the Ministry of Transport.

Besides giants such as China and India, smaller Asian countries are also recognising the importance and benefits of developing high quality road infrastructure and are looking at international experience to give them guidance. Visiting Pakistan in August, the IRF met with the National Highways Authority which is also implementing a large scale road development programme. The National Highways Authority (NHA) has recently joined the IRF and is keen to benefit from the expertise and advice of the IRF and its international membership. As the country is also looking to further involve the private sector to develop its road network, the authorities would also

South Asia Feature



Construction of the Khlong Lat Pho intersection, Bangkok industrial ring road.

“Impressive road development programmes are being implemented throughout Asia.”

welcome a similar mission to that held in India to discuss its plans with the international private sector.

In Sri Lanka, rehabilitation is a priority and despite the small size of the country, opportunities remain for international companies. Similarly to many countries in the region, the domestic industry is working at capacity and the amount of work available requires international participation. Many countries are also keen to harness knowledge and technology from abroad to improve the quality of road construction and transfer know-how. The IRF continues to support all these countries as they strive to develop first class road infrastructure.

To give an overview of some of the major development programmes taking place in Asia, the IRF has compiled a collection of documents about national road development programmes in several Asian countries. These documents are available to members on the IRF website.

Alongside the rapid expansion of the region's road network there is a growing associated problem; persistently high accident rate on Asia's roads. Road safety is a serious concern for the region as rapid motorisation is coupled with a heavy injury and death toll on the region's roads. The subject was highlighted during the IRF World Meeting in Bangkok, particularly in presentations by the Asian Development Bank (ADB) and the Global

Road Safety Partnership (GRSP) both of which have initiatives in the region aimed at tackling the problem. The ADB has provided a technical development grant aimed at helping develop road safety action plans in the ten ASEAN countries. Alongside local activities and individual national action plans, at a regional level the action plan aims to develop institutional and training capacity.

According to World Health Organisation reports, road accidents are currently the 11th cause of death globally, with around 85% of these deaths occurring in middle and low income countries. The WHO estimates that without action there will be a 65% increase in death and injury on the world's roads and by 2020 road accidents could be the third global burden of disease and injury.

However, action is being taken. Besides the efforts of international organisations such as the ADB, World Bank and GRSP, national governments are also turning their attention to the subject. In Pakistan, for example, the National Highways Authority (NHA) recently launched a National Road Safety Campaign. During a one-day road safety seminar which marked the launch of the campaign, Muhammad Shamim Siddiqui, Federal Minister of Communication, announced the creation of a National Road Safety Secretariat and the re-vitalisation of the National Road Safety Council. Siddiqui said the government was giving priority to changing

road users' behaviour by both through persuasion and enforcement and also through engineering, to provide safer road infrastructure which offers more guidance to drivers and reduces the likelihood of driver error.



Overloading; a common cause of road accidents in India.

In India action is also being taken. A number of organisations committed to road safety have recently joined the IRF, involved in activities from road safety education and training to accident analysis. The IRF has already supported several initiatives organised by some of these new members, such as the launch of India's first mounted traffic police unit, and remains committed to the cause of reducing the number and severity of accidents occurring on roads in Asia and around the world.

Crossroads

ROADEX is back, bigger and better

The Middle East's biggest road and traffic exhibition, ROADDEX is back for its second edition in Abu Dhabi, UAE on 12-15 March 2006. Building on the success of the first exhibition, next year's event will be even bigger, with over 6 000 visitors expected and exhibitors from all over the world.

For this second edition, ROADDEX 2006, the IRF will not only provide its institutional support, but will also collaborate with exhibition organisers General Exhibitions Corporation (GEC) to organise an accompanying Middle East regional conference. Themed *"Roads for the future – smart and safe"*, a major element of the conference will be road safety and loss prevention, as IRF estimates put loss in GDP from road accidents between 1.5% and 2.5% in the region, compared to less than 0.75% in the USA and many Western European countries.

