



TOLLING. MOVING SMARTER.

TOLLING NEWSLETTER

A SCAN OF TOLL ROAD DEVELOPMENT AROUND THE GLOBE



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ABOUT IBTTA

The [International Bridge, Tunnel and Turnpike Association \(IBTTA\)](http://www.ibtta.org) is the worldwide association for the owners and operators of toll facilities and the businesses that serve them. Founded in 1932, IBTTA has members in more than 20 countries on six continents. Through advocacy, thought leadership and education, members are implementing state-of-the-art, innovative user-based transportation financing solutions to address the critical infrastructure challenges of the 21st century. For more information, visit www.ibtta.org or join us on Twitter [@IBTTA](https://twitter.com/IBTTA) or #TollRoads.

Introduction

Since the 2013 Fall-Winter issue of our Global Tolling Newsletter, recent news about the tolling industry from around the world has raised some interesting points for reflection.

In **Europe**, the EU institutions are focused on the upcoming political elections to renew the members of the European Parliament; however, while few legislative documents have been presented or approved during the past weeks, the European Parliament did pass a legislative resolution on **ITS developments** that introduces the mandatory use of the *eCall* system for automatic emergency calls in case of road accidents. *eCall* devices will be obligatory for new vehicles starting in October 2015. The EU institutions are also paying special attention to the **Eastern European countries**: in Slovakia, the government and the European Commission have agreed to a major plan for improving transportation infrastructure, while in Poland the General Directorate for National Roads and Motorways recently announced plans to build new road infrastructure.

In **North America**, both the US and the Canadian governments recently presented interesting **budget proposals** for the next years, starting in 2015, aimed at **improving and developing infrastructure**. The US budget in particular foresees a four-year surface transportation reauthorization proposal to support infrastructure projects and create jobs while improving America's transportation system in all the transportation modes. Concerning specific US states, a five-year transportation plan in Massachusetts has been approved, and the connection between the Pennsylvania Turnpike and I-95 is much closer to becoming reality.

Latin America always proves to be a dynamic and interesting area of the world for the tolling industry: new **tenders and investments in infrastructure projects** are currently foreseen in **Paraguay, Mexico, and Colombia**.

In **Asia**, a great expansion of the highway network is planned in **China** in the next years, and **India** is launching new national highway projects. **Australia** too is actively carrying out new infrastructure projects, especially in the state of Queensland.

Interesting moves are also noted in **Africa**, where an ambitious program was recently approved to further expand the road network in **Morocco**, an agreement was signed between Morocco and **Ivory Coast** to build new roads and improve existing ones in Ivory Coast by 2020, and the African Development Bank Group is supporting **Swaziland** in upgrading its infrastructure system.



EUROPE

Some highlights on the EU transportation policy

The current political situation in the EU is cause for serious concern. Several EU institutions are worried about the political crisis in Ukraine. At the same time, the EU institutions are nearing the end of their current legislative mandate, and in May the EU citizens will elect the new deputies of the European Parliament.

Although almost at the end of its mandate, in the last two months, during its plenary session, the European Parliament voted in the *eCall* Regulation, a technology-focused legislative

resolution that introduces the mandatory use of a specific device for automated emergency calls in the case of a road accident. The *eCall system* automatically alerts emergency rescue services and provides the exact location of the accident through the use of navigation satellite systems and the unique EU emergency number, 112. The regulation makes the inclusion of *eCall* technology on all new vehicles mandatory starting in October 2015, and the EU institutions asked the European Commission to consider extending the scope of the legislation to cover other vehicles by 2018. The *eCall* system is not a new element in the EU ITS policy; nearly 10 years ago the European Commission asked the EU Member States to voluntarily implement the *eCall* system, but the result was not satisfactory, and so the legislative approach was pursued. The effectiveness of the *eCall* system depends not only on the technology but also primarily on smooth and efficient coordination among all the actors involved in the process: road agencies and operators, automotive industry, car manufacturers, and the EU Members States, which are supposed to receive calls through a specific and pre-identified network of public safety answering points (PSAP). Therefore, the new legislation regulates in particular those organizational aspects and defines the responsibilities and competencies of each of the actors involved in the process.

