

16th WORLD ROAD MEETING OF THE IRF

(International Road Federation)



Sharing the road



**16th
World Meeting
International Road Federation**

Lisbon Congress Centre
25 - 28 May 2010

PRESS KIT

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1 SHARING THE ROAD

EDITORIAL

On behalf of the International Road Federation, we take pleasure in inviting road industry professionals, as well as all those interested in road-related activities, to join us in Portugal for the 16th IRF World Road Meeting. This landmark international gathering will take place in Lisbon from 25 to 28 May 2010, dedicated to the theme of “Sharing the Road”. The overriding goal of the Meeting is to identify the dynamic responses to modern demands for freer and cheaper mobility, making optimum use of new cost and energy efficient materials and technologies. First and foremost, this will call upon us to develop the industry in harmony with growing environmental awareness and the finite resources of our planet.

This Meeting presents an outstanding opportunity for authoritative discussion on key issues in the domains of mobility, transport, infrastructures, road safety, security and sustainability. In addition, it will provide a unique forum for exploring themes of the utmost importance and topicality for the future of our industry, including the latest cutting-edge techniques and technologies, as well as innovative road financing and management mechanisms. A comprehensive series of parallel workshops will complement the main sessions to leave room for a more complete debate on the core topics. There will also be a special session devoted to the continuing education of road managers and supervisors in the public and private sectors, which will be jointly hosted by IRF and the World Road Association (PIARC).

The global character and worldwide importance of the 16th IRF World Road Meeting is reflected in the fact that it has already attracted more than 530 abstracts from some 66 countries. A major technical exhibition will be held alongside the Meeting, principally dedicated to the industry, national road associations and road administrations from around the world. It is already clear that the exhibition will make its mark on the venue and form a most impressive and valuable feature.

A number of technical visits, as well as a comprehensive programme of social events, are being organised for attendees and their accompanying guests.

It is particularly appropriate and auspicious that Portugal should have the honour of hosting this prestigious World Road Meeting. Over the last two decades, the country has developed a substantial motorway network by mobilising a variety of, often innovative, financing systems.

It has similarly achieved exemplary progress in the domain of road safety, to such an extent that the European Commission’s 2002 target, calling on each EU Member State to halve road fatalities by 2010, was already attained by Portugal as early as 2006. Now a thriving modern economy, Portugal is built on centuries of tradition, with a long history as one of the oldest countries in Europe; maintaining the same borders for some eight centuries. Lisbon and its surroundings are universally acknowledged as one of the world’s most beautiful tourist areas.

For all these reasons, and many more, I feel certain that you will wish to join us for the 16th IRF World Road Meeting in May and look forward to the pleasure of welcoming you to Lisbon.



Emanuel Maranha das Neves,
President of the World Road Meeting



Ricardo Oliveira,
President of the CRP

PRESENTATION OF THE 16th WORLD ROAD MEETING



As President of the Steering Committee and Technical Committee of the IRF World Road Meeting, I have been given the honour of coordinating all the tasks linked to the organisation of this event. The theme of the 2010 World Meeting, “Sharing the Road”, in full acceptance of these terms, aims at offering a dialogue within the road community to give thought to the future and to see the road as an indispensable link on the chain of transport and economic life, in harmony with the environment and the need for reducing greenhouse effect gases.

We are expecting over 1000 participants who will share the presentations we have selected, totalling nearly 300. The latter will present the main concerns of all the actors who, whether near or far, are involved in the road economy. Seven plenary sessions, including the opening, will be privileged moments for discussion on the many issues relating to mobility, road safety, sustainable roads, road management and financing, and innovations and techniques.

Finally, the choice of Lisbon as the venue for our World Road Meeting has special meaning. Portugal has been the departing point for great explorations that have changed the world, lastingly. The new stakes for mobility in general and the role of the road in particular are also changing the world in which we live.

Therefore, it seemed only natural to discuss the crucial stakes of the 21st century in Lisbon.

Jean-Claude Roffé,

President of the Steering Committee and Technical Organisation Committee of the 16th IRF World Road Meeting

The main speakers of the plenary sessions

- **Anne-Marie Leclerc**, President of the PIARC
- **Marc Juhel**, Director of Energy and Transport of the World Bank
- **Kamal Nath**, Minister of Transport in India
- **Abdullah Al Mogbel**, Vice-Minister of Transport of Saudi Arabia
- **Jack Short**, Secretary General of ITTF (filmed interview)
- **Ari Vatanen**, President of MPE
- **Suzan Martinovich**, Director of DOT of Nevada
- **Jean-Louis Maté** of Continental Automotive
- **Jordi Follia**, Director General of Roads, Generalitat of Catalonia
- **Antonio Avenoso**, of the ETSC
- **Antony Kane**, Director of AASHTO,
- **Francisco Nunes Correia** of IST Lisbon
- **Jacobo Diaz**, Managing Director of the Spanish Road Association (AEC)
- **Jean-Louis Marchand**, President of the USIRF
- **Andreas Kopp** of the World Bank
- **Alberto Moreno** of the INIR
- **Michel Demarre**, President of the EICS
- **Koji Hasegawa**, Metropolitan Expressway Company Limited
- **Kirk Steudle**, Director of DOT of Michigan
- **Jean-Eric Poirier**, Scientific Director, COLAS
- **Jack Basso** of TRB

As well as the presidents and moderators of the 38 workshops.

The Portuguese government will also be present by way of the Minister of Labour, Transport and Communications, **Mr. António Augusto da Ascensão Mendonça**, as well as the Minister of the Environment and Territorial Planning, **Mrs Dulce Pássaro**.

A WORD FROM ANTONIO PINELO, CHIEF EXECUTIVE OFFICER OF THE PORTUGUESE ROAD CENTRE

On the occasion of the 16th IRF World Road Meeting, to be held between 25 and 28 May 2010, a technical exhibition will be opened to all to get in touch with the latest technologies and materials shown by 71 stands from 17 countries, in a total area of 3000 m².

The technical programme includes more than 200 presentations on the 5 themes of the Meeting: Mobility, Transport and Infrastructure, Road Safety & Security, Sustainable Roads, Road Financing & Management, Techniques & Innovations.

There will be four technical visits: Brisa Traffic Control Centre, CRIL (Lisbon Internal Ring) – site in final phase of construction, CREL (Lisbon External Ring) – Carregado motorway interchange, Lezíria and Vasco da Gama bridges, A8 – motorway widening (2x2 to 3x3) near Lisbon.

