



TOLLING. MOVING SMARTER.

TOLLING NEWSLETTER

A Scan of Toll Road Development Around the Globe



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TABLE OF CONTENTS

INTRODUCTION	3
EUROPE	4
NORTH AMERICA	7
LATIN AMERICA	9
ASIA AND OCEANIA.....	11
AFRICA	13
INTERNATIONAL TOLLING INDUSTRY EVENTS	14
GLOSSARY	15

ABOUT IBTTA

The International Bridge, Tunnel and Turnpike Association (IBTTA) is the worldwide association for the owners and operators of toll facilities and the businesses that serve tolling. Founded in 1932, IBTTA has members in more than 20 countries and 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 IBTTA's official blog, [Tolling Points](#) or join us on Twitter [@IBTTA](#) or #TollRoads.

INTRODUCTION

Looking at recent tolling industry news around the world since the summer issue of *Global Tolling Newsletter*, some interesting points for reflection arise.

In **Europe**, the EU Institutions have recently launched a new infrastructure policy for the years 2014–2020, underlining that **transportation is vital for the economy** and that the new policy will **promote growth and competitiveness**, as well as replace the current transportation patchwork with a real unified European connected network of roads, railways, airports and inland canals. The **EIB (European Investment Bank)** is working hard to help countries with economic difficulties—such as Greece, Serbia, and the Czech Republic—obtain loans for **developing infrastructure and creating new jobs and new business opportunities**.

In **North America**, the tolling industry reached an important milestone with the Virginia Supreme Court opinion stating that **tolls are not to be considered as taxes** but as **legitimate user fees**. This opinion links the payment of tolls to the benefit received by the road user, and is unrelated to taxation. In the US an interesting debate was also held in the Congress about future technologies to be applied to road transportation, aimed at reducing fatalities and improving road safety levels along the national road network. New **investments in infrastructure projects** are predicted in **Latin America**, especially in Peru and Paraguay, where the government approved a 10-year project. New tenders were also launched in Brazil, to award deployment works aimed at improving and renovating several road stretches in various regions of *São Paulo* State, as well as building the *Transolimpica Tunnel*, a project expected to be completed for the 2016 Brazilian Olympic Games. We'll look into this further in this newsletter. Government infrastructure investments plans are also foreseen in **Asia**, especially in Thailand, and in **Africa**, where the government of Ghana recently approved the creation of a Government Infrastructure Fund to improve the country's poor infrastructure conditions and stimulate growth and job opportunities.

Finally, the **world tolling industry** always pays **special attention to technology development**. We have mentioned the debate held in the US Congress on this issue. In other parts of the world, technology is also a key element in providing road users with efficient, safe, smart mobility—for example, in Australia with the testing of smart road barriers; in Taiwan's adoption of AET; or in Europe, where technology is a major element of the new infrastructure policy to be deployed by 2020.



EUROPE

The new EU infrastructure policy for the years 2014–2020

During a conference held in Tallin, Estonia, in mid-October 2013, the European Commission announced its new infrastructure policy for the years 2014–2020. The Transportation Commissioner and Vice President of the European Commission, Siim Kallas, and transportation ministers from several EU countries were present. Commissioner Kallas said transportation is vital for the EU economy, and noted that the newly launched infrastructure policy would promote growth and competitiveness. In addition, it will

replace the current transportation patchwork with a European network of roads, railways, airports and inland canals, unified into a Trans-European Transportation Network (TEN-T).

The new infrastructure policy will be the backbone for transportation in the EU Single Market and will also represent a step toward improving east/west connections in Europe. This new policy will be based on a smaller number of projects to be co-financed by the EU than has been the case in the past. This will concentrate EU resources and funds on projects that offer real added value. The main element of the new policy is the core transportation network. A major role will be played by implementing nine corridors, which must include at least three different modes of transportation, three EU Member States and two cross-border sections. These nine corridors will run from the far north of Europe to the southern Mediterranean, and include the following:

- The Scandinavian–Mediterranean Corridor
- The North Sea–Baltic Corridor
- The North Sea–Mediterranean Corridor
- The Baltic–Adriatic Corridor
- The Orient/East–Med Corridor
- The Rhine–Alpine Corridor
- The Atlantic Corridor
- The Rhine–Danube Corridor
- The Mediterranean Corridor