Another controversial dossier that has been causing dissention among the EU institutions for a couple of years is the possible introduction of *gigaliners* or *mega trucks* on EU roads and highways. Weighing up to 60 tons and measuring longer than 25 meters, mega trucks exceed the size of vehicle currently allowed in the EU. Longer heavier vehicles (LHVs) are already in use in some of the Nordic countries, and there are two main opinions on that: some say LHVs are good because they help reduce congestion and are environmentally friendly, while others say they are dangerous for safety reasons. The car manufactures are mostly in favor of introducing LHVs into circulation, while some Brussels associations, such as ASECAP, stress the importance of the maneuverability of these LHVs and the safety concerns for road infrastructure operators. Last March the European Parliament found a compromise on the permitted length and weight of LHVs and allowed these vehicles to transit only between two border EU Members States that accept LHVs and that ensure the best possible road safety conditions are respected.

ASECAP Road Safety Day 2014

ASECAP held its annual Road Safety event in Madrid on March 25. The theme for the 2014 conference was "Making Our Roads Safer, A Permanent Goal: The Role of Road Infrastructure Operators." Experts and representatives from the road concessionaire companies represented in ASECAP gathered to exchange views on road safety issues, highlighting in particular this year the role of the toll road operators in road safety. The conference opened with an institutional political session during which representatives from the Spanish government and parliament, as well as representatives from the EU institutions, discussed the speed limits on highways. In the second part of the conference, following tradition, experts from the concessionaire companies presented their projects and initiatives aimed at improving road safety along the

toll highways, underlining how tolling is an efficient tool to contribute to road safety as tolls are reinvested to maintain and improve road infrastructure.

Focus on some European countries

A major development in **Spain** is the recent merger, at the end of February, of ASETA and SEOPAN. SEOPAN is the Spanish national *Observatorio de la construcción*—the Spanish Association of Public Works and Infrastructure Concessions Companies—which has a wide membership, including construction companies such as Acciona, Dragados, Ferrovial, companies that often participate in international tenders for building highway infrastructure but also entities that deal with water management and distribution construction in general for highways, railways, public buildings, schools, etc. The new SEOPAN-ASETA president is Mr. Julián Núñez, and the new entity asked both ASECAP and IBTTA to replace ASETA memberships with SEOPAN-ASETA in the international associations. SEOPAN and ASETA merged to create a stronger advocacy voice in their relationships with the Spanish government and parliament.

On the topic of new construction, a **new highway** will be built in Spain in the **Meseta area**. The new 125-km Autovía A-76 will connect the cities of Ourense, Monforte, and Ponferrada and will join the recently opened Autovía del Cantábrico A-8. This project is expected to cost €1.2 billion.

In the **UK**, the Highways Agency recently decided to apply more ITS along highways M4 and M5 to reduce congestion and smooth the flow of traffic. The project builds up a smart framework with the installation of 33 new gantries, the refurbishment of seven existing gantries, the restructuring and resurfacing of more than 22 km of carriageway, the installation of more than 48 km of fiber optic cabling, and the building of six emergency refuge areas. This smart solution was recently launched to cover nearly 11 km of M4 and M5 motorways. The main objectives are to reduce congestion and improve safety and travel times by introducing variable speed limits according to peak hours and by opening the hard shoulder during peak traffic periods. The ITS technology functions thanks to the hard work, especially during busy times, of the traffic officers working in the regional control center at Avonmouth.

In Scotland, the **EIB (European Investment Bank)**¹ decided to co-finance Scotland's highways by providing a loan of £175 million to complete the M8 highway link between Glasgow and Edinburgh and to improve existing stretches of M73 and M74. The project will reduce congestion and contribute to quicker and safer journeys, as well as create new jobs during the construction and improvement phases. The new roads will be designed, built, operated, and maintained according to a 30-year concession agreement signed by the Scottish government. Debt financing for the project will be shared equally by the EIB and a bond placement with the participation of international investors. The EIB has already contributed significantly to UK transportation investments in the past.

In **Germany**, the region of Ruhr recently unveiled the results of a study carried out with the company Nokia that demonstrates the environmental damage caused by trucks using inappropriate roads, such as roads that are too narrow or that have low-speed zones. The study provides truck drivers with a list of suitable roads, and the list is available for all navigation devices and software for trucks.

Germany also received financing of more than €6 million to expand and upgrade the A3 highway linking the big cities of Frankfurt and Nurnberg; 8 km of A3 will be upgraded to three lanes in each direction, so that in the future A3 will have a six-lane cross-section with a width of 36 meters. The project, expected to be completed by the end of 2015, is co-financed under the TEN-T budget, managed by the EU Innovation and Networks Executive Agency, because this highway is a core element of the road transportation system not only in Germany but also in Central Europe. In fact, when finished, the project is expected to raise and improve safety levels and the capacity of a key German and EU East-West road connection.

