



International Road Federation  
Fédération Routière Internationale  
Federación Internacional de Carreteras



# 2022 SARF • IRF • PIARC

## 7TH REGIONAL CONFERENCE FOR AFRICA & PIARC INTERNATIONAL SEMINAR ON RURAL ROADS AND ROAD SAFETY

CONNECTING AFRICA THROUGH SMART, SAFE AND RESILIENT ROADS

18 - 20 OCTOBER 2022 | Cape Town International Convention Centre

REGISTER  
NOW

October  
2022  
Cape Town

CALL FOR  
ABSTRACTS

## CONNECTING AFRICA THROUGH SMART, SAFE AND RESILIENT ROADS Stimulating Growth and Trade on the Continent

### ABOUT

**SARF (South African Road Federation)** Regional Conferences for Africa have been successfully hosted on a regular basis since 1998 and are recognised as one of the flagship events for the roads sector in Southern Africa. They are gaining wider recognition globally with our co-hosts the **International Road Federation** and **PIARC (World Road Association)**.

Over 420 delegates and 35 exhibitors participated in the last event in Durban in 2018. The 7th Regional Conference for Africa & PIARC International Seminar will be taking place in Cape Town, South Africa at the CTICC from 18 - 20 October 2022.



Registration is open!  
Register [here](https://www.sbs.co.za/sarf2022).

The conference is aimed at the following sectors:

- Provincial and local government and roads agencies / authorities.
- Civil engineering contractors, consultants and suppliers.
- Road, bridge and tunnel builders and maintenance contractors.
- Traffic planning and management systems companies.
- ITS and communication companies.
- Road safety specialists and suppliers.
- Road lighting and signage companies.
- Procurement managers.

### CALL FOR ABSTRACTS

Abstracts are invited to address the overarching theme and should address one or more of the following focus areas:

- Determination of roads needs and financing mechanisms.
- Preserving Africa's road assets.
- Safe and efficient transport by road.
- Innovative practices to optimise road networks.
- Roads and the environment.
- The role of low volume roads in rural connectivity.
- Capacity development in the roads sector.
- Any other suitable papers that may not fit into the above sub-themes.

Read more about the above focus areas below before submitting your abstract.

Presentation time is 30 minutes of which 10 minutes will be allocated to introductions and questions.

Notification of acceptance will be made by 28 February 2022.



Abstracts should be submitted  
online in English [here](https://www.sbs.co.za/sarf2022/).

### CALL FOR EXHIBITORS AND SPONSORS

A trade exhibition will run alongside the conference offering suppliers an outstanding opportunity to promote their products and services to influential speakers and delegates. Suppliers can also gain additional exposure through a variety of promotional opportunities and sponsorships. Find out more at <https://www.sbs.co.za/sarf2022/>.

[www.sbs.co.za/sarf2022](https://www.sbs.co.za/sarf2022)





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### SPEAKER FOCUS AREAS

#### 1 Determination of roads needs and financing mechanisms

The economies of most countries in the world are “mixed”, meaning that both the public and private sectors play a role with public goods being provided by the State through taxation financing, and private goods through the private sector through pricing mechanisms. There is much debate regarding the degree to which roads exhibit the contrasting elements of “publicness” or “privateness”. This influences the extent to which roads should be provided through general taxation revenues, or through a pricing approach. Adding to this debate is the growing realisation that fuel taxes, which have provided a stable source of revenue to the fiscus during the past 40 or so years are likely to diminish and become unreliable into the future.

It is hoped that this conference will contribute to the growing public debate on appropriate financing mechanisms for road provision and maintenance, as well as examining the application of the principles and criteria for road financing.

Perhaps of more importance, however, is the determination of real “road’s needs” for a country or region. Treasury officials throughout the world are becoming disinclined to allocate funding for roads based on political “wish lists”. They are more inclined to allocate funding based on rationally determined “road’s needs” studies. This issue, it is hoped, will also receive attention at this conference.

#### 2 Preserving Africa's road assets

There is much evidence to show that on the whole, roads in Africa are poorly maintained. As long as 25 years ago a World Bank publication suggested that “in Africa alone it would take nearly \$43 billion to fully restore all roads that are classified as in poor condition”. It is suggested that this figure has probably grown to more than \$100 billion today. In conjunction with this very worrying situation is the fact that pavement and maintenance management systems, as part of integrated road management systems, have been in practice in numerous road authorities for four or so decades.

Over and above the direct costs of the necessary maintenance towards restoring the road network to a sound condition, there are the massive excess road user costs incurred as a result of the poor state of roads in Africa.

Why does this dichotomy prevail? It is hoped that this conference will examine this issue as well as other aspects or approaches towards preserving Africa’s road assets.

#### 3 Safe and efficient transport by road

Road freight and passengers reaching their destination safely and efficiently are key success factors in road transport. This is even more relevant in Low and Middle Income Countries (LMIC). Road crashes continue to be a major cause of death and serious injury for LMIC. At the global level, ninety percent of traffic deaths occur in these countries.