The core network is intended to improve infrastructure, remove bottlenecks, and upgrade cross-border transportation operations both for passengers and goods. It must be completed by 2030, and for the period 2014–2020 it has an overall budget of €26.3 billion, mainly for projects prioritizing east/west connections. Moreover, the European Commission intends that the new core transportation network will be supported by a comprehensive network of roads, railways, inland and air transportation that will connect the core network with the rest of the network at the national, regional, and local level. In this way, the comprehensive network will guarantee full coverage of the EU territory, as well as the accessibility of all its regions and areas. This comprehensive network is scheduled for completion by 2050, in order to ensure smoother, safe, efficient, and faster mobility for EU citizens and businesses.

It should be noted that the €26.3 billion allocated to co-finance projects under the new EU infrastructure policy is intended to stimulate investments from EU Member States, to complete missing links and cross-border connections that could not be otherwise built. This will also mean involvement from the private sector. In fact, the European Union's TEN-T policy represents a good example of application of PPP frameworks. It involves public entities—the EU institutions as a major financing body, but also the National Member States, regional and local authorities—and private companies applying to carry out the different projects eligible for co-financing. Regarding the new EU infrastructure policy, a final point is the objective of improving east/west connections, and in particular the transportation links between EU neighboring

countries. This is a key element of the EU transportation policy, which has been developed, especially in recent years, with the aim of reinforcing, improving, and optimizing the external links of the European Union. The goal is better connections with non-EU countries in several areas, such as trade, cultural or social issues. Transportation will certainly play a strategic role in deploying and implementing these political objectives.

Focus on some European countries

The EIB (European Investment Bank) decided on November 11 to give a loan of €550 million to **Greece**. The goal is to help the country's economic recovery by creating new job opportunities and encouraging business growth. EIB is the bank of the European Union, owned by and representing the interests of 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 EU policy objectives. In particular, these include promoting regional development, enhancing the Trans-European Transportation network, developing the energy and telecommunications sectors, research and innovation, environmental protection, and health and instruction. All these objectives make it possible for the territory of the European Union to grow and to be competitive, through proper functioning of the EU Single Market.

By achieving these political objectives, the EIB and the EU also assist those Member States in difficult economic straits. Thus, the above-mentioned loan to Greece must be evaluated within the described framework. Much of the €550 million loan (€350 million) will be used to build new roads for a network extending approximately 239 km, and to improve existing stretches (nearly 434 km). The loan is particularly focused on restarting some highway projects that had to be suspended because of the economic crisis. The EIB and EU hope that through restarting these projects, it would be possible to revitalize the Greek economy by creating new jobs and by stimulating growth. The remaining funding will be used to create jobs for young people, to help SMEs develop their business, and to allow local authorities to make investments aimed at improving living conditions in their territories.

On November 29, the EIB also decided to increase its loans to the **Czech Republic**, to support regional infrastructure in the Czech region of South Moravia. The specific approved loan will amount to €12 million and will focus primarily but not solely on roads; it will also affect education, renewable energy, and energy efficiency projects. EIB funds to the Czech Republic started few years ago, and this new one is included in the EU Structural and Cohesion Funds during the period 2007–2013.

The majority of the EIB loans are intended to fund projects mainly related to energy, infrastructure, and telecommunications. More than 90% of the Bank's activity is focused on Europe, although the EIB also implements the financial aspects of the EU's external and development policies.

For instance, in the Balkan area the EIB makes investments in **Serbia**. On November 27, a loan of €73.8 million was granted to Serbia for road rehabilitation and safety on some stretches of the Balkan country's road network, within the wider framework of the government's National Road Network Rehabilitation Program. This funding, in particular, was set up through joint cooperation among the EIB (with a loan of €100 million), the EBRD (*European Bank for Reconstruction and Development*) with another loan of €100 million, and the IBRD (*International Bank for Reconstruction and Development*) providing the remaining €73.8 million. Over the next five years, the project will rehabilitate and make safer about 1,100 km of primary roads, at a total estimated cost of €390 million, €367 million of which will be used for rehabilitation works and €23 million for activities such as design, institutional support, and technical assistance. The difference of €16.2 million will be provided by the Serbian government through the public entity PERS (*Public Enterprise Roads of Serbia*). The project is expected to facilitate trade exchanges in the area crossed by the designated road network; it will also ease international, inter-urban, and local demand, have positive environmental and social impacts, and create new job opportunities for the involved communities.