¹ EIB is the bank of the European Union, owned by and representing the interests of the EU Member States; its main objective is to implement EU policies by financing and providing loans to sustainable and sound projects that contribute to achieving the EU policy objectives, in particular helping regional development, enhancing the Trans-European Transportation network, developing energy and telecommunications sectors, and facilitating research and innovation, protection of the environment, health and education—all objectives that make it possible for the whole territory of the European Union to grow and to be competitive through the proper functioning of the EU Single Market.

In **Eastern Europe**, the EU institutions have reconfirmed a reinforced political approach, in particular towards the **Balkan area**, which is a pre-accession country area. During a conference held at the presence of the EBRD representatives, the European Commissioner for Enlargement and European Neighborhood Policy said that Europe is showing slight signs of emerging from the economic crisis and that it is time for the Western Balkans to try to attract more investment. He said this area needs macroeconomic, fiscal and financial stability for the EU to focus on key structural reforms to attract investments across the sectors most necessary for improved competitiveness, jobs, and growth, such as transportation, energy, and education, through increased cooperation between the EU and the EBRD.

In **Slovakia**, the Government of Slovakia and the European Commission have agreed on a major plan for improving transportation infrastructure. More than €3.5 billion will be invested in building new roads, highways, and other transportation infrastructure under the TEN-T budget 2014–2020—the new EU infrastructure policy—and EU regional and structural funds. This project will improve safety and mobility for road users and will improve the country’s ability to attract external foreign investors. The EU funds will be also used to co-finance energy-efficient and environmentally friendly projects in the transportation field, as well as public transportation and navigability of the Danube River.

In **Poland**, the General Directorate for National Roads and Motorways (GDDKiA) recently announced plans to build new road infrastructure. Construction of 380 km of new roads will begin in 2014. As well, electronic toll collection (ETC) will be expanded to nearly 600 km of Polish toll roads through the ETC system viaTOLL. Moreover, the GDDKiA said that to foster the application of ITS in Poland, it will search for a traffic management consultant to support the implementation of various ITS projects.



NORTH AMERICA

A promising US budget for the 2015 fiscal year for improving and developing US infrastructure, a five-year transportation plan in Massachusetts, the connection between the Pennsylvania Turnpike and I-95 closer to being reality, smart technology applied in several US states, Canada to see dedicated funds for infrastructure

The US announced a promising **budget for fiscal year 2015** that includes significant investments to repair and improve existing infrastructure and to build the new infrastructure of tomorrow. In fact, the US budget for next year includes US\$302 billion related to a four-year surface transportation reauthorization proposal to support infrastructure projects and create jobs while improving America's transportation system in all transportation modes. The budget proposal highlights the importance of "fix-it-first" investments aimed at repairing and improving existing transportation

infrastructure, while also modernizing US infrastructure through new investments (mainly coming from business tax reform). The 2015 budget proposal also points to the need to boost private investment in infrastructure through a Rebuild America Partnership, to establish an independent National Infrastructure Bank to leverage private and public capital to support infrastructure projects of national and regional significance, and to create America Fast Forward Bonds to attract new sources of capital for infrastructure investment. Moreover, the budget proposal foresees a simplification of the federal permitting process for major infrastructure projects to ease the projects' deployment and let communities and the environment benefit from project outcomes.

The **Massachusetts** Department of Transportation recently unveiled the first draft of a five-year transportation plan for the period 2014–2018. The plan calls for long-term investments of around US\$12.4 billion aimed at financing highways, railways, airports, and municipal projects. The draft proposal, which must be approved by the MassDOT board of directors and the state legislature, includes US\$160 million to complete the conversion to AET on the I-90 Turnpike from New York to Boston and the harbor tunnels. Further investment is aimed at fostering technological improvements, for instance by installing advanced communication and traffic control technologies to reduce congestion and traffic delays. The plan foresees as well an amount for the rehabilitation and maintenance of bridges, such as Whittier Bridge and Braga Bridge. Massachusetts Governor Deval Patrick said it is important to invest in transportation infrastructure and to involve private investors, to create benefits for the whole state and to foster the creation of new job opportunities for the coming years.

