1st IRF Europe & Central Asia Regional Congress & Exhibition

Istanbul, Turkey
September 15–18, 2015

Executive Report & Summary

“Corridors for Shared Prosperity”
International Road Federation

Under the patronage of
MINISTRY OF TRANSPORT, MARITIME AFFAIRS AND COMMUNICATIONS, TURKEY
GENERAL DIRECTORATE OF HIGHWAYS
On behalf of IRF’s global volunteer leadership and members, it gives me great pleasure to thank you for joining us for the 1st IRF Europe and Central Asia Regional Congress, held September 15–18, 2015 in Istanbul, Turkey. This Congress was a direct result of the IRF’s strategic vision to become the world’s leading industry knowledge platform to help countries everywhere progress towards safer, cleaner, more resilient and better connected transportation systems.

We designed this event with the idea of providing a setting for sharing proven and innovative solutions for the region’s mobility challenges. With this Congress, our goal was to help policymakers, planners and infrastructure operators from across Europe and Central Asia translate these challenges into concrete policy and planning decisions.

Thank you for joining us Istanbul for this landmark regional event.

Eng. Abdullah A. Al-Mogbel
IRF Chairman

ABOUT THE IRF

The International Road Federation is a non-governmental, not-for-profit membership organization founded in Washington, DC in 1948 with the mission to encourage and promote development and maintenance of better, safer and more sustainable roads and road networks around the world.

The IRF has a major role to play in all aspects of road policy and development worldwide:

• For governments and financial institutions, the IRF provides a wide base of expertise for planning road development strategy and policy.

• For the private sector, the IRF is a business network, a link to multilateral institutions, such as United Nation agencies and the World Bank, and a platform to access government officials and decision makers.

• For the community of road professionals, including national road associations, engineering societies, advocacy groups, and institutes of higher learning, the IRF provides an invaluable information and knowledge platform.

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RECALLING THE CONGRESS HIGHLIGHTS

AN INTERVIEW WITH IRF PRESIDENT & CEO C. PATRICK SANKEY

Turkey was the proud host to the 1st IRF Europe & Central Asia Regional Congress & Exhibition, a regional gathering of transportation professionals from 53 countries — including senior national and local government officials, academics, civil society organizations and industry leaders. Irf members and partners can justifiably look back at a highly successful inaugural congress in the region, which once again confirmed the IRF’s stature an essential business network and knowledge broker.

Q: What were some of the notable takeaways from the event? Where do you see the greatest potential for regional cooperation?

Mr. Sankey: During the three-day congress, delegates had an opportunity to contribute to, and further their understanding of, a range of industry areas, from asset management strategies to durable pavements and environmental stewardship, all designed to ensure that the value of roads to society is maximized. IRF is committed to using the input gathered through more than 50 sessions to help shape a forward-looking agenda, notably by providing regional stakeholders with the necessary knowledge resources to make their vision for safer, cleaner, more resilient and better connected transport a reality.

One of the notable challenges which the region needs to work together on is placing user safety at the heart of transportation decisions. An important milestone takes place this year with the mid-term review in Brazil marking the half-way point towards the 2010 United Nations objective of saving 5 million lives that would otherwise be lost on our roads. At a time of growing motorization throughout the region, the devastating social and economic impacts of this epidemic can no longer be ignored.

It truly is “time for results”. The region has an important opportunity and responsibility to weigh in the broader policy directions and examine ways to prevent what has become a global public health crisis. During the congress, we were particularly fortunate to be joined by representatives of the world bank, of the unece, of the european commission, and of the international road transport union as well as world-class enforcement professionals who all share our passion road safety.

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Q: The congress was characterized by the active support of a number of Turkish partners. What is the value you see in working with local stakeholder organizations?

CPS: At the core of the IRF’s mandate is our ambition to bridge all actors in the road industry, whether from government, academia or industry. This ensures complex challenges, such as road congestion or traffic safety, are addressed from a range of different angles. It also grounds our programs in country- or region-specific challenges faced by transportation stakeholders.

Working with our Turkish partners, chief among which our two local co-organizers the Turkish Road Association (YTMK) and Turkish Asphalt Contractors Association (ASMUD), provided a tangible connection to the emerging mobility challenges faced by our host country. Both organizations accepted our invitation to organize partner sessions which added to the fabric of the congress program and offered an opportunity to showcase turkey’s impressive engineering know-how.

Let me also take this opportunity to recognize the genuine leadership of the Turkish Ministry of Transport, Communications & Maritime Affairs and the Turkish General Directorate of Highways, both of which played an active and essential role in our program of executive panels and scientific sessions.
Turkey has long enjoyed a privileged geographic position at the crossroads of Europe, Central Asia and the Middle-East. Buoyed by a vibrant economy (4.5% average GDP growth between 2002 and 2012), Turkey has embarked on an unprecedented effort to develop and modernize its transport infrastructure by 2023, marking the centennial of the foundation of the modern Turkish republic.