The delegates will be given an opportunity to enjoy a full social programme with a Porto de Honra and a Welcome Cocktail on the first day, and a Gala Dinner at Convento do Beato with the show Matriz by Tereza Salgueiro and the Lusitânia Ensemble (27 May).

The accompanying persons have their own special programme with a tour of Lisbon offered by the organisation and another three tours to Queluz/Sintra/Cascais, Óbidos/Alcobaça/Batalha and Evora.

A golf tournament was organised on the 24th at Bom Sucesso Design Resort, on an 18-hole championship golf course designed by Donald Steel, as well as a series of pre- and post-Meeting tours to Madeira, Algarve, North of Portugal and Alentejo, including visits to artistic and natural treasures, with gastronomical experiences and refined stays.

Let me take this opportunity to note the commitment and involvement of the Portuguese Government and official agencies as well as of the concession holders, industrial partners and service providers in the organization of the 16th World Meeting. This attitude may be regarded as a consequence of the importance given simultaneously to the subject, to the event itself and also to the vision under which it was organized, "Sharing the Road".

Indeed, in the last 20 years, Portugal has experienced an important change in terms of road mobility, which has been made possible by the deep involvement of the government and the private sector to build a new and modern national road network, to meet the requirements of the economy, environment, safety and social cohesion.

The experience gained is now widespread amongst all stakeholders involved, and major lessons have been learned, which are ready to be shared with the road community. Bearing this in mind, the Portuguese Member of ERF, Centro Rodoviário Português (Portuguese Road Centre), co-responsible for the organisation of the 2010 World Meeting, is pleased to announce the organization of a set of three round table discussions addressing the following key issues, also covered by the World Meeting: Financing and Management, Road Safety, Environmental Compliance. The aim is to open up three large windows to the past 20 years, one on each subject, and to share experiences and the major lessons learned with all the World Meeting participants.

These three round table discussions are part of the 6th Portuguese Road Congress, which is commemorating 10 years of CRP activity.



Antonio Pinelo,

Directeur Général du Centre Routier Portugais

ABOUT THE IRF (International Road Federation)

Founded in 1948, the International Road Federation (IRF) is a non-profit non-governmental organisation. It brings together public and private bodies for which the aim is to foster and promote the development and maintenance of road networks and infrastructures so as to make them better, safer and more durable.

The IRF is a world-scale forum that gathers together the actors of the public and private road network as well as the members of civil society that consider road infrastructures to be an essential element in order to attain economic and social well-being.

Its members are present on six continents and, through its three centres based respectively in Brussels, Geneva and Washington, the IRF represents and defends the interests of the road industry in all debates concerning the financing of infrastructures, new technologies, growth and development and road safety.



THE MAJOR STAKES AT THE HEART OF THE WORLD MEETING

This 16th edition must enable experts and players alike from the world of the road and industry to come together to develop the road strategies of tomorrow that will provide fair and lasting responses to decision-makers. To meet these stakes in a changing world, particularly faced with many issues linked to the theme of sustainable development and the future of the planet, road actors will be able to discuss five themes:

Theme 1 – Mobility, Transport & Infrastructure

- 1.1 Education & Training
- 1.2 Benefits and costs of roads
- 1.3 Public road policy
- 1.4 Round Table - Tunnel Management
- 1.5 Mobility and vehicles concept

Theme 2 – Road Safety & Security

- 2.1 Accidentology, Statistics, Drivers behaviour
- 2.2 Road markings, Signs and Visual devices
- 2.3 Road Management and regulations for safety
- 2.4 Road Restraint Systems and Devices
- 2.5 Round Table - Workzone Safety
- 2.6 Cost-effective solutions and Original solutions in Developing and Developed Countries
- 2.7 Round Table - New mobility for trucks: European Modular System, EMS
- 2.8 Vulnerable Road Users
- 2.9 Road design for safety

Theme 3 – Sustainable Roads

- 3.1 Climate Change Challenge
- 3.2 Energy and Resources Savings: applications
- 3.3 Use of By-Products for sustainable roads
- 3.4 Energy and Resources Savings: research
- 3.5 Environmental Management and analysis
- 3.6 Environmental Management (including Noise mitigation)
- 3.7 Round table - Responsible development
- 3.8 Round table - Contribution of the equipment producers to responsible development

Theme 4 – Road Finances & Management

- 4.1 PPP for Urban Road Network
 - 4.2 Road Asset Management and Production Systems (I & II)
 - 4.3 Innovations in PPP
 - 4.4 Road Financing Policy
 - 4.5 Road Maintenance Management
- Portuguese PPP cases: Successes and lessons from problems

Theme 5 - Techniques & Innovations

5.1 New techniques of soil-rock mixtures, roadbases, subbases

5.2 Innovation in quality control

5.3 When green rating improves the technical approach

5.4 New developments in prediction of behaviours

5.5 Innovation in assistance systems

5.6 Innovation in ITS policy

ITS – The Bridge to a Future of Sustainable and Green Mobility

To better understand the stakes to be evoked and how the Organisation Committee will be coordinating the different discussions, here is the point of view of the leaders of each theme to be developed at the World Meeting.

MOBILITY - TRANSPORT - INFRASTRUCTURE



Claude Cham (France), President of the France Road Union and head of the “Mobility, Transport, Infrastructure” theme. This theme will cover different issues: mobility and new vehicle concepts, costs and the benefits of the road, public infrastructure policy, basic and continued training and tunnels.

Theme 1 : Mobility, transport, infrastructure

Leader: Claude Cham, URF, France

Members: • Bryce Conrad, Transport Canada, Canada

- Ray Fisher, Roads Australia, Australie
- Moriyasu Furuiki, Japan Road Association, Japon
- Patrick Oliva, Michelin, France
- Capucine du Riveau, URF, France
- Jorge Silva, IMTT, Portugal
- José Manuel Viegas, IST, Portugal
- Aniceto Zaragoza, Oficemen, Espagne

What is the role of the Road Union of France within the IRF?

The Road Union of France is a member of the IRF executive committee. Within this international coordinating body, the URF offers strong proposals at the national and international levels and provides expertise for which IRF is the representative. Our association is particularly directed toward road safety. It is furthermore one of the founding members of Road Prevention in France, which explains our interest in all issues regarding infrastructures, vehicles and user behaviour.

