




X HUMANISA

connecting delegates

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

- Weather**  Fine, becoming partly cloudy with overnight thunderstorms (20%) Minimum 17°C / 63°F Maximum 28°C/ 82°F Sunrise @ 05:08 Sunset @ 18:12
- Exchange Rates** US \$ = R6.99; £ = R11.84; Euro = R8.25; CAD \$ = R5.36; MX Peso = R0.62; Yen = R0.06

CONGRESS DINNER OFFERS HIGH VOLTAGE INTRODUCTION TO DURBAN AND SOUTH AFRICA



Johnny Clegg, the strumming, foot-stomping entertainer who has brought the rhythms of Zulu culture to the international stage, got the Congress Dinner off to a rousing start this week.

Thousands of delegates and spouses crowded in for his inimitable blending of traditional and modern, urban and rural, Zulu and English; the high-energy dancing that goes with it; and the subtle dissection of South African society, and its history, that lies behind his routine.

Clegg, *le Zoulou blanc*, as French audiences call him, provides a spectacular yet easy introduction to South Africa and its peoples, and on Wednesday he had the PIARC delegates eating out of his hand. Seldom has the International Convention Centre had such a packed and enthusiastic event.

But it did not end with Clegg. Delegates were then invited to choose the style in which they wanted to dine – preferably to mingle styles and try each that was on offer.

Four different venues each had a different band and theme.

The first theme was jazz, the music supplied by well-known jazz exponent Ernie Smith and his eight-man back-up. (Ernie and his band hail originally from Durban).

Next was a bush theme, with well-known artiste *Phuzekhemisi*, who hails from KwaNongoma, a remote northern part of KwaZulu-Natal. He was backed by 11 Durban musicians belting out the *umasikandi* style.

Third theme was shebeen kwaito music, directed by kwaito disc jockey DJ Bongs. The decibels were particularly high at this event.

Then delegates were introduced to the South African custom of *braai* (barbecuing) on the outside terraces, plus the other South African custom of drumming. Traditional drummers from Drum Café kept up the rhythm and allowed delegates to try their hand as well.

It was a high voltage introduction to what Durban, KwaZulu-Natal and South Africa are all about.

“THE ROAD TO DEVELOPMENT BEGINS WITH DEVELOPMENT OF THE ROAD”

At a packed Congress Dinner last night, President of PIARC, Olivier Michaud, said that the occasion afforded delegates an opportunity to learn more about each other's cultures and traditions.

He said that roads connect people and nations and that the World Road Association PIARC is striving to connect the world with the best and most efficient road transport system.

Mr Michaud said that it is a well-known fact that road transport holds the monopoly in transport modes and that it is the responsibility of all industry stakeholders – politicians, road authorities, engineers, contractors, car manufacturers, road experts, individuals – to protect that monopoly.

He said that efficient road systems contributed to sustained growth, social welfare and peace in all regions of the world and he requested research institutes, experts, economists, road specialists and corporate players to assist governments and road authorities to assist in maintaining them.



Olivier Michaud
President of PIARC

Essential Contact Number

EMERGENCY - URGENCES - EMERGÊNCIA - EMERGENCIA: 10111



PIARC GAINS ANOTHER MEMBER

In response to the invitation extended by the President of PIARC, Mr Olivier Michaud, to join the World Road Association, the El Salvador Minister of Public Works, Transport, Housing and Urban Development, Mr Jose A. Quiros, yesterday delivered a letter confirming El Salvador's commitment to the Association.

The Minister has come to the World Road Congress with the objective of strengthening the links between the road technical community of El Salvador and technical experts from all over the world. Joining PIARC will better facilitate the transfer of important advances which are being made in the management of the El Salvador road network.

The presence of the El Salvador delegation has been very warmly welcomed by PIARC, particularly by the Presidency, the Spanish delegation and by other Latin-American participants.

The admission of El Salvador as a government member of the World Road Association is a very important step forward and PIARC hopes this new membership will encourage the presence of other Latin American countries in its activities.