In **Pennsylvania**, the connection between the Pennsylvania Turnpike and I-95 moved a step closer to becoming reality when the Delaware Valley Regional Planning Commission approved US\$155 million for work on one section of the link. The project, which will be open to tender on April 24, 2014, will include widening and reconstructing about four miles of the Pennsylvania Turnpike where the connection with I-95 will be and building three new turnpike bridges and piers for the flyover ramps for the new connection. The Turnpike Commission and the Pennsylvania Department of Transportation announced that they expect to award the contract at the beginning of June and that work will start later that month with the objective of final completion by 2018.

In **California**, the San Diego Association of Governments recently completed a successful coordinated test plan with the members of the Interstate 15 Integrated Corridor Management (ICM) Demonstrator Project team. The main objective of this test was to gather all the agency partners involved in the ICM project to witness the first ever fully automated multi-modal corridor handling of a highway incident. The project team

underlined that this test was probably the first time in the US that a traffic management decision was taken on the basis of automatic real-time simulations. Following a period of research and study, the project, which started in 2006, has entered its implementation and testing phase on the highly congested I-15 corridor. The project team used the smart traffic management system DSS (decision support system), provided by Delcan Corporation, to ease congestion and coordinate transportation operations. The system provides traffic managers with comprehensive awareness and monitoring of the entire corridor, allowing them to use an integrated system and enhanced controls through multi-jurisdictional devices, such as traffic signs, VMS, and ramp meters.

Both **Florida** and **New York** have analyzed the risk of accidents caused by wrong-way drivers. A study by the University of Central Florida found a significant increase in the last decade in the number of ticketed wrong-way drivers and emergency calls to 911 reporting wrong-way driving along a stretch of highway. The study recommended the use of specific technical devices to detect those drivers. The Orlando–Orange County Expressway Authority suggested putting sensors at ramps where cars are supposed to exit and not to enter, to prevent and detect possible wrong-way drivers. The New York State Thruway Authority installed two electronic signs after a big accident last summer near the Tappan Zee Bridge. The signs are linked to Doppler radar and are supposed to alert wrong-way drivers well before they reach Interstate 87. Then, if a vehicle is detected, a flashing LED message alerts drivers to turn around when possible but to pull out immediately from the wrong driving direction. The signs are placed on each side of the road in a precise sequence—Stop, Wrong Way, Pull Over—and they are very effective.

In **Canada**, the federal government’s recently released Economic Action Plan 2014 includes dedicated funds for infrastructure projects that can be built through public-private partnerships (PPPs) and the Gas Tax Fund. Starting in 2014–2015, the plan will provide CA\$14 billion over 10 years to create a new Building Canada Fund to support major economic projects having national, regional and local relevance.

The Government of Canada also announced its intention to spend approximately CA\$470 million on land purchases and related work on the New International Trade Crossing project, a six-lane bridge linking Detroit, Michigan, in the US and Windsor, Ontario, in Canada. The project, which is the result of a joint cooperation between the Michigan Department of Transportation and the Canadian government, started with purchasing land on the Detroit side of the river. The project foresees as well the construction of a border inspection plaza.

In Northern Canada, work has begun on a new all-season highway linking the town of Inuvik and the hamlet of Tuktoyaktuk in the Northwest Territories. The federal government will contribute nearly two thirds of the projected overall cost of more than CA\$276 million. Construction of the 140-km gravel highway is expected to be completed by 2018.



LATIN AMERICA

Expanding investments in infrastructure projects in Latin American countries through the company Latinvest, Paraguay to launch new tenders in 2014 to build new infrastructure and improve existing ones, Bolivia to create an emergency fund for roads after severe weather conditions, Mexico to develop two major infrastructure projects, awarding procedures in Colombia

In **Brazil**, the economic group Odebrecht announced it will be looking for a partner by 2016 to double the portfolio of infrastructure projects within its new company, Latinvest. Odebrecht deals with businesses in several sectors—engineering and construction, infrastructure and energy investments, industry, and technical support to institutions. In 2012, to promote its growth and consolidate its already existing businesses in Latin America, Odebrecht created Odebrecht Latinvest, a company that manages assets and invests in transportation and

logistics infrastructure projects and develops new business opportunities in highway, railroad, river, port, air, and urban transport infrastructure. The projects aim specifically at overcoming the infrastructure deficit in the regions and prioritizing partnerships with local governments through concession agreements.