Our changing society creates new needs in terms of mobility. What do you feel are the main changes in such needs and what are the stakes involved?

It is quite clear that the needs in terms of mobility are not the same in Uganda, India, Peru or Europe! It is therefore difficult to give a general idea. I would divide the reply into two parts. On the one hand, we have one type of mobility in the countries where the equipment rate per inhabitant is greater and where the evolution of the latter comes about from societal or political pressure. The economic crisis has revealed the structural trends already present, i.e. that we are heading toward more environment-friendly mobility. Yet, the economic sector of the road infrastructure has been for a long time concerned with this by trying to combine the need for roads and motorways while ensuring a certain lifestyle that opens up territories and respects the environment. Some actions have been set up to preserve biodiversity (frog ladders, game tunnels, water retention basins, etc), as stipulated in building specifications. The second aspects concerns our ever-more urbanized lifestyle where the concepts are different, with the emergence of new motorizations (improved thermal, hybrid, electric and the development of intermodality). Finally, we are experiencing other changes such as the right to use a means of locomotion rather than a right of ownership. Solutions are beginning to come about such as Autolib® in France which, in addition, has transformed the car rental trade.

On the other hand, mobility in developing countries is different as there is a need for a road infrastructure such as in India and Sub-Saharan Africa, while Malaysia or China are two countries that possess infrastructures, while their use is not changing in the same manner as in Europe.

Finally, we are on the road to ever more assisted mobility, which means vehicles connected together or with infrastructures. In the long run, we will be seeing, mainly on motorways, regulated speed in congested areas.

In your opinion, does the European Module System (EMS) provide a lasting solution for the transport of goods?

It is a system that offers undeniable advantages (See box), particularly as regards safety, as a result of the increased performance of vehicles. Let's cite, for example, the self-braking system, cutting-edge equipment that helps limit speed and thus increase safety. Furthermore, EMS drivers will benefit from tailored training in order to perfectly master this type of lorry.

Within the URF, we have a work group dedicated to EMS. We do regret to say, however, that experimentation stopped in France while it continues in Germany and the Netherlands.

What are the URF recommendations in terms of basic and continuing training for road professionals?

We are endeavouring to ensure this profession is guaranteed by the best basic standards and that the staff is trained regularly, including the drivers of light duty vehicles. The latter are often part of small or medium-sized companies, which are not very structured, and which are therefore sensitive to rational driving habits. The introduction of compulsory continuing training would be a means to strengthening road safety.

We have also observed that driver training is not complete. Who has learned how to lose control of his vehicle and to know the point of non-return? No one! Yet, this training is today absolutely indispensable in order to anticipate danger and know how to react. We think that it is absolutely necessary to be pragmatic.

European Modular System (EMS), a lasting solution?

The European Modular System is a combination of vehicles enabling, for a road train, to go from 18.75m to 25.25m and carry 52 pallets of the European standard instead of the current 33, thus "saving" 27 light duty vehicles! What's more, its larger number of axles damages the road less due to a better load distribution. The EMS is therefore the solution of tomorrow in order to reduce, on the road, bulky national and international traffic. This system will only be used on roads linking up large distribution platforms, the local traffic ensured by detached elements that make up the EMS or by more lightweight vehicles.

(Source <http://www.ems-france.org>)

ROAD SAFETY



Luca Felappi, Project Manager at ArcelorMittal Liège (Belgium) in the Research and Development Department, particularly in charge of research on safety barriers, motorcycle or lorry protection systems.

For the IRF World Road Meeting, he is responsible for the “Road Safety” theme that will cover different issues such as accidentology, statistics and behaviour, original and cost-effective solutions in different national contexts; design, planning, regulations and road management of safety, vulnerable users, horizontal signs, vertical and visual systems, constraints (barriers) and safety at work sites.

Theme 2 : Road Safety

Leader: Luca Felappi, ArcelorMittal, Belgium

Members: • Jean Bloch, L.I.E.R., France

- Josef Czako, Kapsch Telematics, Austria
- Joseph Marra, ArcelorMittal, Belgium
- Jens Hugel, IRU, Switzerland
- David Jones, Britpave, United Kingdom
- Gilbert Konzett, Kapsch Telematics, Austria
- Carlos Lopes, ANSR, Portugal
- António Macedo, LNEC, Portugal
- Carl Mc Collum, Swarco Holding, Austria
- Rik Nuyttens, 3M, Belgium
- José F. Papí, PTC, Spain
- Alexander Swarovski, Swarco Holding, Austria
- Bernd Wolfgang Wink, Volkmann & Rossbach, Germany

What is your role within the Technical Committee on IRF Road Safety?

I am a member of the Technical Committee and leader of technical organisation on “Road Safety”. This means that I am responsible for, with the help of other members, examining and selecting the papers to be presented, their breakdown amongst the workshops as well as the choice of the Chairman and moderator of each session.

In the field of accidentology, what study reports have been produced by the IRF in terms of statistics and behaviour? In Europe, do you positive changes in traffic behaviour?

The IRF sells its statistical studies at the international level and also provides, via the Brussels programme centre, European data. In this way, we have access to an instantaneous picture of the measures taken by European countries in an effort to reduce the number of deaths on the road. It is important to remember that the road kills approximately 40,000 people per year in the Euro zone (27 countries).

As for behaviour behind the wheel, it is clear that Europe has a great deal of effort to be made to reduce the number of accidents, which has showed a positive trend over the past 15 years, showing a slight decrease in the number of deaths on the road. In all cases, much remains to be done, in Europe (40,000 deaths per year, this figure still quite enormous) as well as in the rest of the world, and road infrastructures play a crucial role in this mission, given that proper investments are made in each country.

What are the original and cost-effective solutions recommended by the IRF in terms of road safety? Can they apply throughout Europe or must they be tailored to the national context?

By “original and cost-effective solutions”, we would like to speak about quick and profitable solutions, which are ideal for developing countries, where the problem of road safety exists and where some changes could save many lives.

By keeping this objective in mind, we would like to, during the Meeting, have a workshop devoted to these solutions, with a case study of a country that has succeeded in decreasing accidents as a result of special measures, by offering a new philosophy regarding the design of road infrastructures aiming at reducing the number of accidents thanks to new rules in terms of design.

In this context, some of these ideas will also be applied in Europe, while others (such as the new road network design) will be dedicated to “emerging” countries that are building “a brand new” road network, such as in Eastern Europe.