For details on ROADDEX and the accompanying conference, contact the IRF Geneva office.

IRF attends Panama conference

Susan Maher, Director, LAC Affairs, visited Panama July 18-22, where she attended the ExpoTrans conference. The conference focused on Panama's multi modal transportation system and emphasized their desire to attract US corporations into their market.

During her visit, Maher met with the Vice Minister of Public Works, Mr. Luis Manuel Hernandez, the Secretary General Mr. Mariano Quintero and other members of his office, as well as Ing. Javier Cardoze F., President of the Panamanian Chamber of Construction. The meeting brought to light the priorities of the administration at this time.

IRF-WPC vice chair & treasurer keynotes Korea conference

Brian Harris, vice president of AECOM, and IRF Washington vice chairman and treasurer, provided the keynote address at the inaugural International Road & Traffic Conference held in Korea, July 7-8. The IRF co-organized the successful event, with longtime IRF members Korea Highway Corporation and Korea Transport Institute.

The conference provided a unique forum for those interested in road developments in the Korean Peninsula, with an opportunity for delegates to gather valuable information about the outstanding technological advancements and developments being undertaken in Korea. The intent is to hold a conference of this type each year.

The conference further solidified the bond between IRF, its Korean members and past IRF Fellows in the region. Harris and the IRF staff renewed old friendships with former IRF Fellows, who are now successful leaders in the road development industry.

IRF gains wider recognition in Gulf region



Patrick Sankey, IRF-Washington Director General & CEO, and Magid Elabyad, Manager, Middle East Affairs, visited several countries in the Gulf Region on an IRF outreach trip in June. Sankey and Elabyad met with IRF members and

perspective members to focus on how IRF can be more active in the region.

With the help and dedicated efforts of IRF-Washington's leadership, IRF's network of members in the region has expanded.

Sankey and Elabyad visited dozens of key individuals in United Arab Emirates, Kuwait and Qatar. While meeting with top-level government officials, key industry leaders and influential organizations in the region, numerous opportunities were presented for IRF to further its role in the region. Some key topics discussed were:

- IRF regional meetings held yearly in conjunction with the annual meeting of the GCC countries

Successful executive seminar on roadway safety held in Madrid

"Successful Roadway Safety Policies in the United States and Japan – A Comparative Vision" was the theme for the fourth International Executive Seminar on Roadway Safety, organized by the IRF and the Transportation Development Foundation (TDF) of the American Road & Transportation Builders Association, held in June in Madrid, Spain. The Seminar, attended by over 120 people from Spain's public and private sectors, was hosted by the Spanish Road Association and the Community of Madrid regional government, with additional support provided by the Japanese Road Association.

"This Executive Seminar departed from our typical format," says Brad Sant, Executive Director of TDF, who organized the presentations for the event. "In this instance, the Spanish Road Association had a very specific idea of what they wanted presented in the program, focusing on state-of-the-art practices in the United States and Japan."

"The active role assumed by the Spanish Road Association and the Community of Madrid allowed this to be one of the most successful seminars we have conducted," said Patrick Sankey, Director General & CEO IRF-Washington. "IRF is grateful for the energy and enthusiasm demonstrated by our colleagues in Spain, and we are confident that with this type of cooperation we can reduce the alarming number of deaths on our world's roadways."

- Conducting IRF training programs and bringing best practices to the region
- Coordination with KSE to bring specialized training programs to Kuwait
- The future of IRF in the Gulf Region and expanding IRF's membership base

In Qatar, the Public Works Authority held a press conference where Sankey presented the Global Road Achievement Award (Design category for the Doha Expressway) to Engineer Ahmed S Al Kuwari, Assistant General Manager for Technical Affairs. This televised event brought great recognition to IRF and its Global Road Achievement Awards Program.

Introductions

The IRF's active programme of activities around the world is continuing to attract new members, extending the IRF's global network. Here we introduce the latest organisations to have joined the IRF.

Al-Ramool Road Marking and Sign Works is a specialist manufacturer and applicator of road marking paints operating from the Emirate of Dubai.