The Serbian government is also focusing on preparing ITS plans for road transportation infrastructure, particularly for the highway stretches of *Veliki Popovic* and *Novi Sad-Ruma*, including the road tunnel of

Fruska Gora (in the Serbian county of *Vojvodina*). For this last project, financing will be split 50/50 by the Serbian state and *Vojvodina* County, while the ITS estimated costs have yet to be determined.

Finally, in far **Eastern Europe**, EIB has also intervened with loans, in particular in the former Russian state of **Georgia**. On November 28, financing of €30 million was granted to continue with the rehabilitation and capacity increase of the Georgian East-West Highway. This key strategic link connects the capital, Tbilisi, and the Georgian ports located on the Black Sea with Turkey and Azerbaijan. The project had already received €170 million from the EIB in 2012. The EIB underlined that the east/west highway is a crucial transportation axis for Georgia, but it is also a strategic transit corridor connecting Europe and Central Asia. The loan will improve the western stretch of this highway, close to the Turkish border, for a length of 183 km; the project is due to be implemented by the end of 2017.

Remaining in Eastern Europe, **Russia** will invest more than €2 billion in building and renovating new stretches of highway in three areas of the country's western region. First, building and renovation projects totaling more than 60 km of roads will be carried out in some areas around the Russian capital at a cost of €347.2 million. In the Krasnodar region, a three-year road repair and building project will be carried out, at a cost of €1.48 billion. As well, in the area around Samara, in the district of Volga, €421.38 million will be used to repair and construct more than 700 km of roads.



NORTH AMERICA

“Toll is not a tax,” said Virginia Supreme Court; a new AET interchange in Illinois; Maryland and the new bridge on the Lower Potomac River; US Congress debating future technologies to be applied to road transportation

At the end of October, the Supreme Court of **Virginia** released an important opinion for tolling and PPP frameworks, stating that tolls must be considered as legitimate user fees and not as taxes. The case started last spring, when a resident of Portsmouth opposed the reinstatement of tolls by the toll concessionaire Elizabeth River Crossing OPCO LLC and the Virginia DOT. Initially, the opponent won her case with a local judge in Portsmouth; in his opinion he said the interested concession was illegal because it represented an

unconstitutional delegation of taxing and policy powers by the Virginia State to the toll concessionaire. The case was heard on appeal and was finally brought to the Supreme Court, where Judge LeRoy Millette gave an opinion in favor of tolls, explaining in detail that tolls are paid in exchange for a specific benefit that is not shared by the general public, and that tolls are collected only to finance the interested project and not to levy general revenues. The opinion linked the payment of tolls to the benefit received by the road user, a benefit which the user would not have if he decided not to take that road facility and therefore not to pay tolls. In this sense, the opinion states, the fee is voluntary and contractual for the road user, because the government does not compel either the payment or the benefit. Finally, the opinion states that if tolls were taxes, then certainly the delegation of tolls from the Virginia DOT would have been unconstitutional; but since they are not taxes but legitimate user fees, the delegation is fully permissible and respectful of the Constitution. This opinion from the Virginia Supreme Court marks an important point for the tolling industry and for the development of PPP frameworks. It gives a clear and precise definition of the real nature of tolls, which represent reliable and sustainable tools to fund, construct, manage, and improve road infrastructure and to allow road users to immediately see the benefits of their payment. They can see that they pay only for the use of a specific infrastructure and they are not taxed in a general way.

In November, **Illinois** opened a new AET toll interchange on the I-90 Jane Addams Tollway, located in the northwest area of Chicago. The interchange has been numbered as IC6 and is made of six new ramps, replacing an old interchange from the 1970s. The project not only affected the interchange, but also dealt with the rebuilding and widening of a stretch of 1.5 miles of Illinois State Route IL47. The overall cost of the project was US\$59 million over 17 months. The financing was shared by the interested tollway (25%), the DOT (25%) and local communities (50%). Toll collection is made possible through E-ZPass protocol readers managed by Kapsch, with cameras for license plates and vehicle classification reading, located at four toll gantries along the ramps. The new interchange is a green one: environmentally friendly material was used for its construction and management, including permeable pavement material for the shoulders, geothermal heating and cooling, and LED lighting. The introduction of ORT is not new to the Jane Addams Tollway, and plans are under way to develop and install other two AET interchanges along its network.