Participating for the first time at the Congress, delegation leader Jose Quiros, Minister of Public Works, Transport, Housing and Urban Development, said, "It is a great opportunity to see a better future for roads, not only in Central America, but in the world."



Minister Jose Quiros presenting El Salvador's credentials to PIARC President Olivier Michaud.

Roads, he said, were especially important for developing countries and El Salvador had implemented many changes in the last three years. He said the focus now was no longer just on the construction of roads, but also took into account social and economic factors which would benefit the country's people. This, he had discovered at the Congress, was in keeping with the aims of PIARC member countries, and he was heartened by the fact that El Salvador was already heading in the right direction.



The El Salvador delegation met with PIARC President, Olivier Michaud, yesterday.

BREAKING THE CYCLE OF POVERTY

PIARC's new initiative 'Roads and international collaboration – how can they assist development?' took place yesterday under the umbrella of Strategic Theme 5 'Appropriate levels of road and road transport development'.

It has been set up in recognition that poverty is widespread and that roads can help alleviate poverty. PIARC believes it can push back the frontiers of poverty if regions and communities have the right levels of access.

This can only be done through social cohesion at a number of strategic overlapping levels – community, regional and global.

The session discussed what needs to be done to bring about improved access/mobility. These include issues like finance, education and training, technology, and improved governance to address corruption, where in some countries it is alleged that only 50% of total monies allocated to road development, is actually used. However, there are examples of countries where, through new forms of contract and auditing procedures, the amount of money spent on roads has increased.

Other issues, which need to be addressed, are the need for synergies between transport and its dependent sectors; the identification of key stakeholders; empowerment and consultation; and planning and monitoring tools.

PIARC has realised the necessity of Technology Transfer Centres as a conduit for best practice dissemination. In Africa these have already been established in Tanzania, Zimbabwe, Burkina-Faso and Chad.

Case studies where good mobility/access systems are in place include India, which, as a planned economy, has ensured the correct level of roads; and China and Bangladesh, both using the HGM4 economic model, which determines the viability of a particular link and different standards of that link with different traffic types and construction.

Strategic Theme 5, in which appropriate levels of road transport development are determined by asking how roads can assist development, is an important one for the future of PIARC, if it is to impact on global poverty levels. It is hoped that by the next congress, significant progress will have been made, following discussion and implementation of issues raised yesterday.

ST4 – MANAGEMENT AND ADMINISTRATION OF THE ROAD SYSTEM

Mr. Gerold Esterman (Austria) chaired this session which included papers presented by delegates from France, Japan and Australia.

The escalating growth of traffic and particularly of road traffic, increasingly exceeds acceptable environmental, economic and financial thresholds. Solutions for a more sustainable system are essential.

This session examined present trends and explored aspects of the integration of the various transport modes through systems such as:

- park and ride terminals
- combined transportation
- intermodal platforms and corridors

In order to implement an integrated structure, more partnerships are needed and the prerequisites demand fair and efficient pricing. Questions that were examined were:

- How do road administrations react to these challenges?
- Which will be more successful: the private or the public sector?

The definitions of integrated transport, intermodal transport and combined transport were discussed to determine the limitations and overlap of these terms. The future role of roads within intermodal transport was closely examined to determine PIARC's strategic plan for the coming years.

The endorsement of the Strategic Plan is scheduled for publication in the summer of 2004.



THE PIARC-QUÉBEC COMMITTEE

invites you to attend the



NATIONAL COMMITTEE SESSION

Friday, October 24, 2003,
at 8:30 in the Elephant Room,
International Convention Centre.

The Chair of Québec's PIARC National Committee, Daniel Toutant, will speak on pairing up governments of PIARC member countries and the PIARC-Québec Committee's experience in this regard.