Al-Rosan Establishment for Contracting has 25 years of experience in road, railways, water plants, sewage plants, electrical and mechanical special plans, paving, and selling all mixed and hot asphalt.

The **Association of Consulting Engineers** is Pakistan's professional association of engineers and has rejoined IRF.

BCEOM Société Française d'Ingénierie offers a scope of engineering services at all project stages, focusing specifically on development engineering projects.

Bureau d'Etudes Sénégalais (BES) is an engineering company based in Senegal.

C & C Construct Pvt. Ltd., incorporated in July 1996 by a group of professionals for infrastructure development, is engaged in a diverse range of construction related activities on a nationwide and global basis.

Engineering Associates is one of Pakistan's most renowned firms in the field of consultancy, offering services in all disciplines of engineering.

Euroadsafe, the European Road Safety Equipment Federation has been integrated into the IRF and its members: QTS Europe, BTD, Cleanosol and the Swedish Horizontal Marking Association (STMF), now form part of the IRF membership.

The **Government of the City of Moscow** has joined the IRF to benefit from advice and assistance in developing the city's road infrastructure. The IRF has already organized a seminar in association with the city government, bringing international experts to Moscow.

The **Industrial & Engineering Consulting Office** is a multi-disciplined engineering consulting company, which has been engaged in major civil engineering and infrastructure projects in Kuwait for over 20 years.

The **Institute of Road Safety & Trucknowledgy** aims to improve road safety in India by training truck drivers.

The **Institute of Road Traffic Education** is a non-profit organisation dedicated to road safety in India. Its activities include training traffic police, traffic education for civilians, and the operation of India's first mobile collision analysis and research laboratory.

The **Intergovernmental Council of Road Administrators of CIS**, is a platform for regional cooperation in road development in the countries of the former Soviet Union.

JSC Dormash is a developer, manufacturer and supplier of road-construction equipment. The company produced its first graders 50 years ago in Russia, and Dormash has now expanded its network in new markets.

Kharafi National is a world class Pan-Arab player in engineering, construction, maintenance and multidiscipline contracting with operations in the Middle East and Africa.

The **Kuwait Society of Engineers**, founded in 1962, seeks to establish scientific & technical co-operation among the engineers in Kuwait and their colleagues in the rest of the world.

M-Konsult Ltd is an engineering and project management consultancy based in Tanzania with activities throughout Africa.

The **National Company for Road Equipment** is a Libyan national company producing and managing the fleet of road construction equipment.

The **National Highways Authority of Pakistan** is responsible for developing and managing the country's road network. The authority has joined the IRF with a view to improving maintenance and safety of the road network and benefiting from international experience in road financing and management.

The **National Institute for Training of Highway Engineers (NITHE)** provides training for public and private sector engineers from India and overseas.

The **New Zealand Institute of Highway Technology** is the country's largest provider of civil engineering, technical and skills training.

Pyeong HWA Engineering & Consulting Co. Ltd. is a leading provider of infrastructure solutions. The company is engaged in various activities worldwide and is considered one of the top engineering firms in Korea.

Qatar Building Company, founded in 1971 as a general civil engineering and building contractor, has since established itself as a national market leader and has incorporated material production and sales divisions into its structure to ensure self-reliance and a guarantee of quality.

SANEF is one of France's leading motorway concessionaires, responsible for a network of 1743km in the north and east of the country.

Span Consultants Pvt. Ltd., established in 1977, has emerged as one of India's leading civil engineering consultancies.

The **State Corporation for Roads & Bridges** is the government entity in Iraq responsible for the building and maintenance of roads and bridges. This former longstanding member has recently rejoined the IRF.

United Gulf Construction Company, founded in 1975, is engaged in civil contracting with self contained divisions for various disciplines of engineering.

The **University of Patras** is Greece's third largest university and has a reputation for innovation and excellence.

