



X HUMANISA

connecting delegates

AIPCR 2003 PIARC Durban • Connecting the World
XXII WORLD ROAD CONGRESS
XXII^e Congrès mondial de la Route

Weather Cloudy becoming partly cloudy - evening thunderstorms (15%) Minimum 17°C / 62°F Maximum 25°C / 77°F Sunrise @ 05:10 Sunset @ 18:11

Exchange Rates US\$ R7.19; £ = R12.04; Euro = R8.34; CAD\$ = R5.45; MX Peso = R0.64; Yen = R0.93

MINISTER HOSTS MEDIA BREAKFAST

South African Minister of Transport, Dr Abdulah Omar, yesterday morning addressed local and international media at a breakfast held at the Hilton in Durban. He thanked the press for their support and gave an overview of key highlights of the PIARC Congress to date.

Minister Omar started off by referring to the tragic accident that claimed 15 lives and left 13 injured in Tugela Ferry, KwaZulu-Natal, on Monday. He said that accidents of this nature accentuate the importance of good road traffic management and responsible use of roads by drivers and pedestrians.

The Minister added that the Department of Transport was implementing a number of programmes aimed at road safety, amongst others Vehicle Fitness, Driver Fitness and Infrastructure Development. These form part of the 'Road to Safety 2001-2005 Strategy'.

Minister Omar said that South Africa has achieved success in improving roads in urban areas, but that a lot of work still needed to be done in rural areas.

"Rural roads are very important mainly because they link rural villages with big cities, they support small businesses and also ensure that many of our people have access to hospitals, schools and other economic opportunities," he said.

Referring to his meeting with fellow African Ministers on Monday evening, he said, "African Ministers met to discuss issues of common understanding and also shared experiences and challenges they are facing in their respective countries. It is important to standardise rules and regulations relating to transport in all African countries in order to expedite sustainable growth and development."

Asked whether the topic of HIV/Aids would get any attention, Minister Omar replied that this remains the responsibility of every governmental department and that it would be touched on in sessions dealing with socio-economic concerns.

Minister Omar closed off by thanking the South African Organising Committee for their contribution to the success of the Congress thus far and said that a general statement regarding key outcomes would be issued after the Congress.



Minister of Transport, Dr Abdulah Omar, arrives at the ICC yesterday.

PRESIDENT'S VISION FOR THE FUTURE

PIARC President Mr Olivier Michaud sees the Congress role between now and 2007 as a leading forum for achieving sustainable economic development, road safety and relief from traffic congestion.

He says PIARC has a duty to assist Africa and other developing regions, such as Asia and South America, in building road networks using the appropriate construction methods so that these networks will be sustainable well into the future.

"All regions – developed and under-developed - need to be assisted. The principles of sustainable development have to be applied everywhere to achieve a better world.

"We have a duty to address congestion problems in the industrial agglomerations of the developed world because these cannot be allowed to collapse.

"As there is no major alternative to road transport, we have to discover a balance between the need for economic development and counter factors such as noise and pollution."

He says one of the challenges in developing countries is to properly organise a maintenance system once roads have been built.

Le Président de l'AIPCR, Monsieur Olivier Michaud, estime que le rôle du Congrès d'ici l'an 2007 est de servir de forum principal pour la réalisation d'un développement économique durable; apporter de l'aide aux pays en développement, contribuer à la sécurité routière, et résoudre les problèmes des embouteillages. Il soutient qu'il incombe à l'AIPCR d'aider l'Afrique et d'autres régions en développement à mettre en place des infrastructures routières qui seraient viables, même dans l'avenir.

El Presidente de la AIPCR, Sr. Olivier Michaud estima que el papel del Congreso desde presente hasta el año 2007 será el de importante forum para el logro de los objetivos de un desarrollo económico sostenible; brindando asistencia a los países en vías desarrollo; contribuyendo a la seguridad vial y resolviendo los problemas de congestión de tráfico. Asimismo, expresa que la AIPCR tiene la obligación de prestar ayuda al África y a otras regiones en vías de desarrollo, fomentando la construcción de redes de carreteras que sean sostenibles por mucho tiempo.