"Turkey has invested closed to US$ 5 billion per year in its main highways over the last 5 years, expanding its network to 2,285 km of highways and a further 31,253 km of state roads. In 2014, our roads bore 276 billion passenger-kms of private use and 235 billion ton-kilometers of freight use, an increase of respectively 68% and 54% since 2003. With domestic and international passenger and freight transport increasing every year, the quality, cost and efficiency of transport services are essential enablers to regional trade. The development of robust and efficient transport infrastructure in Turkey and our neighboring countries undoubtedly carry great importance for the integration of the European economy. Our institutions need to adapt in an effort to constantly adjust to this new environment."

Ismail Kartal
Director General,
General Directorate of Highways
“Road corridors play a major role in the economic development and prosperity of the country. Therefore, an effective coordination of transport infrastructure development is regarded as one of the key elements of economic growth. A World Trade Organization report published in 2014 draws attention to the continuing growth trend in trade volumes across Asia. This shift of the economic center of gravity will continue to trigger faster growth in trade and transport activities across Asia’s economies. Turkey’s proximity to emerging economies and raw material sources explains the country’s importance as an international transport hub between manufacturing and consumption sites. Turkey’s investments and programs aim not only to complete missing links, but also give priority to the remove of non-physical obstacles to regional trade.”

“More efficient freight and passenger transport systems in Turkey are critical to achieve a healthy and growing economy. Turkey has traditionally encouraged private sector participation with early PPP models as far back as the 1980s. Financing mechanisms modelled around PPPs offer one of the most effective alternatives to delivering large scale highway projects without adding to the public debt burden. Turkey currently has a total of approximately 180 PPP projects under construction whose worth is US $100 billion. The most important 2 main PPP Highways Projects which are under construction and financed by BOT, that are Gebze-Orhangazi-Izmir Motorway, including the Izmit Bay Crossing, valued at US $6.3 billion and the North Marmara Motorway, including the 3rd Bosphorus Suspension Bridge, valued at US $2.5 billion. Moreover, 200 pipeline projects with a combined worth is US $200 billion, will be constructed in the next decade.”
Poor domestic transportation infrastructure in developing countries is often cited as an important impediment for accessing international markets. Yet, evidence on how transportation infrastructure improvements affect the volume and composition of exports is scarce.

Drawing on the large-scale public investment in expressways undertaken in Turkey during the 2000s, this paper contributes to our understanding of how internal trade costs affect regional exports and specialization.

"Our results support the hypothesis that internal trade costs can be a determinant of international specialization and comparative advantage."

Two results emerge:

• First, we estimate that this road infrastructure project accounts for 15 percent of the export increase from interior regions, generating a 10-year discounted stream of additional export revenues that amount to between 9 and 14 percent of the value of the investment.

• Second, while the exports of all industries within a given region increase in response to improvements in connectivity to the international gateways of the country, the magnitude of this increase is larger the more time sensitive an industry is.

Accordingly, we also observe an increase in the regional employment and revenue shares of such industries.

Our results support the hypothesis that internal trade costs can be a determinant of international specialization and comparative advantage.
freight flows in many parts of the world, adding substantial time and cost to transport and trade. Improvement of border crossings and upgrading of driving conditions (comfort, safety and security) are the main preconditions for the provision of efficient level of service to international trade flows.

Model Highways (MH), defined by the International Road Transport Union, are selected stretches of international roads crossing several Euro-Asian countries, with strategic importance for interconnecting and promoting Euro-Asian trade and transit by road to major world markets. They are meant to be exemplary roads with: modern ancillary infrastructure and supporting roadside facilities; harmonized customs procedures aligned with International Conventions and best practices; and border crossing points meeting state-of-the-art procedural infrastructural and technical requirements.

IRF: What does your study reveal about the conditions to make a model highway successful?

MM: Despite the progressive development of main road infrastructure, the development of roadside facilities and the improvement of conditions and services at border crossings points are lagging behind, resulting underutilization of main national and international road routes. Traffic is diverted to the longest – and not better – road routes or other transport modes, especially to avoid long waiting and procedural border times, bureaucracy and bribery, freight crime, and generally any condition that makes the driver’s life hard and the transport company’s risks and costs higher.

The success of a MH is in function with the political commitment and support for the implementation of coordinated plans of road infrastructure development, whilst projects’ funding depends on the increase of the attractiveness of each MH section, to ensure return of investments. In this aspect, the necessary preconditions for a successful implementation of the MH concept are: radical improvements at border crossings; legal and administrative reforms relevant to customs, road ancillary infrastructure development, private and foreign investors’ involvement; and provision of direct access and non-discriminatory treatment of Road Transport at intermodal nodes (e.g. Ports, logistic centers).