The IRF believes that the solutions for safer roads must be transversal and not concern only the infrastructures themselves, but also the behaviour of users. What means of action does the IRF recommend?

It is necessary to set up means so that all actors, drivers and site agents are aware of the problems and risks they may encounter on the road. Work sites for example, must be indicated by suitable signs and markings so that the driver is informed when entering a dangerous area. It is also important to constantly inform the driver of the existence of a specific danger zone, if there are changes in the road configuration or when special attention needs to be paid at certain moments. The driver must forever be aware of what is happening on the road he is taking.

The most vulnerable users are pedestrians and 2-wheelers, the youth and senior citizens. What advice can you give to protect them more effectively?

The theme of the 16th IRF World Road Meeting is “Sharing the Road”. I believe there is no better name, as the road is an infrastructure that is used by everyone, from the lorry to the pedestrian, and it is essential to take everyone’s safety into account. It should be as pleasant for a car or motorcycle driver, and meet the needs of lorries and pedestrians.

As it is often said, roads are like the veins and arteries of a nation, while they must not be designed only for the red blood cells but for all the bodies to use them.

The infrastructure must play a vital role. It must be designed to reduce risks for the most vulnerable road users. Its signs and markings must alert drivers of all possible risks, and protection barriers can prevent serious consequences in case of a driving error. Sidewalks help ensure better water drainage, etc.

What are the IRF’s recommendations regarding road markings, particularly for work sites?

As I said before, drivers must be aware of the specific problems they may encounter on the road; work sites are one of these problems. This is why they must be designed in an appropriate manner, for car drivers and workers. For this, it is important to act while considering the different angles involved: prevention to prevent as much as possible drivers’ mistakes, and their consequences, which are often quite serious. We must use passive safety systems (temporary road restrictions, shock attenuating systems), and a wider angle of special signs and markings that must catch the driver’s eye and indicate the presence of a work site, during the day and at night. Work sites must also inform drivers when lanes are narrowed and indicate the length of the work areas, specific speed limits, etc.

Each year, 1.17 million people around the world die of road accidents and between 20 and 50 million are wounded more or less seriously (figures published by the World Health Organisation – 2009). In 2020, the wounds caused by road accidents will be the third largest world health issue.

Road accidents also have a cost, estimated at 45 billion Euros, i.e. 15 billion for medical care, police intervention, vehicle servicing, and 30 billion correspond to economic production losses when persons are killed or wounded. With 45,000 victims per year, preventing a fatal accident could save one million for society.

(Source: Report on the road safety situation in the world, first assessment made worldwide, in 2008, with 178 countries).

Road Safety in Europe

The trends and characteristics of road safety in the European Union are as follows:

- The figures vary quite a bit from one country to the other.
- The boom in terms of the number of cars in certain Member States means deterioration of the situation in these countries.
- The number of fatal accidents is decreasing.
- The persons at greater risk are pedestrians, cyclists, motorcyclists, young adults and senior citizens.
- Alcohol is a major factor of accidents, even if in certain countries special programmes have been successful.

(source http://europa.eu/legislation_summaries/transport/road_transport/l24055b_fr.htm)

SUSTAINABLE ROADS



Jacobo Diaz Pineda (Spain), Managing Director of the Spanish Road Association, has taken charge of the “Sustainable Roads” theme. The latter will cover the issues such as recycling and by-product recycling within the scope of saving energy and non-renewable resources, warm coatings to reduce greenhouse gases, saving energy and natural resources, climate change, sustainable development and noise, and finally case studies and responsible development.

Theme 3 : Sustainable Roads

Leader: Elena de la Peña, Asociación Española de la Carretera, Spain

Members:

- Ray Fisher, Australian Road Forum, Australia
- Alberto Garrido, APPC, Portugal
- Antonio Gonçalves Henriques, APA, Portugal
- Jean-Louis Marchand, Eurovia, France
- Paul Nordengen, South African Road Federation, South Africa
- Juan José Potti, ASEFMA, Spain
- Luc Rens, FEBELCEM, Belgium
- João Teles, APA, Portugal
- Susanna Zammataro, IRF Genève, Switzerland

What has been the Spanish Road Association’s contribution to the technical committee concerning sustainable roads?

The Spanish Road Association has always paid special attention to sustainable roads, a subject that we believe is one of the most important challenges our profession has to face. In this way, we have been involved in the work of the IRF relating to this topic (in Geneva as well as in offices in Brussels).

I would like to take advantage of this opportunity to say that I am honoured to have been appointed Vice President of the European Road Union, the Brussels branch of the IRF.

What are the IRF’s recommendations in terms of recycling in an effort to save energy and resources? Particularly warm coatings? And recyclable by-products?

Road companies are active in an industry that we can define as intensive; and must therefore take the constraining legislative context into account when they wish to recycle. Within the IRF, we think there is an obvious economic rationale behind this: roads are assets whose value must be preserved. By recycling materials we save money, and consequently add value to the asset itself.

Today, many techniques based on recycling - thus saving energy - are available and widely used by our industry. Here are some of them:

1. The reuse of damaged layers of carriageways and waste from demolition and construction within the scope of industrial activity
2. The use of damaged tyres in bituminous mixtures (representing 1.2 million tyres in the European Union in 2007)
3. The use of horizontal, water-based signs
4. The use of warm coatings to reduce greenhouse effect gases by 30% and improve energy output by 20%

The use of recycled materials, for example to maintain carriageways, has a major impact on car fuel consumption. I would like to cite a study of the National Swedish Road and Transport Institute showing that car fuel consumption varies approximately by 11% according to the hardness or softness of the carriageway.

Does the IRF recommend going further in the application of environmental standards for the sustainable development of road infrastructures?

In our opinion, the road sector has already adopted a proactive approach to the matter and a certain number of practices, often going beyond the compulsory legal obligations, and ever more applied and systematic in our sector, for example:

A) When planning and designing roads:

- Optimised road planning via analyses of the impact on the environment
- Reduction in the scattering of housing
- Aligning roads and peripheral construction to reduce gas emissions and energy consumption

B) For road construction:

- Taking operations into account to avoid water pollution
- Using recycled and environment-friendly construction materials
- Using environment-friendly construction techniques
- Improving road surfaces to lower fuel consumption
- Producing and installing road environment-friendly equipment
- Establishing a reduction in carbon and NOx (monoxide and nitrogen dioxide) for future roads
- Better use of existing infrastructure capacities
- “More tranquil” roads in terms of noise
- Protection of animals, to prevent them from being run over
- Directives to protect “sensitive geographic areas”
- Taking landscapes into account according to the European Landscape Convention/Agreement of 2008

What are the IRF’s recommendations regarding noise?

