



INTERNATIONAL ROAD FEDERATION
FEDERATION ROUTIERE INTERNATIONALE

Better roads, better world.



IRF Regional Conference North Africa - Mediterranean

Plenary Session 1: Interurban Road Links

*Releasing economic potential of regions with
strategic road planning*

Vilrid Femoen
Norwegian Road Federation
Chairman IRF Road Financing & Economics Committee

Cristian Gonzalez
IRF Programme Officer
Statistics & Data





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About the IRF

Not-for-profit organisation - Established in 1948
Ecosoc status at the UN and its agencies since 1951
Accredited by EU, ISO, CEN



400 Members from
Private and Public Sector
in 90 countries

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Vision & Mission

Our vision:

A world of **safe, sustainable** and **efficient** roads and road networks.

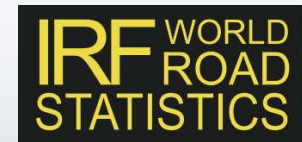
Our mission:

To promote the development of roads and road networks that enable access and sustainable mobility for all.

Focus Areas



Projects





Introduction

Considerations of economic potential of regions with strategic road planning:

- Road must connect the regions with the centre, with other regions and with neighbouring countries
- The role of the strategic road network of a country should consider this connectivity
- Rural transport development has the potential for improving the quality of life of rural inhabitants
- Sustainable infrastructures and public services (health, school and so on) connected by roads ensure economic development



How does transport affect development?

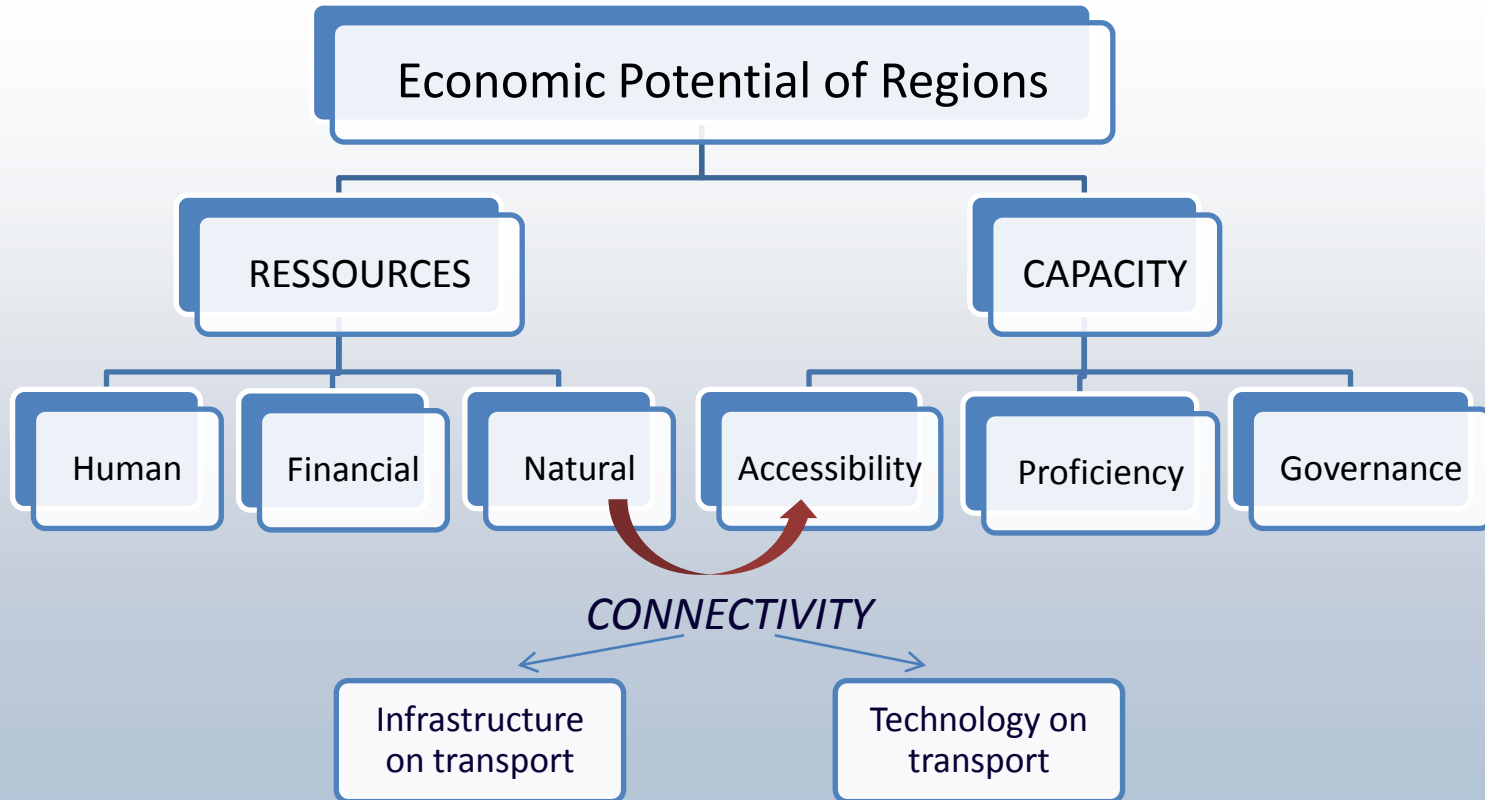
Through the following channels:

- Availability and quality of infrastructure
- Price and availability of transport services
- Nature, quality and availability of social facilities such as schools, hospitals, markets, water supply
- The local economic resource base – fertile land, health and education of the population
- Availability of capital to invest
- Access to urban markets
- Access to international markets



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Data from *the* WRS to assess **CONNECTIVITY** : Road network, density of roads, Ton-km, Pass-km, Veh-km, road expenditures & financing and so on



Roads connecting rural regions

Some examples from different parts of the world:

- Norway
- Croatia
- Netherlands
- Kosovo
- China
- Morocco
- Algeria
- Tunisia
- Libya
- Egypt



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Norway – regional development



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Croatia – geopolitical stability





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Netherlands – landscaping



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Kosovo – prosperity



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China – poverty reduction

中华人民共和国国道
中華人民共和國國道





Morocco – integration





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Algeria – efficiency



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Tunisia – regional development



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Libya – road infrastructure reconstruction



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Egypt – road network management





Technical solutions, standards might vary, but...

Whether the solution is:

- Roads to rural areas create economic growth/prosperity
- Regional development, improving connectivity
- Satisfaction of human needs (time, transport and so on)
- Poverty reduction, agricultural development
- Landscaping, recreation, quality of life, health and so on
- Geo-political stability or other

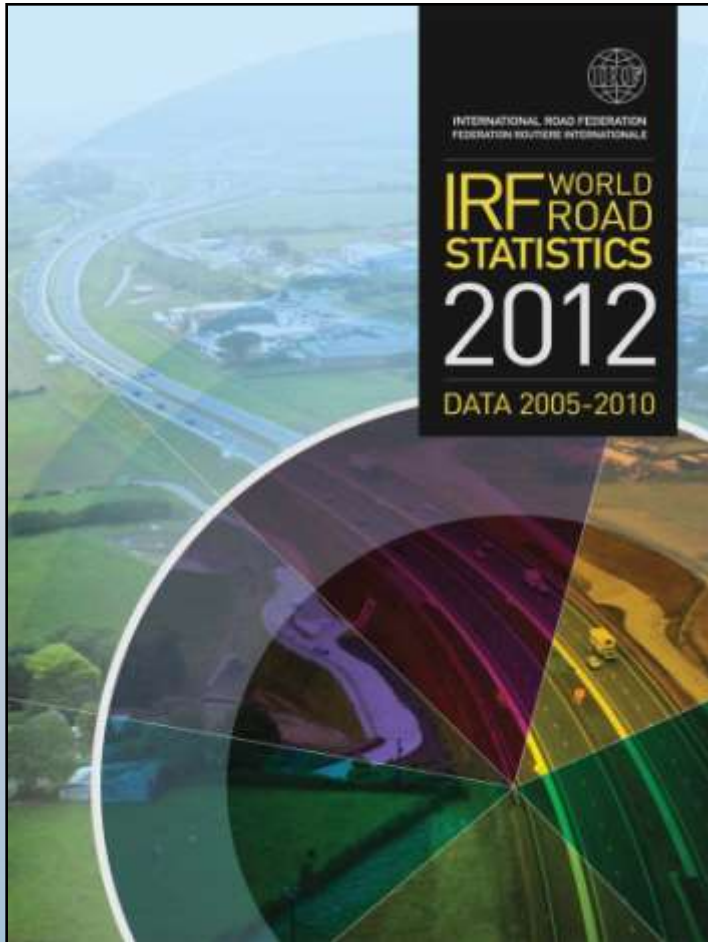


IRF WORLD
ROAD
STATISTICS



IRF's flagship product: World Road Statistics

- Edited yearly since 1964
- More than 200 countries – latest year 2010
- Data collected from primary statistical sources (Ministries, Road Authorities, National Statistical Offices)
- Data used by Governments, Investment Banks, Public & Private Companies, Research Groups & Academia, NGOs, International Organizations,...
- Data compilation 1963-2010, improved data and updated
- Financed by member contributions and data sales
- This year 50th Anniversary – **Gold Edition** data 2000-2011



WRS 2012 TABLE OF CONTENTS

- Section 1 : Country profiles
- Section 2 : Road networks
- Section 3 : Road traffic
- Section 4 : Multimodal traffic comparisons
- Section 5 : Vehicles in use
- Section 6 : Road accidents
- Section 7 : Production, imports, first registrations and exports of motor vehicles
- Section 8 : Road expenditures
- Section 9 : Energy
- Section 10: CO₂ Emissions from inland transport



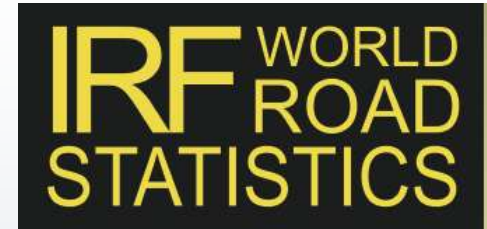
Conclusions

- Economic potential of regions with strategic road planning can only ensure economic development of regions.
- Robust financing mechanism should improve the efficiency use of the road infrastructure and the maintenance.
- Show concrete examples and exchange knowledge from countries can only enforce technical and socioeconomic decisions on road networks.
- Integration of all stakeholders which are involved on road development become essential to understand priorities and resource allocations.



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Thank you

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