The goal of the World Road Association is to foster international cooperation and promote progress in the field of roads and road transportation. One of PIARC's strategic challenges is to create a national committee in each member country in order to bring together the main stakeholders in the road community and encourage them to take part in the Association's activities. PIARC is also urging the national committees to explore new ways to enable all member countries to take full advantage of its services and activities. With this aim in mind, the PIARC-Québec Committee has forged bilateral ties with PIARC members from developing countries to facilitate the creation of national committees and encourage more active participation in the Association's activities.

The PIARC National Committee from Québec has been invited to speak at the National Committee Session on the idea of teaming up with national committees from developing countries, an initiative that has proved to be very promising and productive for all parties. Mr. Toutant will discuss his committee's experiences with Burkina-Faso and Cambodia.

All are welcome.

LE COMITÉ AIPCR-QUÉBEC VOUS INVITE

à participer à la

SÉANCE DES COMITÉS NATIONAUX

le vendredi 24 octobre 2003
à 8 h 30, à la Salle Elephant
du Centre international de conférences.

Au cours de cette séance, le président du Comité national québécois de l'AIPCR, M. Daniel Toutant, fera un exposé sur le jumelage des gouvernements membres de l'AIPCR et témoignera de l'expérience du Comité AIPCR-Québec.

L'Association mondiale de la route a pour but de développer la coopération internationale et de favoriser le progrès dans le domaine de la route et du transport routier. Nous savons que la mise sur pied, dans chacun des pays membres, d'un comité national en vue de regrouper les principaux acteurs de la communauté routière et favoriser leur participation aux activités de l'Association est un des enjeux stratégiques de l'AIPCR. Cette dernière invite également les comités nationaux à explorer de nouveaux moyens pour permettre à l'ensemble des pays membres de bénéficier pleinement de ses services et de ses activités. C'est dans cet esprit que le Comité AIPCR-Québec a développé une coopération bilatérale avec des pays en développement membres de l'AIPCR pour faciliter la création d'un comité national ou susciter une participation plus active aux activités de l'Association.

Le Comité national québécois de l'AIPCR a été invité à présenter, à l'occasion de la séance des comités nationaux, le concept de jumelage avec un comité national d'un pays développé, une avenue qui semble prometteuse et stimulante pour les parties concernées. L'exposé fera état des expériences menées avec le Burkina-Faso et le Royaume du Cambodge.

Bienvenue à tous



PIARC PAVILION - A MICROCOSM OF PIARC



The PIARC Pavilion in the Durban Exhibition Centre is a microcosm of PIARC as a whole. It has a cross-section of nationalities staffing it.

It also serves as a parallel to PIARC's main sessions because the Pavilion has, throughout the week, run a series of electronically assisted technical presentations which have been well attended by delegates.

The Pavilion – one of the largest exhibits in the Centre – is the first encountered by delegates as they enter and is in elegantly simple, understated tones of grey and blue, set off with white drapery. Designed and built by Bruce Swartz, of Stand Out Designs, the graphics was produced by his sister, Sarita Swartz, of Arcane Graphics.

In charge has been Gilbert Batac, Paris-based Deputy Secretary General of PIARC, who is on his sixth visit to South Africa and his third to Durban. He says his team has had a very warm welcome in South Africa and has enjoyed meeting up with South Africans.

"I think we have worked very efficiently together and in a very pleasant climate."



DAYS GONE BY



Seen at the ICC during the Congress were members of the eThekweni Metro Police mounted unit. The Metro Police is the descendant of a force established in Durban in 1854 and thus it has the distinction of being the oldest police force in the Southern Hemisphere.

Chief Constable William Harrison assumed command of the force in 1855 and was notable for his milk-white horse of which he was so solicitous that he provided a lantern in its stable so that it could see what it was eating at night. Harrison was devastated when the horse 'disappeared' from the stable only to be returned with blue painted stripes and circles around its eyes. He later claimed that the horse was never the same again after the shock and trauma it suffered during the incident.