Noise linked to road traffic generates conflict between the need of the individual in terms of mobility and legitimate social aspirations for more present living conditions. This is why, in the European Union, the European Directive on Environmental Noise requires that the Member States elaborate strategic sound maps and actions plans, a legal measure that we fully support. At the national level, the approaches differ slightly according to the countries concerned, since no method has been adopted to assess the actual impact of the solutions recommended to reduce sound nuisances.

Even though no international assessment methodology has been validated, the road industry has made substantial research efforts on the subject. Today, “less noisy” carriageways and a wide range of acoustic barrier solutions are made available to road authorities and different operators.

The IRF software (Radio Frequency Identification) for calculating emissions is a decision-making tool aiming at reducing greenhouse effect gases. How does it work?

The International Road Federation has designed a greenhouse effect gas calculator – the CHANGER – designed specifically for road infrastructure projects. Fully compatible with the Intergovernmental Panel on Climate Change (IPCC) and easy to use, this tool helps public and private bodies alike to control and assess the greenhouse gas emissions produced at the different stages of road construction, so that more responsible choices can be made.

Today, the system contains the data of 188 countries covering all the regions of the world, and all income levels. The mode of calculation is based on a set of equations that helps give a precise assessment of all emissions (production) produced by each source that has been identified and assessed quantitatively (input). A full list of construction techniques and materials help the user to select the most suitable means for assessing the relative input and production.



The environmental advantages of warm coatings

As indicated in the name, warm coatings help obtain the ability to handle the bitumen needed for coating at the lowest possible temperatures, for performance equivalent to hot coatings. The gain is significant: in energy by 20%, reduction in greenhouse effect gases by approximately 30%, noticeable reduction in smoke, improved working conditions, less disturbance for residents.

THEME 4

ROAD MANAGEMENT AND FINANCING



Jaakko Rahja (Finland), Managing Director of the Finnish Road Association will be heading the Road Management and Financing theme.

This theme will cover different issues: private/public partnership (PPP) for an urban road network, PPP innovations, road financing policy, asset management systems and production of roads and management of road maintenance.

Theme 4 : Road Management and Financing

Leader: Jaakko Rahja, Finnish Road Association, Finland

- Members:*
- Michel Demarre, FNTF, France
 - Ansgar Kauf, Inovia, Austria
 - Dimitris Mandalozis, Attikes Diadromes, Greece
 - Caroline Visser, IRF Genève, Switzerland
 - Juan Rodriguez de la Rubia Lopez, Abertis, Spain
 - Max Vondevivere, Vinci, France
 - Rui Manteigas, Estradas de Portugal, Portugal
 - N.K. Sinha, ICT PVT Ltd, India

What is your role within the Road Management & Financing Technical Committee?

I am honoured to be Vice President of the Technical Committee of the IRF World Road Meeting in 2010, and to head the work group on the theme of Road Management and Financing. In practice, this group was responsible for organising work sessions on this particularly major theme. It has been interesting for me, for example, to read some of the papers received and to establish the current trends, which will be presented at the Meeting.

The political powers are aware of the importance of the development and upkeep of road infrastructures for which public money is however insufficient. This is why we want to resort to private funds, establish public/private partnerships (PPPs). What is the IRF's position on the matter?

It is true that political leaders as well as the general public are today aware of the importance of road infrastructures. Roads that are well kept create bonds between people!

However, at the same time, it is a fact that the public sector has limited financial resources for such investments. The private sector – which is also the main road user – is a significant partner of the public sector for the management and upkeep of roads. The International Road Federation and the events it organises enable exchanges on this theme and the sharing of share good practices and successes.

What are the advantages of a PPP approach with respect to signing more traditional financing and maintenance contracts for road structures?

By using a PPP-type of partnership, it is possible to design and build a project in an optimised period of time, without a limit in terms of budget. This means greater efficiency and savings.

Therefore, a PPP contract permits wide cooperation between different experts and obliges partners to find better solutions for financing, designing, construction and maintenance. Committed experts must find sustainable solutions. This paves the way for innovation, which is always positive.

The PPP approach also enables risks to be shared, as regards investment and the management of infrastructures, between partners. While road tolls are the main revenue for an infrastructure, this means that road users are the ones to finance it for the most part, which is quite justified when the road concerned is highly frequented, even if all populations (users and professionals) take advantage of it. When there is less road traffic, the PPP then plans on financing via public funds, on the one hand, and private funds, on the other.

What changes are being made in the road financing policy? Are we moving toward more PPPs?

I think that these changes are inevitable. Not only because PPPs are more effective and represent different types of partnership, but also because the public sector is in charge of many other responsibilities in this field.

What innovations are possible in contracts in the form of PPPs?

There are many new things in PPP contracts, most of which at the technical and financial level. PPP contracts are used not only in transport infrastructures but also to build schools, hospital, gymnasiums, etc. An interesting example is the use of PPPs by townships for the urban network. Traditionally, PPPs are used for road infrastructures but nothing prevents them from extending this type of practice.

The characteristics of Private/Public Partnerships (PPPs)

- In this type of contract, the private company is generally responsible for different tasks such as the design, construction, maintenance and operation of the road infrastructure.
- These contracts give a great deal of freedom to the private company with regard to planning its activities.
- For risks that cannot be controlled, sharing them is generally specified in this type of contract.
- The costs for the private company are covered by recurrent payments made by the public partner or by the tolls used by users, or by combining both.
- Finally, PPP projects are financed together by the public and by the private sector, either by the private sector in full or finally by the public sector alone.

(Source: International Road Federation - document for reflection - Geneva 2009).

INNOVATIONS AND TECHNIQUES



Christine Leroy (France), Director of Technical Affairs and Secretary of the Sustainable Development Commission within the French Road Industry Union (USIRF) and in charge of Innovations & Techniques.

This theme will cover different aspects: technical approach improved by environmental criteria, new techniques for soil treatment, basic layers and foundation, innovation in quality control, new developments in predicting road material properties, innovation in assistance systems, innovation and policies for Intelligent Transport Systems (ITS), Intelligent Transport Systems toward “green and sustainable” future mobility. These issues are illustrated by cases in different countries such as Switzerland, Portugal, Belgium, UK, Japan, Thailand, China, Spain, Turkey, USA, Croatia, etc.