At present, Latinvest manages six projects in Peru and Colombia, its initial areas of focus, including Rutas de Lima and Ruta del Sol, among others, worth a combined total of nearly US\$6 million. Odebrecht would like to grow its Latinvest portfolio to US\$12 million by 2016 through investments in Colombia, Chile, and Mexico. In Brazil and Venezuela, Odebrecht already has the Odebrecht TransPort for Brazil and Odebrecht Venezuela, respectively.

The Ministry of Public Works and Communications in **Paraguay** announced its intention to invest US\$700 million in several public procurement tenders to be launched in 2014. These include the widening and improvement of Ruta 3 and the construction of 28 bridges and various pavement and improvement projects along Ruta 13. Additional projects, such as road rehabilitation in the departments of Paraguari, Guairá, and Misiones and the construction of a crossover in the capital district of Asunción, will be tendered in the second half of this year.

This ambitious investment plan, included in the wider Paraguayan 10-year road plan, foresees financial support of US\$222 million from the Development Bank of Latin America CAF (*Corporación Andina de Fomento*) and another loan of US\$200 million from the IDB (*Inter-American Development Bank / Banco Interamericano de Desarrollo*).

In **Bolivia**, the Bolivian Road Administration recently announced the establishment of an emergency fund of more than US\$41 million to repair roads seriously damaged by extreme flooding and rains in the departments of Beni, Pando, and La Paz. The Road Administration is preparing to tender to select construction companies to undertake the repairs, which are very important for the Government of Bolivia

because those damaged roads are vital for the smooth functioning of the country's economic and commercial activities.

In **Mexico**, two major infrastructure projects are planned under the national Transport and Communications Infrastructure Investment Program 2013–2018 launched last year by President Enrique Peña Nieto; nearly US\$264 million of investment is anticipated. The first of these projects is the *Autopista elevada México-Toluca*, a 15-km, eight-lane elevated highway with an elevated viaduct of 9 km. This highway is expected to accommodate 20,000 vehicles per day, with the goal of reducing the rate of accidents in the region. The second project, the *Autopista Atizapán-Atlacomulco*, an 80-km highway of four to six lanes, is expected to serve 15,000 vehicles per day and to foster transportation connections and economic activity in the central regions of Mexico. The contract for this project will be a 30-year concession contract. The Spanish company OHL, which already has considerable business investments in Mexico, is said to be very interested in the *Autopista Atizapán-Atlacomulco* project. OHL Mexico, a subsidiary of OHL, is already managing the *Supervía Poetas* toll road in Mexico City, as well as a series of toll road concessions in Mexico City Metropolitan Area and Puebla State. At present, OHL Mexico expects to invest US\$1.5 billion in new concessions in Mexico in the next two years.

In **Colombia**, the National Infrastructure Agency announced it has pre-qualified 10 companies to which it could award contracts for the operation and maintenance as well as the construction of 41 bridges and 19 tunnels of the highway project *Autopista al Mar 2*, having an overall length of 176 km and an expected cost of US\$770 million. This infrastructure is of strategic importance for Colombia because it is supposed to improve the connections in the Colombian department of Antioquia, in particular between the city of Medellín and the Colombian Pacific coast. Colombia is about to award 40 projects to improve its road system, 25 of which will be highway projects; in general, it will allocate from 3% to 6% of its GDP to infrastructure investments by 2016. Among the pre-qualified companies are the Spanish firm Sacyr, OHL, Acciona, and Cintra, as well as the French company Vinci and the Peruvian Graña y Montero Group.



ASIA AND OCEANIA

Road safety audits in India for new national highway projects, great highway expansion in China by 2030, a tolling project in Queensland to build a missing link, Infrastructure Australia to award auditing contracts, the World Bank to finance road projects in Papua New Guinea

In **India**, the National Highways Authority selected international consulting company Louis Berger to perform road safety audits and highway and traffic engineering services related to four national highway construction projects situated in the East India state of Bihar. These four national highways will

be widened and improved; in advance of this work, their road safety performance will be assessed to identify where accidents most often occur and to suggest possible corrections and safety measures.

The Indian Ministry of Road Transport & Highways announced that beginning in August 2014, the Delhi-Mumbai national highway would be equipped with electronic toll collection. ETC services using radio frequency identification (RFID) tags will be implemented at toll plazas located across the Golden Quadrilateral highway network, an important and strategic hub for commerce and trade in India. The project will start with the opening of one toll lane in each driving direction where drivers of vehicles equipped with RFID tags will not have to stop to pay. New vehicles will come equipped with RFID tags, and for older vehicles RFID tags can be acquired at toll plazas, gas stations, and banks. This ETC system will not only improve tolling but will also be useful for monitoring and identifying vehicles, especially trucks, and preventing vehicle-related theft and crime.