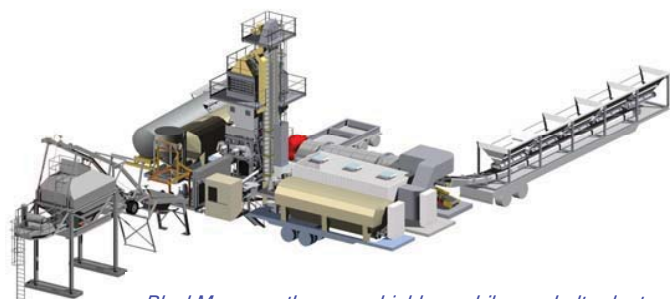
Virginia Tech University has rejoined the IRF through its Transportation Infrastructure and System Engineering (TISE) program which already has close ties with the IRF Fellowship Program.

Yousufi Construction Company, IRF's first member in Afghanistan, is the only construction company in the southwest of Afghanistan with national & international experience. The company has 19 years of experience in road and bridge construction.

Member News

Ammann Group strengthens its market position

Founded in 1869 Ammann is an internationally active, family-owned group of companies. With over 20 companies established all over the world and counting around 2'500 employees the Group is today achieving a turnover of 750 million US dollars.



BlackMove – the new highly mobile asphalt plant

Ammann is one of the leading suppliers of machines and equipment for the road construction industry, i.e. asphalt mixing plants, concrete plants, mobile and stationary plants for mineral processing, control units and process management systems, machines for road building and road maintenance such as compaction and earth-moving equipment.

One of Ammann's core competences is the development and manufacturing of asphalt mixing plants, including recycling plants. Ammann is today the leading manufacturer of asphalt plants worldwide with a market share of 40% in Europe. In Europe Ammann is considered as a pioneer in asphalt recycling technology and has so

far equipped over 750 asphalt plants with different recycling concepts.

Ammann has completed its asphalt plant range with mobile plants. The BlackMove has first been presented at Samoter in Verona in May 2005. It has found a very positive echo and has since stood its test.

In July 2005 Ammann took over the renowned manufacturer of burners for asphalt plants Oertli Induflame AG Switzerland. Ammann used to develop the burners together with Oertli and today over 1'000 asphalt plants

equipped with Oertli burners are in operation. Owing to its reliability and high quality the Oertli burner is particularly appreciated on the market and is functioning with all kinds of combustibles (oil, gas, coal). Thanks to the acquisition of Oertli Induflame Ammann now has reached its objective to concentrate all relevant technologies for the asphalt production process in the own company.

Ammann made its first entry into the Chinese market in 1995. Today 75 plants of the Ammann Group are in operation in China. Ammann plants e.g. produced the asphalt for the construction of the F1 Racetrack in Shanghai, a project placing greatest demands on the quality of the

asphalt. Ammann even succeeded in selling asphalt plants equipped with the most advanced recycling technology.

Based on the success of the past years Ammann decided to found a Wholly Foreign Owned Enterprise in China and, in May 2005, the new company for the manufacturing, sale and servicing of asphalt mixing plants has been opened in Shanghai.



200 leaders of the Chinese road construction industry attending the opening of Ammann Shanghai

With the acquisition of Stavostroj, a.s. in January 2005, Ammann – a full-liner in the compaction business offering rammers, vibrating plates, trench rollers, single-drum rollers, tandem rollers and soil compaction machines – succeeded in substantially developing its market position and enlarging its product range. Moreover the Czech Republic is an ideal location for supplying the East European markets.

Ammann Group, Switzerland

IRTE helps launch India's first mounted traffic police unit



The opening ceremony of India's first mounted traffic police unit, in Mysore city.

The Institute of Road Traffic Education (IRTE) is striving to improve road safety in India through a number of measures aimed at improving the control and

regulation of traffic and raising awareness of the issue among road users and pedestrians. In its latest initiative, working with the Mysore Police Commissioner, the IRTE helped to launch India's first mounted traffic police unit. The new unit will be a major step in tackling the road safety problem in the city of around 1 million people by improving the control of traffic and pedestrians and allowing a better view of traffic problems and violations. Tony Pearce, Director General of IRF Geneva/Brussels attended the launch of the unit, which includes over 90 mounted traffic guards.