At the end of November, the **Maryland** DOT gave the green light to a project for replacing the Nice Bridge on the Lower Potomac River. The bridge was built in the late 1930s under the mandate of Maryland Governor Harry Nice. The Maryland government plans to create a wider, safer, pedestrian-friendly new bridge. Planning studies for this project were launched in 2006, but until the recent DOT decision, several steps had to be overcome, including an environmental impact assessment analysis, a public hearing, and workshops. In principle, by 2019 the Maryland Transportation Authority should be ready to select a contractor to build the new bridge, with construction beginning in 2020, and the new bridge opening to traffic in 2024. The new bridge will closely follow the path of the existing one, so road connections on both

sides will need minor adaptations and some work in the border state of Virginia. From 2014 to 2019, the Maryland Transportation Authority plans to carry out design studies to determine the location of the piers, and to decide if the new planned central span of the bridge should be a segmental girder or cable stayed. Related costs are estimated at about US\$1 billion. The Maryland Transportation Authority's traffic forecast analysis predicts that the new bridge will carry about 37,000 vehicles in average daily traffic by 2030 when it is fully operational, up from its current 18,000 vehicles per day.

The **US Congress** recently held a debate on the application of new technologies to road transportation, aimed at reducing fatalities and improving road safety levels. The debate took place when the director of the Michigan DOT, Kirk Steudle, representing the American Association of State Highway and Transportation Officials, came to testify at the House Transportation and Infrastructure Committee Subcommittee on Highways and Transit. In his presentation, Steudle gave an overview of the US road safety situation. He noted that in 2011, 5.3 million vehicles were involved in accidents, with 32,000 fatalities and 2.2 million injuries. To tackle this situation, the most up-to-date technologies are already applied in road transportation, but Steudle said we could go even further. For example, he said he foresees the use of crash-free vehicles that can drive themselves. At the same meeting, Mike Robinson, GM's VP, Sustainability and Global Regulatory Affairs, intervened, saying that, while autonomous vehicle technology is improving, at least in the near future drivers will still be in control of their vehicles. David Strickland, from the National Highway Traffic Safety Administration (NHTSA), agreed, noting that although NHTSA is also closely monitoring self-driving technology, fully autonomous vehicles are not foreseeable in the immediate future. Steudle replied that it would probably take years of additional research, studies, and analysis to update the technology for self-driving vehicles. The technology will require both effort and investment, but one drawback will be the impact of these vehicles on driving behavior, and on the road transportation system as a whole.



LATIN AMERICA

Future investments in infrastructure projects in Peru, new tenders in Brazil, a 10-year road plan in Paraguay, a new Chile-Argentina tunnel connection, the forecast of a new strategic road link in Nicaragua, and the organization of an Infrastructure Summit in Mexico.

In **Peru**, the companies administering pension funds (*Administradoras de fondos de pensiones*) recently announced their intention to invest more in the country's infrastructure projects. Five main companies administer pension funds and invest resources in fields such as energy, environment, and electricity; from these five companies, the state agency *ProInversion* is especially interested in investing in road and railway infrastructure projects, underlining that infrastructure projects are sustainable and economically viable in the long term. They also have a

social impact, as they create new job opportunities and better connections among people.