Theme 5 : Innovations & Techniques

Leader: Christine Leroy, USIRF, France

Members: • Alberto Bardesi, Repsol, Spain

- Edgar Barriga, Barriga Dall’Orto SA, Peru
- Rui Camolino, ITS, Portugal
- Joaquin Cosmen, GMV, Spain
- Joseph Czako, Kapsch Telematics, Austria
- Antonella Difazio, Telaspazio, Italie
- Carlos Jofré Ibañez, IECA, Spain
- Joël Malabat, Aximum, France
- José F. Papí, PTC, Spain
- Jeffrey R. Reed, Valley Slurry Seal Co. Inc., USA
- Carlos Santinho Horta, Estradas de Portugal, Portugal

What has been your role in organising workshops dealing with Innovations & Techniques?

A leader has been appointed to head each of the five themes to be covered at the World Road Meeting. I was selected for the Innovations & Techniques theme, in charge of organising a work group, collecting expert opinions, leading discussions at bimonthly meetings, calling on members to obtain their assessments for each paper received on the topic and, finally, to make a summary of the latter. The papers received will be presented to the participants at the Meeting so as to lead a discussion, update the knowledge of the participants and permit lively exchanges.

What role do environmental criteria play in innovations and techniques and road construction and maintenance?

Sustainable development is at the core of the issues dealing above all with preserving road heritage. We study the impact of regular upkeep, carried out sufficiently upstream to make savings. It is thus far more profitable to repair a road up to an equivalent level of 60% of its initial quality rather than wait for more significant degradation that would generate higher costs. Here, we provide a method made up of a diagnostic and suitable solutions, by for example highlighting forgotten techniques such as emulsion (See box). This means setting up good practices in order to preserve the environment.

At the technical level, we are studying new resins, new bonding agents. Furthermore, Portugal illustrates one of the workshops devoted to this problem, for example, by repairing structures.

Innovation in road construction also means improving road material properties, i.e. by studying their behaviour from its formulation up to ageing in the course of time and usage. Let’s cite, for example, resistance to tracking according to the characteristics of bitumen or resistance to ultraviolet rays.

What are the innovations in terms of road safety?

We are devoting three workshops to ITS (See box), which develop applications fostering road safety such as, for example, ensuring a “dialogue” between the road infrastructure and the vehicle by way of sensors. The innovation of assistance system as well as ITS policies in different countries will be covered during these workshops. In addition, we will be devoting a special session to ITS as a key to sustainable mobility. Finally, the future European EGNOS/Galileo (See box) will also be a topic covered in workshops.

* source : site internet de l’AIPCR/PIARC website — publication Routes — Roads n° 342)

ITS (Intelligent Transport Systems) or the future of the road

“Intelligent transport” uses ideas and technologies that improve the efficiency of transport and mobility, increase safety, optimise the use of existing means of transport and energy resources and protect the environment. They can above all be broken down into advanced common transport systems, all-purpose ticketing, traveller information, flow management, vehicle control and individual self-service transport.

EGNOS/Galileo: Satellites for added safety

A European project for satellite positioning, the aim of Galileo is to be used mainly in maritime, air and land transport as well as for rescue operations, oil prospecting and farming. Particularly interesting for the IRF, public works or car travel. Galileo offers true independence in Europe with respect to the United States whose GPS system has been the most wide stream up until now. It will, in the long run, provide five services:

- Open service corresponding to the use of the GPS
 - Commercial service, which, by subscription, will give additional information and service with added value (service guarantee, signal integrity, better data precision on positioning, etc)
 - Safety service above all useful for maritime, air and land transport
 - Regulated public service useful for emergency services or for the transport of hazardous substances which depend on the quality and reliability of the signal
 - Search and rescue service to locate all markers and useful for maritime and air transport,
- Galileo is a complementary system of the EGNOS (European Geostationary Navigation Overlay System), which is the first European navigation and positioning system by satellite open to the general public and companies since October 2009.

2 HIGHLIGHTS OF THE WORLD ROAD MEETING

With more than 1,000 participants expected from all over the world to take part in this event and an exhibition covering over 3,000 square metres, the IRF steering committee has scheduled many workshops, round table discussions and conferences as well as more festive events, which will set the pace of the Meeting for these four days.

TUESDAY, 25 MAY

The first day of the Meeting, **Mr. Emanuel Maranhã das Neves**, President of the Meeting and **Mr. Ricardo Oliveira**, President of the Portuguese Road Centre, will be welcoming the following for the opening ceremony:

- **Anne-Marie Leclerc**, Vice-Minister and Deputy Director of Transport of Quebec, Canada & President of the World Road Association (PIARC)
- **Marc H. Juhel**, World Bank, Acting Director of Energy, Transport and Water
- **Kamal Nath**, Minister of Road Transport & Highways, Transport Bhawan, India
- **Abdullah Al-Mogbel**, Vice-Minister of Transport of the Kingdom of Saudi Arabia, IREF Vice President of the ITA-CET Foundation

Under the High Patronage of **Mr. Anibal António Cavaco Silva**, President of the Republic of Portugal.

The ceremony will be chaired by **Mr. António Mendonça**, Minister of Public Works, Transport and Communication of Portugal. It will represent an opportunity to make a first assessment of the sector, its perspectives and the stakes to be taken on in the years to come. Following the opening of the exhibition, the participants will be invited to partake in a Porto de Honra according to the pure Portuguese tradition. The welcome reception, which will take place at the heart of the exhibition, will also enable all the attendees and exhibitors to meet for privileged and informal encounters.

Upstream, the official opening will take place at 2pm in the exhibition hall. The ERF, IRF Geneva and IRF Washington will hold their plenary and general sessions. For this first day, two plenary sessions will close the day, dedicated to the themes of Mobility, Transport, infrastructure and Road Safety.

WEDNESDAY, 26 MAY

The day will begin with plenary sessions dedicated to the themes of Sustainable Roads and Road Management and Financing. At 11am, 2pm and 4.30pm, theme-based discussions will be proposed in each of the five auditoriums, with topics as varied as: The challenges of climate change, heritage road management systems and Innovations in Quality Control.

THURSDAY, 27 MAY

The sessions will begin at 8.30am with the last plenary session based on the theme of Innovations and Techniques. As in the previous day, the conferences will take place at 11am, 2pm and 4.30pm in each of the five auditoriums. The topics covered: Mobility and new vehicle concepts, traffic restriction systems, environmental management and analyses, vulnerable road users, etc.