O Presidente do PIARC, Sr. Olivier Michaud considera o papel do Congresso, de agora até 2007, como um fórum de liderança para o alcance do desenvolvimento económico sustentável; trazendo assistência para os países em desenvolvimento; contribuindo para a segurança das estradas; e resolvendo os problemas da congestão do tráfego. Ele afirma que o PIARC tem o dever de ajudar África e outras regiões em desenvolvimento a desenvolver as redes de Estrada que serão bem sustentáveis no futuro.



Essential Contact Numbers

EMERGENCY - URGENCES - EMERGÊNCIA - EMERGENCIA: 10111





Mr Nazir Alli, CEO of SANRAL, organisers of the XXIInd PIARC World Road Congress

SANRAL MAKING INROADS IN SOUTH AFRICA AND BEYOND

The South African National Roads Agency Ltd (SANRAL), organisers of the XXIInd World Road Congress, was formed in 1998 to plan, construct and maintain South Africa's national road network.

As a corporate offshoot of the Department of Transport, SANRAL carries out its mandate through its head office in Pretoria and regional offices in Pietermaritzburg, Port Elizabeth and Cape Town.

Last year the company published its 10-year road infrastructure programme, Horizon 2010, which outlines its key objectives in terms of addressing safety, securing funding and expanding the network, against a background of creating jobs and with due concern for the environment.

The current road network comprises approximately 20% toll roads and 80% non-toll roads. In order to achieve service delivery, SANRAL has recognised the importance of strategic alliances and partnerships, particularly with the private sector. It also recognises the need to keep abreast of technological and engineering innovation in road structure and maintenance.

Social responsibility underpins all of SANRAL's infrastructural development, particularly in respect of South Africa's historically disadvantaged citizens. The organisation recognises that it is an important government partner in achieving the social and economic upliftment of the country's people. Poverty alleviation projects are aimed at creating jobs and facilitating access for rural inhabitants.

SANRAL is committed to furthering socio-economic relations within the SADC region and has implemented a number of Spatial Development Initiatives (SDIs) to this end. These include the Maputo Development Corridor, a joint cross border project with Mozambique; the Coast to Coast SDI, launched by five southern African countries and extending from Walvis Bay on the West Coast to Maputo on the east; the Lubombo SDI in which South Africa, Swaziland and Mozambique are unlocking the potential of the area; and the Richards Bay SDI where the John Ross Highway is the main link between Richards Bay and Empangeni, the N2 national highway and the port's hinterland.

Whilst meeting the challenges of providing sustainable development, SANRAL, nonetheless, adheres to a comprehensive Environmental Policy. No project is undertaken without an Environmental Impact Assessment and there is extensive consultation with all stakeholders.

Since celebrating its fifth anniversary in April this year, SANRAL has gone a long way towards achieving its vision to be recognised as a world leader in the provision of a superior primary road network in southern Africa, without compromising issues of sustainable development.

ROAD AND ROAD TRANSPORT OPERATIONS – CUSTOMER FOCUS

Road authorities are becoming increasingly aware that their principal objective is to operate their network as a quality service to their users.

The focus of this session was on the needs of the customer and took the form of an open forum which was split into two sections:

- What do customers want; what problems do they encounter; what's important to them?
- Seeking the best solutions to these problems.

Issues pertaining to the function of the transport system were examined on three levels:

- Strategic (ministerial)
- Tactical (economic)
- Local (consumer)

The panel discussions focused specifically on countries in transition and those that have a diverse range of conditions.

The panel agreed to secure guest speakers, including representatives from international tourism and freight organisations, to help focus on, anticipate, and address the future needs of customers.

PIARC PRIZE WINNERS

In 2001 PIARC launched an international essay competition to highlight the road sector in general and the World Road Association in particular. A total of 32 entries were received in five categories and the winners were announced during the Ministers' Session on Monday.

The PIARC Prize for the winning essay on the construction, maintenance and operation of roads was awarded to Bernd Raubal (Austria) for his innovative angle-step-method in designing a drainage-optimised surface for roundabouts with slope.