In mid-November, **Brazil's** Department of South-East Mobility in *São Paulo* State decided to launch a tender for awarding deployment of works aimed at improving and renovating several road stretches situated along the different regions of *São Paulo* State. The overall amount of foreseen works is nearly US\$42 million, for 22 months of work. The tender is divided into 14 lots, corresponding to the regional interested areas of *São Paulo* State. Another tender for two highway concessions will be launched in Brazil: the tender will focus on widening, maintaining, and operating more than 2,000 km of highway (in particular highways BR-060, BR-153, and BR-262) and will be supervised by the ANTT (*Agência Nacional de Transportes Terrestres*), the Brazilian National Ground Transportation Agency. This agency's main task is to regulate the country's inland transportation sectors: highways, railways, passengers, and freight transportation, as well as international transportation. Brazil is also involved in construction of the *Transolímpica tunnel*, a project valued at nearly US\$689 million and expected to be realized for the 2016 Olympic Games. The tunnel will have a length of 23 km with two lanes for each direction, and it should be finished by December 2015. The expected traffic on this new link is almost 55,000 vehicles per day. The works for the *Transolímpica tunnel* are being carried out by the *Viario consortium*, which includes the companies Odebrecht, Invepar, and CCR (*Companhia de Concessões Rodoviárias*).

The Ministry of Public Works and Communication of **Paraguay** intends to develop more than 30 road projects for an overall amount of US\$2.44 billion. The projects' main objective is to undertake the pavement of nearly 8,000 km of the national road network over the next 10 years. At present, this network is in poor and unsafe condition. These projects are part of a wider strategic road investment plan that the Ministry wishes to complete by 2018 as a first step, with the objective of improving mobility inside the country and developing better links with border countries. The Ministry would like to involve the private sector and develop PPP frameworks. Among these more than 30 road projects, improvement of the 147 km *Natalio-Presidente Franco* highway could be partially financed by the Japan International Cooperation Agency (JICA).

A tender was launched for construction of the *Agua Negra* road tunnel connecting **Chile** with **Argentina**. Almost 40 companies have shown an interest in this tender, including several consortia of Latin American

companies (in particular from Brazil, Chile, and Argentina), as well as some Chinese, Korean, and European companies. Ebitan, a specific body with representatives from Chile and Argentina, has been created to manage these international applications. Ebitan announced that a list of prequalified companies would be unveiled at the beginning of 2014, in conjunction with the opening of the tender process. The *Agua Negra* Tunnel will be 14 km long, and will connect the county of *San Juan* in Argentina with the Chilean region of *Coquimbo*. It is intended to improve mobility, especially for freight, between the two countries. At present, the only link between the two border areas of Chile and Argentina is a mountainous pass, which is quite dangerous for heavy vehicles and is often affected by bad weather conditions. The tender project not only includes the road tunnel, but also improvement of nearly 50 km of roads on the Chilean side, which connect to the tunnel's entrance.

An important road link will be constructed in **Nicaragua** along the *Empalme Nejapa Puerto Sandino* Highway. The project will amount to nearly US\$40 million, and its main objective will be to connect the capital, Managua, with the city of Leon, the second largest city in Nicaragua. The new link is intended to reduce the driving time between the two cities and to assist with international connections. This highway will also be open to the HLs transporting goods from Nicaragua to its border countries. The road will be widened to four lanes and will also be improved by replacing brick with concrete, making the infrastructure safer for vehicles. The entire project, which was expected to be started in 2008 but was postponed because of political difficulties, will be financed by loans for a duration of nearly 25 years.

Mexico is organizing a major event on infrastructure, the *Mexico Infrastructure Summit*, which will take place February 12–13, 2014 in Mexico City. The conference will focus on the ambitious transportation infrastructure investment program launched by Mexican President *Enrique Peña Nieto* for the period 2013–2018. This investment plan foresees nearly US\$46 million in public and private involvement in investments aimed at improving the Mexico City Airport, the country's four major ports, as well as railways and roads. The event will focus in particular on the PPP frameworks that the Mexican government intends to establish with the private sector, as well as on the importance of applying new technologies to all transportation fields, and the issue of financing these projects. More information on the event is available at www.mexicoinfrastructuresummit.com



ASIA AND OCEANIA

A tunnel project in Nepal, a new bridge in Vietnam, infrastructure investment plan in Thailand, AET in Taiwan, smart road barriers in Australia, and a new road corridor in New Zealand

In **Nepal**, a new road tunnel project will be undertaken for an overall amount of US\$347 million. This link will be part of the highway connecting the cities of Hetauda and Kathmandu, and is expected to reduce travel time

for vehicles from an average of six hours to one hour when the tunnel opens to traffic in December 2016.