A gala dinner will be held at the “Convento do Beato” Monastery, dating from the 15th century? and listed as an historic monument since 1984.

FRIDAY, 28 MAY

This day will begin at 9am with a case study of Portuguese PPP (Auditorium II) and two round table discussions on Responsible Development – Auditorium VIII, and The Contributions of equipment manufacturers to responsible development – Auditorium III.

The closing ceremony will take place in the presence of all the actors, organisers, sponsors and exhibitors, from 11.30am to 1pm.

CONFERENCE SCHEDULE ON THE THEME OF SHARING THE ROAD

The IRF World Road Meeting represents an outstanding opportunity for exchanges and discussions on major themes in the realms of mobility, transport, infrastructures, road safety, security and sustainability. Experts will lead the many workshops and conferences in the course of the four days.

TUESDAY, MAY 25

	Exhibition	Auditorium I	Auditorium II	Auditorium VIII	Auditorium III	Auditorium IV
8.30am						
9.00am	Set up		Plenary Assembly of the ERF	General Assembly of the IRF Geneva	IRF Washington Board Meeting	
9.30am						
10.00am						
10.30am			IRF Washington General Assembly			
11.00am						
11.30am						
12.00am	Opening of the exhibition					
12.30am						
1.00pm	Porto de Honra Sponsored by IMTT					
1.30pm						
2.00pm	Exhibition	Official Opening Ceremony				
2.30pm						
3.00pm						
3.30pm						
4.00pm	Coffee Break					
4.30pm	Exhibition	Plenary Sessions Theme 1				
5.00pm						
5.30pm		Plenary Sessions Theme 2				
6.00pm						
6.30pm – 8.00pm	Welcome Cocktail Sponsored by Colas					

WEDNESDAY, MAY 26

	Exhibition	Auditorium I	Auditorium II	Auditorium VIII	Auditorium III	Auditorium IV	Auditorium VI
8.30am	Exhibition	Plenary Sessions - Theme 3					
9.00am		Plenary Sessions - Theme 4					
9.30am							
10.00am							
10.30am	Coffee Break Sponsored by ANSR						
11.00am	Exhibition	Theme 1 1.1 Education & Training	Theme 2 2.1 Accidentology, Statistics, Drivers behaviour	Theme 3 3.1 Climate Change Challenge Sponsored by APA	Theme 4 4.1 PPP for Urban Road Network	Theme 5 5.1 New techniques of soil-rock mixtures, roadbases, subbases	
11.30am							
12.00am							
12.30am							
1.00pm	Lunch						
1.30pm	Exhibition	Theme 1 1.2 Benefits and costs of roads	Theme 2 2.2 Road markings, Signs and Visual devices	Theme 3 3.2 Energy and Resources Saving: applications	Theme 4 4.2 Road Asset Management and Production Systems (I)	Theme 5 ITS – The Bridge to a Future of Sustainable and Green Mobility Sponsored by Kapsch TrafficCom	
2.00pm							
2.30pm							
3.00pm							
3.30pm							
4.00pm	Coffee Break						
4.30pm	Exhibition	Theme 1 Public road policy	Theme 2 2.3 Road Management and regulations for safety	Theme 3 3.3 Use of By-Products for sustainable roads	Theme 4 4.2 Road Asset Management and Production Systems (II)	Theme 5 5.2 Innovation in quality control	
5.00pm							
5.30pm							
6.30pm							Theme 1 1.4 Tunnel Management

THURSDAY, MAY 27

	Exhibition	Auditorium I	Auditorium II	Auditorium VIII	Auditorium III	Auditorium IV
8.30am	Exhibition	Plenary Sessions Theme 5				
9.00am		Plenary Sessions IRF/PIARC Session				
9.30am						
10.30am	Coffee Break					
11.00am	Exhibition	Theme 1 1.5 Mobility and vehicles concept	Theme 2 2.4 Road Restraint Systems and Devices	Theme 3 3.4 Energy and Resources Savings: research	Theme 4 4.3 Innovations in PPP	Theme 5 5.3 When green rating improves the technical approach
11.30am						
12.00am						
12.30am						
1.00pm	Lunch					
1.30pm	Exhibition	Theme 2 2.7 Round Table - EMS	Theme 2 2.6 Cost-effective solutions and Original solutions in Developing and Developed Countries	Theme 3 3.5 Environmental Management and analysis	Theme 4 4.4 Road Financing Policy	Theme 5 5.4 New developments in prediction of behaviours
2.00pm						
2.30pm						
3.00pm						
3.30pm						
4.00pm	Coffee Break					
4.30pm	Exhibition	Theme 2 2.5 Workzone Safety	Theme 2 2.8 Vulnerable Road Users	Theme 3 3.6 Environmental Management (including Noise mitigation)	Theme 4 4.5 Road Maintenance Management Sponsored by Betar	Theme 5 5.5 Innovation in assistance systems
5.00pm						
5.30pm						
6.30pm						

FRIDAY, MAY 28

	Exhibition	Auditorium I	Auditorium II	Auditorium VIII	Auditorium III	Auditorium IV
9.00am	Exhibition	Theme 2 2.9 Road design for safety	Theme 4 Extra session Portuguese PPP cases: Successes and lessons from problems	Theme 3 3.7 Roundtable - Responsible development	Theme 3 3.8 TRoundtable - Contribution of the equipment producers to responsible development	Theme 5 5.6 Innovation in ITS policy
9.30am						
10.00am						
10.30am						
11.00am	Coffee Break					
11.30am	Exhibition	Conclusions & Closing Ceremony				
12.00am						
12.30am						
1.00pm						
1.30pm	Lunch					
2.00pm						
2.30pm	Closing of the exhibition					
3.00pm						

TECHNICAL VISITS OF OUTSTANDING ACHIEVEMENTS

In parallel to the many workshops and conferences to be held during the four days of the Meeting, technical visits will also be offered to attendees in order to deal with the road and its themes in a hands-on, more visual manner. For a period of one and a half hour, these field visits will take place on Wednesday, 26 May and on Thursday, 27 May.

These visits have been prepared by the Portuguese Road Centre (CRP).