The Conference and its PIARC Seminar will examine specific road safety issues for LMIC, particularly:

- Identify successful stories, paying special attention to those in LMIC countries, with specific examples of safety improvement and management of road safety.
- Taking into account safety of vulnerable users.
- Identify the existing tools, processes, checklist, etc. used to achieve success.

The Conference and the Seminar will also examine the implementation of proven countermeasures in LMIC and High Income Countries (HIC), particularly:

- Increase road safety through the implementation of proven countermeasures to reduce accidents in motorways, rural roads and urban roads, paying special attention to vulnerable road users, speed management and fatigue.
- Describe the process for selecting countermeasures given road user consideration and define good practices in strategies related to traffic safety in urban areas, paying special attention to vulnerable road users.

The Conference and the Seminar will also examine the implications of connected and autonomous vehicles (CAV) on road safety.



A joint session with Focus Area 6 will be organized, so abstracts covering both Focus Areas 3, road safety, and Focus Area 6, rural roads, are particularly welcome.



## 4 Innovative practices to optimise road networks

Optimal preservation of road networks requires a strategic, systematic process of information collection and decision-making support to ensure the optimisation of resources for the maintenance, rehabilitation and the construction of new pavements. Such systems should generate works programmes to formulate budgets for appropriate levels of service. Topics to be covered in this focus comprise.

- Road classification and access management
- Innovative surveillance and intervention programmes to optimise road condition
- Road network databases for inventory, condition, and utilisation
- Traffic data collection
- Integration and coordination of transport modes
- Sustainable infrastructure of the future
- Adaptable, automated and resilient roads
- Performance-based maintenance and construction-based contracts.
- Enhancing urban mobility
- Introducing intelligent transport systems in Africa
- Land use planning

## 5 Roads and the environment

Both construction processes and road usage impact on the environment in terms of the non-renewable energy resources, harmful emissions and exposure of employees to risks on road contracts. In recent years, responding to public debate, the roads industry has ventured in several fields to mitigate the harmful effects of its actions on the environment and exposure of labour to health hazards. Such measures comprise encouragement of a green economy; compliance with international standards and legislation; reduced energy consumption in the manufacture and application of road building materials; engineering controls to limit harmful emissions; and staff training in protective measures to safeguard their health and safety.

Also "climate resilient roads" in terms of stability against landslides, adequate drainage and dealing with the effects of climate change will be addressed by the conference.

## 6 The role of low volume roads in rural connectivity

A large part of the world's population lives in rural areas. The road networks in these areas should guarantee accessibility and mobility.

The Conference and its PIARC Seminar will examine accessibility and mobility in rural areas, analysing:

- The importance of roads for accessibility and adequate levels of mobility in the rural environment (job access, goods access, hospital, school access, etc).
- Involvement of local communities in planning, construction and maintenance of rural road networks, particularly in Low and Middle Income Countries (LMIC).
- Identify strategies and measures for enhancing public transport.

The rural road transport infrastructure is an extensive and costly asset (estimated value of about \$300 billion in Africa) that deserves effective asset management to ensure that the intended benefits flow to rural communities. Governments alone cannot deliver the required transport systems; improved cooperation between government agencies, communities and the various transport stakeholders is essential to accelerate the provision of appropriate infrastructure and transport services and ensure its preservation.

The major part of the rural road networks are unpaved roads. These roads make up more than 75% of the estimated 2.75 million km of Africa's road network. Many of these routes, ranging from streets in towns to provincial main roads, urgently require surfacing to protect their riding quality, provide appropriate drainage, reduce environmental degradation and to improve the overall quality of life of local communities. The Conference and its Seminar will examine various technical solutions for upgrading unpaved to lightly paved roads.

Rural roads should also be safe roads. Although rural roads generally tend to have strict geometric requirements, in many cases they are the only means of access - they carry diverse vehicles (goods, agricultural, cars, cyclists, etc.) as well as pedestrians and animal drawn transport. This leads to the need to study measures to improve road safety on rural roads, paying particular attention to vulnerable users, in terms of limited budgets available.



A joint session with Focus Area 6 will be organized, so abstracts covering both Focus Areas 3, road safety, and Focus Area 6, rural roads, are particularly welcome.

## 7 Capacity development in the roads sector

The conference will focus on topics covering the development of a skilled and capable body of practitioners and workforce to underpin cost-effective road investment strategies. As such it will examine:

- Development of skills programmes that are cognisant of the socioeconomic realities of the African continent
- A learning environment that keeps abreast of new developments, given the road sector's characteristic inclination for innovative, cutting edge technology
- Institutional arrangements for skills planning, research capacity and quality assurance
- Career and vocational guidance in road transport
- Capacity building, particularly in the contracting sector



Abstracts should be submitted online in English [here](#).

[www.sbs.co.za/sarf2022](http://www.sbs.co.za/sarf2022)