In **Vietnam**, construction began in recent weeks on a strategic bridge connection. The cost of this project amounts to US\$145 million, and the link, which will cross the River Tien, is projected to open to traffic in December 2017. The bridge will be built with six lanes for vehicles, plus a lane reserved for cyclists and pedestrians. Financing of this project will come partly from the public budget and partly from a loan granted by the Asian Development Bank.

In **Thailand**, the government passed recent legislation aimed at starting investments in infrastructure, for an overall amount of US\$63.26 billion. This ambitious plan is mainly aimed at reducing logistics costs and transforming Thailand into an ASEAN transportation hub. ASEAN is the *Association of South-East Asian Nations*, a political, economic and cultural organization of states situated in South-East Asia. ASEAN was founded in the 1960s with the objective of promoting cooperation and mutual assistance among its members, to foster the economic development and increase the political stability of the area. The organization comprises Thailand, Indonesia, Malaysia, the Philippines, Singapore, Vietnam, Laos, Cambodia, Brunei, and Burma (Myanmar), with Papua New Guinea as observer.

The Thai financing legislation includes a plan for building four-lane roads, and for transforming existing two-lane roads into four-lane ones, along with improving other road stretches and constructing new customs checkpoints for the Thai borders. Some of the projects listed in the government's plans are scheduled to start in 2014. Thailand's Deputy Prime Minister has stated that the projects will act as a stimulus for Thailand's economic development in the coming years.

At the end of November, a transition to AET was announced in **Taiwan**, affecting the country's major highways. The AET migration is planned for the beginning of 2014. It will involve about 900 km of toll roads, with 22 current tolling points that process nearly 1.7 million transactions per day and generate about US\$700 million in toll incomes. The new AET system will include 319 tolling points, and tolls will be collected by FETC (Far Eastern Electronic Toll Collection Company), a private operator that contracts with the National Road Department. FETC is a joint company consisting of several Taiwanese electronics and telecom companies. Following an impact analysis, FETC chose to go to AET through a system of give-away sticker tags, instead of using OBUs. In more than a year and a half, five million tags were distributed by FETC to road users, while the number of OBUs and manual transactions started decreasing. The new AET system is intended to eliminate unpaid trips and to allow precise distance-base charging, with 319 tolling points instead of 22, as well as the use of laser video cameras for vehicle detection, tracking, and classification. FETC now needs to finalize back-office work, and to replace old OBUs with new sticker AET tags, which will carry a 10% discount on tolls.

Australia will test smart road barriers in the southern regions of the country (in Norwood, Adelaide County), aimed at speeding up emergency response times in case of accidents. The technology works by sending an electronic message directly to the traffic control center if a vehicle crashes into a barrier. It will

also allow safety technicians to monitor the state of the barrier, especially the tension of the wires. If problems are detected, a team of experts will intervene immediately to restore the wire tension, ensuring safety for the users. The test will last one year and will carry an overall cost of US\$112,000. After the testing year expires, the government will consider the possibility of extending this system to the whole national road network.

In Queensland, in northeastern Australia, an improvement of the Bruce Highway is planned, including widening a stretch of the highway from two to four lanes. In the same area, two new bridges and new drainage structures are planned as a means of tackling severe weather conditions in the area and reducing highway closures due to flooding. These projects are scheduled for completion by mid-2015.

In **New Zealand**, a project to improve Wellington's Northern Corridor Road will start soon. This stretch of road is particularly important for ensuring safe and speedy connection to Wellington Airport from the city of Levin and from New Zealand's capital, Wellington; it primarily facilitates circulation of freight and commercial traffic. The project is expected to create new job opportunities, as well as to reinforce safety levels along these road stretches, as this area tends to be affected by earthquakes and other natural events. The project is scheduled for completion by 2020 and the New Zealand Council for Infrastructure Development has stated that it will contribute to stimulating growth and resilience for the city of Wellington and New Zealand's lower North Island.



AFRICA

A new bridge linking Tanzania and Rwanda, a big road project in Nigeria, the creation of a Government Infrastructure Fund in Ghana

In **Tanzania** and **Rwanda** an old bridge connection crossing the Akegera River will be replaced by the new two-lane *Rusumo International Bridge*, for an overall amount of US\$24.4 million. The project will be carried out by the Japan International Cooperation Agency and will also include construction of road links to the customs offices of the two countries, as well as

construction of parking areas. The new bridge, which will increase the speed limit for vehicles, is expected to be complete by the end of 2014.