The winning team of the PIARC Prize for developing countries' issues was Takeshi Yoshida, Satoshi Ueda, Yukihiko Yudasaka & Fujio Ito (Japan) for their study on analysing the poverty-reducing effect of road improvement.

The PIARC Prize for sustainable development was also awarded to a team of Japanese innovators, namely Yukitoshi Fujishima, Yohei Hioki & Nobuyuki Momoi (Japan) for their essay on the comprehensive recycling system on expressway construction & maintenance.

The PIARC Prize for essays for young professionals went to Bryan Magee, Victoria Moreland, James Quick & Matthew Wilson (United Kingdom) for their forward looking essay: 2030: A Transport Odyssey.

The Maurice Milne Medal was awarded to Jochen Stemmler & Michael Neuhaus (Switzerland) for their inventive development of an electronic joystick steering (steer-by-wire) device for disabled drivers.

The winners were thrilled to be able to attend the congress and to benefit, not only from the various sessions they attended, but also from the personal interchange of ideas, knowledge and experiences gained while connecting with other international delegates.

THE ROAD TO UPLIFTMENT

A recently completed road in KwaZulu-Natal illustrates the social and economic impact roads can have on previously marginalised regions and communities.

The road – from Hluhluwe to Kosi Bay, just beneath the Mozambique border – is part of the Lubombo Spatial Development Initiative, a cross-border agreement between the Mozambican, Swazi and South African governments aimed at integrating effort and generating tourism and agriculture in all three countries.

In terms of the SDI, Mozambique will build a road linking the capital, Maputo, with Kosi, creating a quality route connecting to Richards Bay, Durban and Johannesburg.

This has positive implications for Maputaland, the KwaZulu-Natal region through which the road passes. It puts this mainly pristine habitat of coast, coral reefs, lakes, wetland and forest more easily within reach of the eco-tourism markets of Durban and Gauteng.

It will also connect Maputaland/Mozambique (when the Maputo-Kosi stretch is completed) with the upmarket cruise liner markets. It will become possible for tourists to leave their ship at Durban or Richards Bay and motor overland through Maputaland and southern Mozambique to rejoin at Maputo – or vice versa.



Suddenly one of the more remote and inaccessible eco-tourism destinations is in touch, not just with the domestic market, but with the international one as well.

Anchor project of the South African sector of the Lubombo SDI is the Greater St Lucia Wetland Park, a declared World Heritage Site which includes Africa's largest estuarine system (Lake St Lucia), several large freshwater lakes, 120 km of coastline (high forested dunes) and other habitats, which provide an astonishing diversity of wildlife, including the Big Five – lion, leopard, elephant, rhino and buffalo.

There are plans to link Greater St Lucia and two other KwaZulu-Natal reserves (Tembe Elephant Park and Ndumu) with the Maputo Elephant Reserve across the border in Mozambique.

Investment, local and international, is being sought for tourism infrastructure – mainly hotels and lodges – in the Wetland Park, which is planned to become a major generator of tourism revenues and downstream economic activity.

None of it would be feasible without the new road, the Hluhluwe/Kosi stretch, which has now been completed.

Meanwhile, the road has already had major impact on local communities. The SDI management consulted them from the very start, including them in decision-making and taking into account their economic and social needs.

The road has brick-built markets and community gathering points at regular intervals, all of them developing into significant social and economic nodes. Craft industries have been developed and nurtured by SDI management. Markets have been opened up.

One of the more impressive achievements has been the linking of a network of Maputaland craft centres with the Zenzulu operation in Durban, which organises and markets cottage industries in the townships and informal settlements.

Traditional African rural artefacts, such as basketwork, beadwork and weaving, are now being supplied from Maputaland, adapted to modern designs and fashions, and are being marketed countrywide, as well as in the United States and Europe.

Maputaland is receiving economic benefits at different levels. It would not have happened without the Hluhluwe-Kosi road.

A NEED FOR HARMONY

Sustainability and the impact of roads on human activities received attention yesterday in a Strategy Session on Road Transport, Livability and Sustainable Development.