In **China**, the city of Chongqing, the largest municipality in Southwest China, plans to increase its network of highways to 4,600 km by 2030. At the end of last year, Chongqing's highway network included more than 2,300 km in operation, with 630 km under construction. To reach its 2030 goal, the city intends to add 473 km of highways in 2014 and to reach 3,000 km of highway network before 2017.

In **Australia**, the federal and Queensland governments announced their intention to proceed with tolling the Toowoomba Second Range Crossing; this is one of the highest-priority road infrastructure projects in the state of Queensland. Signaling the importance of involving the private sector in building this 41-km bypass road project, which is expected to be started by mid-2015 and to be completed by mid-2018, the federal government will launch a tender to select the most appropriate bidder, which will be responsible for the entire process of designing, building, financing, operating, and maintaining the road infrastructure, including the toll collection operations. The federal and state governments will provide loans of US\$1.5 billion for this project, with the objective of contributing to the economic growth of the region with the creation of new jobs opportunities and a link between the rich Surat Basin, a strategic area for the mining industry, and the rest of Queensland.

Australia's Roads and Maritime Services recently awarded a US\$2.4-million contract to Q-Free Company to provide an OBU toll transponder that is very small but capable of supporting both single and multi-protocol applications, able to serve on a single lane but also on full multi-lane and ORT systems.

Infrastructure Australia, a statutory body created six years ago to advise governments, investors and infrastructure owners about Australian infrastructure needs, policies, and objectives and accountable through the Federal Minister for Infrastructure and Transport to the Council of Australian Governments, recently announced the awarding of two contracts to audit the national infrastructure. ACIL Allen Consulting will

undertake a 15-year project to identify potential future infrastructure gaps in the country, while PricewaterhouseCoopers has been commissioned to audit infrastructure—including not only transportation infrastructure but all infrastructure—in Northern Australia. The results of this study will be reported in the government’s White Paper on Developing Northern Australia, the government’s plan to realize the full economic potential of the northern regions.

In Oceania, the World Bank approved an additional loan of US\$126.5 million to **Papua New Guinea** to rehabilitate and maintain its national road network, particularly in the coastal provinces. The Government of Papua New Guinea will contribute US\$30.5 million to finance the project. In addition to road improvements, project funds will be used to create employment for local communities in road-related work, with a special emphasis on training and jobs for women.



AFRICA

An ambitious program for further expanding the road network in Morocco, the signing of an MOU between Morocco and the Ivory Coast for building new roads and improving existing ones by 2020, the African Development Bank Group to support Swaziland in upgrading infrastructure

Morocco is carrying out an ambitious program of expanding its road network during the next years to improve the interconnections among its cities and villages all around the country. Currently the highway network totals more than 1,400 km, but the Ministry of Equipment and Transport intends to add another 400 km to reach 1,800 km by 2015. In the next couple of years the main construction projects will be the A8 linking the centers of Berrechid and Beni

Mellal with 172 km at an estimated cost of US\$736 million, and the highway connecting the centers of Safi and El Jadida in the Doukkala-Abda region with 143 km at an estimated cost of nearly US\$483 million. The government recently warned that the opening of the A8 Berrechid-Beni Mellal highway could be postponed from 2015 to 2016 because of delays encountered in the land expropriation operations. Highway A8 is mainly meant to help develop the regions situated along the Middle and High Atlas by reducing congestion on the national non-tolled road N11.

Morocco is also involved in transportation infrastructure in **Ivory Coast**: on March 1, 2014, the Attijariwafa Bank and the *Société Nationale des Autoroutes du Maroc* signed a memorandum of understanding with Ivory Coast to provide technical, legal, and operational support to build 1,500 km of new roads in Ivory Coast by 2020. This agreement is part of a broader development plan for Ivory Coast for the next few years. Ivory Coast has at present around 75,000 km of non-paved roads, 6,500 km of paved roads, and only 200 km of highways. Taking that into account, the government decided to improve the road connections throughout the country to foster economic development and trade; and to achieve this ambitious objective, the government is relying on the experience and expertise of Morocco and especially of the *Société Nationale des Autoroutes du Maroc*, a modern and developed toll operator that has been operating in the tolling industry for several years.