In **Nigeria**, the Civil Engineering Construction department of the China Railway Construction Company has been selected to carry out an important road project totaling US\$1.07 billion. The work should develop over the next five years, and will connect Highway A-121 with the two main Nigerian north/south highways. This road project will cross the Niger Delta area, a sensitive territory in terms of security, as it is often affected by kidnappings and other crimes. However, construction of this road section is considered of primary importance for the economic development of the southeastern areas of the country, especially since its goal is to improve connections with the Nigerian oil-producing region, a major part of the Nigerian economy. The project is also expected to improve trade connections with the city of Lagos, former capital of Nigeria. Apart from its commercial benefits, the new highway will also create easier access to Nigeria's coastal regions, improving tourism resources in the southeastern region. The African Development Bank has taken a major role in funding this strategically important roadway, while the Nigerian Federal Government is also contributing.

In **Ghana** the government has decided to create a Ghana Infrastructure Fund (GIF) for 2014, to improve the country's poor infrastructure conditions and stimulate growth and job opportunities. This fund, announced by the Finance Ministry of Ghana, will be developed in partnership with the private sector at the national and international level, and will focus on strategic infrastructure development. The fund will be composed of several elements: a percentage increase on National VAT, pension funds, capital market funds, and funds from multilateral institutions and international development banks. The Ghana Infrastructure Fund will be managed by a board that will advise the Finance Ministry on economically viable projects, as well as on opportunities to develop PPP frameworks.

In **South Africa**, the e-toll system in the province of Gauteng finally became operational on December 3, after a long period of discussion and strong opposition by the local population protesting against tolls. Currently, this project is one of the biggest AET networks in the world, covering about 300 km, and serving 9 million people and nearly 2.3 million vehicles traveling between Johannesburg and Pretoria. The system's opening does not seem to have resolved the controversy, as local anti-tolling groups and associations are still very active.

Gauteng is the smallest of South Africa's nine provinces, but it is also the most populous, with more than 12 million people in total; it includes the two big urban centers of Johannesburg and Pretoria.

INTERNATIONAL TOLLING INDUSTRY EVENTS

- San Antonio, Texas, USA, January 6–8, 2014: **9th Annual Texas Transportation Forum**, <http://www.txdot.gov/ttf/program.htm>
- Washington DC, USA, January 12–16, 2014: **Transportation Research Board 93rd Annual Meeting**, <http://www.trb.org/AnnualMeeting2014/AM2014Program.aspx>
- Andorra, February 4–7, 2014: **PIARC XIV edition of the International Winter Road Congress**, www.piarc.org
- Mexico City, Mexico, February 12–13, 2014: **Mexico Infrastructure Summit**, www.mexicoinfrastructuresummit.com
- Brussels, Belgium, 5-6 March 2014: **RUC (Road User Charging Conference)**, <http://www.roaduserchargingconference.co.uk>
- Washington, DC, USA, March 9–11, 2014: **IBTTA Summit on Legislation, Policy and Infrastructure Finance**, www.ibtta.org
- Madrid, Spain, March 25, 2014: **VII ASECAP Road Safety Event**, www.asecap.org
- Jersey City, New Jersey, USA, April 6–8, 2014: **IBTTA Maintenance and Roadway Operations Workshop**, www.ibtta.org
- Athens, Greece, May 26–28, 2014, **XLII edition of the ASECAP Study Days**, www.asecap.com
- Helsinki, Finland, June 16–19, 2014: **10th European ITS Congress**, <http://www.itsineurope.com/its10>
- San Diego, California, USA, July 21–23, 2014: **IBTTA Summit on All-Electronic Tolling, Managed Lanes and Interoperability**, www.ibtta.org
- Austin, Texas, USA, September 14–17: 2014, **82nd IBTTA Annual Meeting**, www.ibtta.org
- Prague, Czech Republic, October 19–21, 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 system

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

OCDE: Organization for Cooperation and Economic 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: Economic Commission of the United Nations for Europe