Roads are the leading transport mode in the world, delegates were told, and are crucial to economies, as well as daily life, when it comes to access to essential services such as health, education, essential goods and leisure.

Sustainable development should be based on roads designed, built and operated in harmony with the environment. They require adequate land planning and have to meet social demands.

The session placed strong emphasis on the impact of roads on the economies of the areas they cross, on the functioning of urban areas and on sensitive environments. Delegates raised the issue of prioritising according to the specificity of regions and introduce decision-making processes and adequate implementation.



INVITATION TO CONGRESS DINNER

Be sure not to miss tonight's Congress Dinner. It promises to be one of the highlights of the week, featuring entertainment by some of South Africa's leading artists, such as Johnny Clegg.

Your badge is a must for access to this event.



ARRIVE ALIVE!

The XXIIInd PIARC World Road Congress devotes five special sessions to safety, the first of which, 'Innovations for Road Safety' took place on Monday. It was followed up yesterday by the next two sessions dealing with 'Safety in Developing Countries' and 'Safety in Road Tunnels'.

The former focused on safety in developing countries in Africa, Asia, Latin America and the Middle East, which account for 80% of the world's road accident fatalities.

The session was brought into sharp focus with yesterday's horror accident that claimed the lives of 15 people in KwaZulu-Natal. Speaking to the media yesterday, South African Transport Minister Abdulah Omar said the incident underlined the need for the development of a culture of good road behaviour.

"We need to look at social aspects of our road accident problem, not only at the road infrastructure, because many accidents often occur on good roads."

This echoed a speech in Monday's session, given by South African road safety campaigner Moira Winslow, who lost family members in a high-speed road crash in 1989. Following the accident, Winslow founded Drive Alive in an effort to reduce the alarming statistics on South Africa's roads. Citing the fact that more young children die on African roads than of Aids, Winslow launched a pedestrian visibility campaign in Gauteng in 2001. She's planning to expand the campaign with support from the national government initiative, Arrive Alive, and the Swiss-based Global Road Safety Partnership (GRSP) – a coalition of business, civil society and government committed to the reduction of road deaths and injuries in developing countries. GRSP Chief Executive, David Silcock, said that more than 1.2 million people would die on the roads this year, with 30 million seriously injured.

"Three thousand will die today. The annual cost is estimated at \$300 billion (R2 100 billion). In some countries a third of hospital beds are occupied by road crash victims."

One of the topics in yesterday's session focused on two-wheeler safety in mixed traffic, which poses a particular problem in a country like Vietnam, where there are 10 million motorbikes and fewer than 500 000 four-wheelers. Other topics covered were the education of young road users, road safety in developing cities, partnerships and organisations for road safety, the World Bank's perspective on global road safety priorities and PIARC's Road Safety programme.

The session on 'Safety in Road Tunnels' focused on initiatives, which have been launched since the European tunnel fires of 1999, when renewed interest was aroused in the topic. A session on 'Fire Safety and Ventilation' will take place tomorrow and will focus on tunnel ventilation control from an Australian perspective and automated ventilation control at the Mont Blanc tunnel. It will also look at the current state of road tunnel safety in Japan.

Friday's session will discuss road tunnel operation and the transport of dangerous goods.

BEAUTIFUL CAPE TOWN

Two hours' flight from sub-tropical Durban, visitors to the International Convention Centre could believe themselves to be somewhere in the Mediterranean.

Cape Town's climate is in fact classed as Mediterranean, with its winter rainfall, and the impression is enhanced by the vineyards, the white-painted buildings – some dating back to the 17th century - and the measured pace of life.

Cape Town is South Africa's Mother City, established in 1652 by the Dutch as a victualling station for vessels passing to the Far East and later taken over by the British in the post-Napoleonic settlement.

It has become a melting pot of influences – Dutch, French Huguenot, German, British, Malay, Indonesian, Koisan (the people who originally inhabited the area) and African.

Today it is South Africa's legislative capital, the seat of parliament (as well as seat of the Western Cape provincial legislature).