TECHNICAL VISIT NO. 1

BRISA TRAFFIC CONTROL CENTRE

26 May 2010 – Departure at 9am, 10am and 11am

Length: approx. 1h30

Brisa Traffic Control Centre (COO) – Project presentation and visit – 30 min

Back to the CCL via the A5 motorway (Lisbon/Cascais motorway)

TECHNICAL VISIT NO. 2

CRIL – LISBON INTERNAL RING (A36)

26 May 2010 – Departures at 2pm and 3.30pm

Length: approx. 2 ½ hours

Site in its final phase of construction – Buraca/Pontinha

Visit – 90 min

Back to the 2nd Ring at the CCL

TECHNICAL VISIT NO. 3

CREL – LISBON EXTERNAL RING (A9)

27 May 2010 – Departure at 9h00, 9h30 et 10h00

Length: Approx. 3 hours

Crossing the Tage via the Lezíria Bridge (A10)

Road interchange of Carregado

Back to the CCL via the A1

TECHNICAL VISIT NO. 4

BROADENING OF MOTORWAY A8 (2X2 À 3X3) IN GREATER LISBON

27 May 2010 – departures at 2pm, 3pm and 4pm

Length: Approx. 2 hours

Stop for a presentation, then back via the A15 (Caldas da Rainha/Santarém motorway),

then via the A1 (Porto/Lisbon motorway) up to the CCL

3 GENERAL INFORMATION

EXHIBITION

The exhibition will be held in Pavilions 1 & 2, on the ground floor.

Opening hours:

Tuesday, 25 May: noon – 8pm

Thursday, 27 May: 8.30am – 6.30pm

Wednesday, 26 May: 8.30am – 6.30pm

Friday, 28 May: 8.30am – 3pm

INTERNET CAFÉ

The Internet café, sponsored by Eurovia, is situated in Pavilion 1.

All participants are welcome to come to this area.

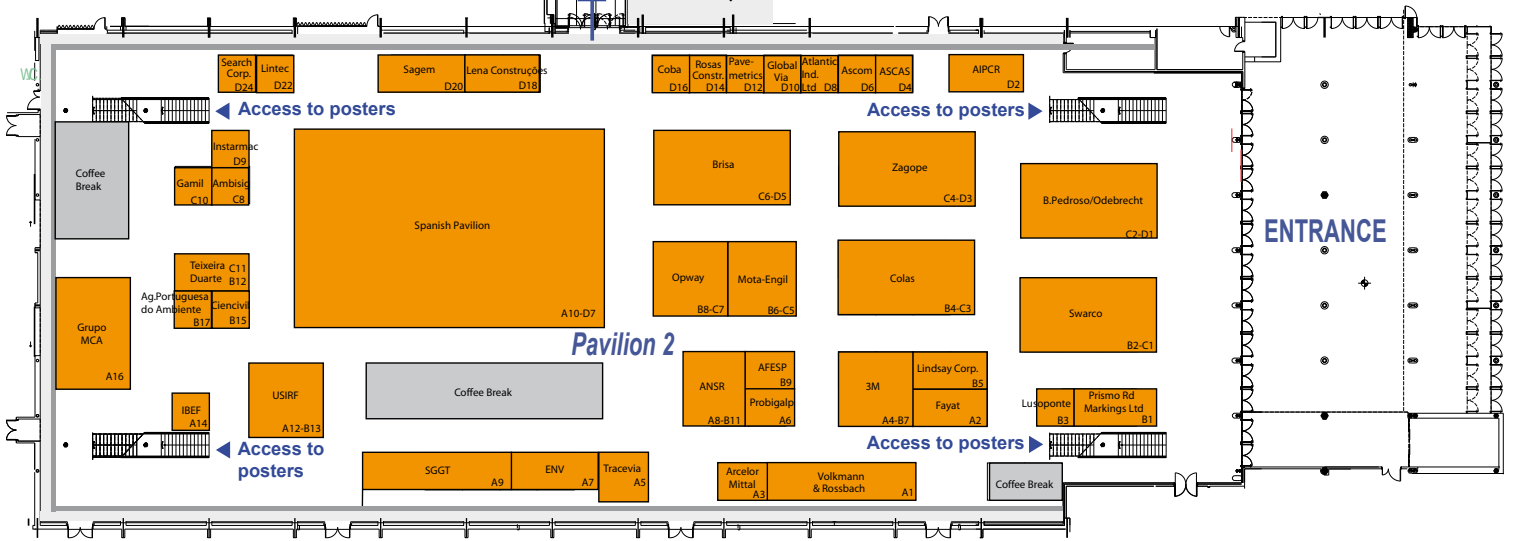
PRESS CONTACT

Agence Plus 2 Sens

Claire-Marie SIGNOURET/Carmela SILLETTI

Tel.: + 33 (0) 6 14 61 82 95

Email: cm@plus2sens.fr / carmela@plus2sens.fr



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3M EUROPE NV/SA / **A4-B7**

ABDULLAH AL-AJMI CO LTD / **H2-I1**

ACISA / **A10-D7**

AFESP – ASSOCIAÇÃO PORTUGUESA DE SINALIZAÇÃO E SEGURANÇA RODOVIÁRIA / **B9**

AGÊNCIA PORTUGUESA DO AMBIENTE / **B17**

AL-HARBI & CONTACTING CO. / **H2-I1**

AMATEX / **A10-D7**

AMBISIG – AMBIENTES E SISTEMAS DE INFORMAÇÃO GEOGRÁFICA, SA / **C8**

ARCELOR MITTAL DISTRIBUTION AND SOLUTIONS / **A3**

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ASSOCIATION MONDIALE DE LA ROUTE (AIPCR)/WORLD ROAD ASSOCIATION (PIARC) / **D2**

ATLANTIC INDUSTRIES LIMITED / **D8**

AUTORIDADE NACIONAL DE SEGURANÇA RODOVIÁRIA NATIONAL/AUTHORITY FOR ROAD SAFETY / **A8-B11**

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CROATIAN ROAD SOCIETY – VIA VITA / **G4**

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RGRA & ERR / **G1**

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SAGEM SECURITE / **D20**

SAUDI BENLADIN GROUP / **H2-I1**

SEARCH CORPORATION / **D24**

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SICE / **A10-D7**

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B12**

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G6-I3

TRACEVIA – SINALIZAÇÃO, SEGURANÇA E GESTÃO DE
TRÁFEGO, LDA. / **A5**

USIRF – ROUTES DE FRANCE / **A12-B13**

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Sharing the road



**16th
World Meeting**
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