PATON PLAY - A MUST

Delegates have the opportunity, while in Durban, to see a dramatisation of one of the best-known and most influential novels ever written in South Africa. Athol Fugard's stage adaptation of Alan Paton's *Cry, The Beloved Country* ends its Durban run in the Playhouse this weekend, having received glowing reviews.

Cry, The Beloved Country is a hauntingly tragic account from both sides of the colour bar which was intensified as apartheid developed in the late 1940s, and as urbanisation started undermining traditional African rural life. Many saw the book as a foreshadowing of the human, social and political crisis which was gathering in South Africa. The novel – first published in the 1940s – is enjoying a revival, especially in the United States where it is currently being republished.

Fugard is one of South Africa's most spirited avant-garde playwrights and spent much of the apartheid era lampooning the official ideology and coming into conflict with the government.

The play is in the Drama Theatre of the Playhouse, in Smith Street (opposite the City Hall), one of the most characterful old buildings of the city. In its time it has hosted royalty and some of the top names in international show business, at the same time being a gathering point for a cross-section of Durban society so complete it included some colourful rogues. The Playhouse was extensively refurbished in the 1980s and is today one of South Africa's top theatres. Performances of *Cry, The Beloved Country* are at 19h30 tonight; 14h30 and 19h30 tomorrow; and 18h00 on Sunday.

MAGIC MPUMALANGA

Only about an hour's flight from Durban, visitors are able to experience the essence of the African bushveld, as well as breathtaking mountain scenery.

The province of Mpumalanga adjoins the world-famous Kruger National Park, with its vast game population including the Big Five (lion, leopard, elephant, rhino and buffalo). It has some of the continent's finest privately-owned reserves, where quality game viewing combines with five-star accommodation.

That is the lowveld sector. Mpumalanga also has spectacular mountain scenery along the forested escarpment (home to Africa's only community of black leopard). God's Window and the Blyde River Canyon are exhilarating viewing experiences.

It has wonderful fly-fishing for trout and a wealth of small hotels and lodges to accommodate enthusiasts.

It has historical interest. The first Transvaal gold rush was in the region, and towns such as Sabie, Graskop, Ohrigstad and Hazzyview retain much of the atmosphere of the roistering days of the prospectors, while the carefully preserved Pilgrim's Rest is a living museum.

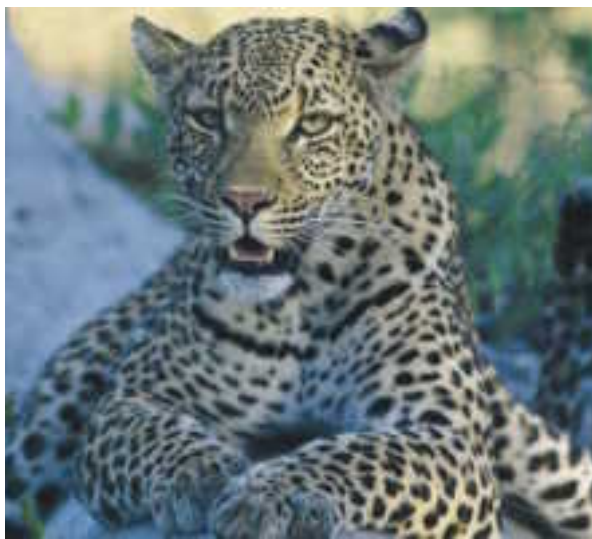
Mpumalanga also saw some of the fiercest fighting of the Anglo/Boer War and has the railway line to Delagoa Bay (present-day Maputo), along which President Paul Kruger retreated before going into exile. A Boer War tourist route revisits those events.

It has cultural interest, being the heartland of the colourful Ndebele people, whose artwork is on display at various cultural villages.

It has South Africa's largest freshwater lake, Chrissiesmeer, and a wetland region which is home to a huge variety of birds. And Mpumalanga is geologically ancient. Its rocks and fossils date back billions of years and the Mkonjwa mountains are believed to be the oldest in the world.