On February 5, 2014, the African Development Bank Group approved the Country Strategy Paper 2014–2018 for the **Kingdom of Swaziland**. This new CSP focuses on two main strategic pillars—strengthening governance and institutional capacity and supporting infrastructure development for sustainable and inclusive growth—to help position Swaziland as an attractive country in Africa for future investments. A main goal of this CSP is to better connect people and regions to markets by upgrading and improving existing infrastructure, thus creating new job opportunities and restoring external competitiveness. The African Development Bank Group’s portfolio in Swaziland amounts to nearly US\$27 million, of which 2% is dedicated to the transportation sector. (The largest part of the portfolio is earmarked for agricultural development.)

INTERNATIONAL TOLLING INDUSTRY EVENTS

- Paris, France, 14–17 April 2014: **TRA Conference: Transport Research Arena 2014** “Transport Solutions: from Research to Deployment - Innovate Mobility, Mobilize Innovation!” <http://tra2014.sciencesconf.org>
- Athens, Greece, 8–9 May 2014: **Informal EU Transportation Council and EU Road Safety Day**, jointly organized by the European Commission and the Greek Presidency of the EU, http://ec.europa.eu/transport/road_safety/events-archive/2014_05_09_ersd_en.htm
- Iguassu Falls, Brazil, 9–15 May 2014: **XL edition of the World Tunnel Congress**, <http://www.wtc2014.com.br>
- Athens, Greece, 26–28 May 2014: **XLII edition of the ASECAP Study Days** “Ensuring sustainability in times of dwindling traffic: the role of tolling,” www.asecap.org
- Belgrade, Serbia, 5–6 June 2014: **First Serbian Road Congress**, organized by PERS (Public Enterprise Roads of Serbia) and the Road Association of Serbia “Via-vita,” <http://www.kongresoputevima.rs/eng/index.html>
- Helsinki, Finland, 16–19 June 2014: **X edition of the ITS European Congress**, <http://www.itsineurope.com/its10>
- Santiago, Chile, 9–10 July 2014: “Seminario Internacional Financiamiento de Carreteras **PIARC CHILE 2014 - International Seminar on Road Infrastructure Financing**,” www.piarc.org
- San Diego, CA, 21–23 July 2014: **IBTTA Summit on All-Electronic Tolling, Managed Lanes and Interoperability**, www.ibtta.org
- Detroit, MI, 7–11 September 2014: **XXI edition of the ITS World Congress**, <http://itsworldcongress.org>
- Austin, Texas, 14–17 September 2014: **82nd IBTTA Annual Meeting**, www.ibtta.org
- Prague, Czech Republic, 23–26 September 2014: **XIIth edition of the International Symposium of Concrete Roads**, <http://www.concreteroads2014.org/en/welcome>
- Prague, Czech Republic, 19–21 October 2014: **IBTTA Global Technology Workshop**, www.ibtta.org



GLOSSARY

AET: All-Electronic Toll Collection

AIPCR: *Association Mondiale de la Route* – World Road Association

ASEAN: *Association of South-East Asian Nations*

ASECAP: *Association européenne des concessionnaires d'autoroutes et d'ouvrages à péage* – European Association of Toll Roads Concessionaires Companies

BRICS: International annual conference attended by the Heads of State of **Brazil, Russia, India, China** and **South Africa**

COMESA: Common Market for Eastern and Southern Africa

EAC: Eastern African Community

EBRD: European Bank for Reconstruction and Development

EC: European Commission

EIB: European Investment Bank

EGNOS: European Geostationary Navigation Overlay Service

ERF: European Union Road Federation

EP: European Parliament

EU: European Union

GALILEO: European Satellite Navigation System

GNSS: Global Navigation Satellite System

HOV lane: High Occupancy Vehicle Lane

IBTTA: International Bridge, Tunnel and Turnpike Association

ITF: International Transport Forum

ITS: Intelligent Transport Systems

OBE/OBU: On Board Equipment/On Board Unit

OECD: Organisation for Economic Co-operation and Development

ORT: Open-Road Tolling

PPP: Public-Private Partnership

RUC: Road User Charging

SMEs: Small and Medium-Sized Enterprises

TEN-T: Transport Trans-European Road Networks

UNECE: United Nations Economic Commission for Europe