Washed by two oceans – the icy Atlantic on the west coast and the warmer Indian on the east – it nestles at the foot of Table Mountain, a massive 1 086 metre sandstone bulk which dominates the daily life of every Capetonian.

Table Mountain is flanked by Devil's Peak (where a gentleman known as Van Hunks is said to have beaten the Devil in a pipe-smoking contest), Lion's Head and Signal Hill, from which a noon gun is fired every day.

The mountain is known as one of the most spectacular landfalls in the world for approaching ships, while the view from the air of the entire Peninsula is breathtaking.

The magic lasts once landed. Cape Town itself is a charming mix of Cape Dutch and later British colonial architecture. The surrounding winelands and deciduous fruit orchards are set among rugged mountain ranges that give the landscape a unique appeal.

The city has a highly developed culture of good wines and good food – a diverse cuisine reflecting the diversity of the population's origins – much of it to be found in the Victoria and Albert waterfront.



... CONNECTING ...



Andrew Gcaba, Daryl Jorgensen and Dave Bryden - Murray & Roberts: "We have experienced a lot of interest from neighbouring countries as well as international delegates."



Lani Prentzler and Ivan Vos - Concor: "We are impressed with the high level of representation at the Congress."



Rowan Cashel - Grinaker LTA: "A good roads infrastructure builds a good economy and if this Congress is anything to go by the South African economy is heading for a good future."

Con Roux - N3 Toll Concession: "This congress has provided the platform for an interesting exchange of views."



Miss KL Slotsvik - Norway: "We're loving your country, especially because it is snowing at home. The interaction opportunities have been excellent."



Messrs J Almirall - Spain, E Estany Vidal and J Eskaler - Andora: "We are astounded by the number of people attending this congress and loved the Opening Ceremony."



Messrs TD Olodo and N Lokpe - Benin: "The hospitality shown by South Africans has been impressive. The technical sessions have been of a high standard offering solutions to engineering problems encountered by engineers in all spheres."

PIARC PRIZE WINNERS


Yukitoshi Fujishima, Yohei Hioki & Nobuyuki Momoi from Japan



SEEN AT THE SA PAVILION COCKTAIL FUNCTION LAST NIGHT



ISIZULU GREETINGS



My name is (Jean) Igama lami (uJean)

What is your name?
Ubani igama lakho?

TOMORROW'S HIGHLIGHTS

8:30 -12:30

Local Authority Session
Economic Integration in the Urban Environment
C14 Sustainable Development and Road Transport
C5 Road Tunnel Operation
ST4 Management and Administration of the Road System
C13 Road Safety

13:30-17:00

The hidden face of Urban Roads
Performance and Road Administration
Road Management
Appropriate Levels of Road & Road Transport Development
Road Bridges and other Structures
2nd T2 Conference

IMPORTANT ANNOUNCEMENTS

Xhumanisa, the daily Congress Bulletin, can now be read on the Internet. Visit www.nra.co.za and a pop-up window will take you to the Bulletin.

Delegates are invited to demonstrations three times daily by Wirtgen South Africa of cold mix production (using the KMA 200 Cold Recycling Mixing Plant), as well as of paving cold mix aggregate.

The cold mix production will be at the Municipal Depot, Bissar Road, Springfield Park. The paving can be seen at Newlands West Drive.

Buses leave at 09h30, 11h30 and 13h30 from the Stanger Street entrance to the ICC, until Friday.

The round trip lasts about two hours.



SCOREBOARD

Tuesday, 21 October 2003

Italy 19 - Canada 14

DO'S & DON'TS

DURBAN is a big city. As in any big city in the world, visitors are advised to take elementary precautions against crime.

- Avoid walking out alone after dark or in dubious places.
- Always consult your host/guide/hotelier before venturing out to explore. Travel in company
- Avoid displaying your delegate's badge outside the Congress venue.
- Avoid wearing jewellery or flaunting expensive cameras and high technology equipment while sightseeing.
- Be on the alert for petty thieves, pickpockets and confidence tricksters in busy places and at automatic cash vending machines.
- Drive with car windows closed and the doors locked.

Most South Africans are well disposed and friendly and will be only too happy to assist you should you need advice or directions.

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