Mpumalanga combines the soaring magnificence of its mountainscapes with the unique atmosphere of the Lowveld, so vividly captured in Sir Percy Fitzpatrick's *Jock of the Bushveld*.

It is reached via Johannesburg or by flying direct to Kruger Mpumalanga International Airport, at Nelspruit.



.... CONNECTING

SEEN AT THE CONGRESS DINNER



IMPORTANT ANNOUNCEMENTS

C-18 RISK MANAGEMENT FOR ROADS

Have you ever experienced: Riots and traffic collapse? Spilling of dangerous goods? Your bridge floating away? Being trapped in a tunnel fire?

BIG QUESTIONS – SOME ANSWERS
Technical Session, Friday, 24th @ 13h30
Buffalo Room

XHUMANISA IS ONLINE!

Simply log on to the PIARC website: www.wrc2003.com and follow the pop-up window. All issues will be available in the archives.

COIN COMPETITION

Overseas delegates are eligible to win a PIARC commemorative coin in nine-carat gold - if they flew to the Congress via South African Airways. The competition will be a lucky draw, with consolation prizes of top South African wines. Entrants need to hand in a photocopy of their intercontinental airline ticket - showing the Flight Number - at the Accommodation Desk in the main foyer, or enter their names for the competition on the Conference Evaluation Form. The draw will be held during the Closing Ceremony on Saturday, October 25. The commemorative coins will also be on sale for R700 in the PIARC Souvenir Shop on the First Floor. Congress T-shirts are on sale in the shop, at R200, and caps at R40.

TOMORROW'S HIGHLIGHTS

10:00 - 12:00

Conclusions and Closing Ceremony - All Welcome

Please note that the ICC does not have a luggage-holding facility and will therefore not be able to accommodate any luggage on the final day of the Congress.

Since transport to Durban International Airport will leave from the hotels, delegates should therefore request their respective hotels to hold their luggage until departure.

ISIZULU GREETINGS



Please help me.
Ngiyabonga kakhulu

Thank you very much
Ngiyabonga kakhulu

BAGAGES

Nous vous informons que ICC ne sera pas être un lieu du dépôt de vos bagages le dernier jour du congrès. Parce que le transport pour l'aéroport de Durban partira des différents hôtels. Par conséquent, nous vous prions, chers délégués, de faire des arrangements avec la réception de vos hôtels respectifs pour la garde de vos bagages jusqu'au jour de votre départ.

EQUIPAJE

Les informamos que el ICC, no dispondrá de un lugar para guardar el equipaje el último día del Congreso. Ya que el transporte que les llevará al aeropuerto, partirá desde sus hoteles, pedimos a todos los delegados que pregunten en la recepción de sus respectivos hoteles, por la "sala de maletas" para que les puedan guardar dicho equipaje hasta la hora de su salida.

BAGAGEM

Informamos aos delegados que não estarão criadas, no ICC, condições para a manutenção da sua bagagem no último dia do Congresso. Uma vez que será condicionado o transporte para o Aeroporto de Durban a partir dos hotéis onde estão instalados, os delegados deverão solicitar os respectivos hotéis para manutenção a sua bagagem até a hora de partida.

AVAILABLE AT THE SOUVENIR DESK

Delegates' congress bags	R 130.00
Accompanying persons' bags	R 130.00
Crystal paper weights	R 160.00
Nelson Mandela Bridge book	R 250.00
Cape Mountain Passes book	R 220.00
Congress gold coins	R 700.00

DID YOU KNOW?

The world's worst traffic jam occurs during the summer on the road from Paris to Toulouse, France. The 2000 record of 604km was well beaten in 2001 when holiday-makers jammed up for 661km.

CONTACT DETAILS

Editor-in-Chief: Connie Nel
Editor: Leon Els
Tel: 031 3601159

Editorial Team:
Anne Hutchison Ralph Mogridge
Lwazi Mtana Ndivhuwo wa ha Mabaya
Graham Linscott Allan Jackson

Layout & Production
Randal Stewart International
Tel: 031 304 7888