IRTE has played a key role in training

traffic police in India and hopes that this new mounted unit will be the first of many to be launched in cities throughout India in the future.

IRTE, India

If you have news you would like to feature in the IRF Bulletin, please contact Emma Clarke, eclarke@irfnet.org or Scott Pearce, spearce@internationalroadfederation.org.

IRF Events

Forthcoming events organised and supported by the IRF.

World Executive Board Meeting

3 November 2005

Miami, Florida, USA

Afghanistan Highway Symposium

New date and venue (tba)

This high level symposium, dedicated to the reconstruction of Afghanistan's road network, will bring together ministers from Afghanistan and neighbouring countries, international donors and financial institutions and private sector experts.

AVTODOREXPO 2005

22–24 November 2005

Kiev, Ukraine

As the Ukraine is seeking to speed up the integration of its roads into the European transport network, the IRF is supporting the country's major road construction exhibition.

2nd China Road Maintenance Congress 2005

23–24 November 2005

Hangzhou, China

The IRF is coorganising this congress themed, "Managing International Pavement & Maintenance Systems in China's Rapidly-Growing Road Market". The congress will provide a platform for communication between high level decision makers from China and overseas companies.

Public-Private Partnerships in CEE

24–25 November 2005

Vienna, Austria

In its role as a conference supporter, the IRF is sponsoring and providing a key note speaker at this conference looking at PPPs in various infrastructure sectors.

IRF Geneva Board Meeting

29–30 November 2005

Istanbul Turkey

IRF Geneva's autumn board meeting will be held in Istanbul, followed by a specialist meeting with senior officials from the Black Sea Economic Cooperation (BSEC).

Roadway Safety Executive Seminar

5–9 December 2005

Curacao, Netherlands Antilles

A safety training seminar providing education, idea-sharing and problem-solving designed to help senior road executives to reduce road deaths in their countries.

IRF Fellowship Advisory Committee

22 January 2005

Washington DC, USA

The fellowship advisory committee meeting will be held in Washington DC to coincide with the Transportation Research Board (TRB) Annual Meeting.

ROADDEX 2006 & IRF Regional Conference for the Middle East

12–15 March 2006

Abu Dhabi, UAE

IRF is organising a conference themed "Roads for the future – smart and safe" to be held during the 2nd edition of the Middle East's biggest road and traffic exhibition.

India BMCT International Exhibition and Conference

18–21 March 2006

Pragati Maidan, New Delhi, India

As a supporter of India's leading exhibition for building materials and construction technologies, the IRF will also organise an accompanying conference on road development issues in India.

IRF Geneva Annual Meeting & Regional Conference for Europe

4–7 April 2006

Amsterdam, Netherlands

IRF Geneva will hold its annual meeting and a one day regional conference covering the subjects of road pricing and financing and road safety in Europe, in Amsterdam, to coincide with the Intertraffic exhibition.

1st Black Sea Ring Conference

May 2006

Istanbul, Turkey

IRF reaches out to Europe's nearest neighbours, creating the first meeting of its new programme to overcome bottlenecks around the Black Sea.

European Event

June 2006

Venue and theme to be announced.

Road & Tunnel Asia 2006

4–7 July 2006

Singapore Expo, Singapore

The IRF is supporting the Road & Tunnel section of the major international exhibition and conference on infrastructure development in Asia.

3rd IRF/SARF Regional Conference for Africa

11–13 September 2006

Durban, South Africa

The IRF is joining forces with the South African Road Federation to organise the 3rd regional conference for Africa, themed "The Contribution of the Road Industry to Social and Economic Growth in Africa".

European Event

September 2006

Venue and theme to be announced.

FOR DETAILS AND UPDATES ON ALL THESE EVENTS, VISIT WWW.IRFNET.ORG