IRF: As a researcher, what is the chief value of presenting your work at an IRF conference?

MM: The IRF is an international organization, with remarkable and acknowledged contribution to the development of all aspects related to Road Transport worldwide. Participating and presenting my work at an IRF conference is an opportunity to disseminate project-specific results, exchange views and promote further the implementation of the MH initiative, to investigate potentials on establishing new cooperative schemes and projects in the region, and at the same time to learn and receive valuable information on evolutions regarding several components of the road transport industry and research.

IRF: What challenges prevent the generalized use of recycled asphalt pavement (RAP)?

MS: Most countries have not yet introduced RAP usage. There is an extensive experience with the use of RAP in several countries because of many reasons. However, its use is not wide spread among all regions even in countries with extensive experience with the material. I believe the reason for this is either lack of knowledge on how to manage and use the stockpiled RAP in the most efficient way or improper production and construction of the material when RAP is incorporated. Spreading the knowledge on proper design/usage and efficient technology transfer can increase the likelihood of RAP usage.

IRF: Is asphalt concrete made with 100 percent RAP material a viable prospect?

MS: We have been using pure RAP with no virgin aggregate in our laboratory experiments with the goal of characterizing the RAP asphalt binder through innovative non-destructive testing, a major breakthrough with great environmental/ economical benefits as the use of solvents in recovering binder is minimized. Designing/ preparing asphalt mixes with 100 percent RAP in the laboratory is an easy task but production of 100 RAP in the hot mix asphalt plant and construction of this material at a quality level remains a challenge. Our industry has gained tremendous experience in using high percent RAP in hot/warm asphalt mixes but we are not at a point where we can use it at 100 percent level without sacrificing quality but I believe this is achievable as we move forward.
For more than 50 years, an essential part of the IRF’s mission has been the organization and delivery of training courses around the world that provide continuing professional development for individuals and help make a difference on the ground. The IRF’s certified workshops provide modular training in classroom and practical settings where attendees can learn from and have direct access to seasoned professionals.

GLOBAL LEADERSHIP SEMINAR “TALENT DEVELOPMENT IN THE TRANSPORTATION INDUSTRY”

Strategic approaches to workforce management and talent development are essential to respond effectively to the changing needs of an increasingly diversified transportation industry. A well-educated, multidisciplinary workforce that is capable of acquiring new skills is an important asset for transportation solutions providers eyeing new markets and, in many cases, part of their legacy in emerging markets.

This half-day global leadership seminar was a “by invitation” roundtable aimed at examining common talent-related challenges faced by the transportation industry across the markets where they operate. It addressed these issues by drawing on the experiences of major transportation industry managers and with a twin focus on corporate workforce management and local capacity strengthening strategies in emerging markets.

PARTNER SESSION: “TRANSPORT CORRIDORS IN SOUTH EAST EUROPE”

Core network in South East Europe has long been a blank area in EU transport maps, despite standing at a historic crossroads between Europe, and Central Asia and Middle East. With the extension of the Trans-European core transport network to the Western Balkans, the region now stands on the brink of change, and transport interconnectivity will increasingly represent a key factor for economic growth and jobs. This session discussed infrastructure investment needs as well as non-physical improvements, including regulatory, institutional and managerial changes to reduce barriers to transport and trade in the region, with special emphasis on maintenance, asset management and road safety.
SAFER ROADS BY DESIGN SESSION: “WORKZONE SAFETY”

Vulnerable road users are over-represented in serious and fatal traffic injuries throughout the ECA region. The session discussed the reasons pedestrians, bicyclists, motorcyclists, public transportation vehicles and non-motorized vehicles are involved in these impacts, and what corrective actions can be taken to reduce their frequency.

HOST SESSION: “MAJOR INFRASTRUCTURE PROGRAMS IN EMERGENT COUNTRIES”

Host sessions are designed to present major projects in participating countries, from the point of view of showcasing engineering achievements and identifying new business opportunities.

TRAINING WORKSHOP “HARVESTING WATER FROM ROADS”

This training workshop discussed several options to create a more resilient environment around them, engaging participants in discussing different techniques for road water harvesting as well as additional activities such as opportunities to harvest sand from the road drains, introduce dust-reducing roadside tree planting as well as the changed governance to support this multi-functionality. All these would contribute to a reduce maintenance burden and better weather-proofed roads, while at the same time allow roadside communities to better absorb shocks and stresses associated with climate change.
Innovation is a watchword for road professionals, and it is an integral part of what the International Road Federation does best. At a time when budget cutbacks have become the new norm, our industry has demonstrated it remains committed to finding affordable ways to meet the needs of a changing world.
Imagine playing a game of cards without ever looking at your hand. It would be impossibly difficult to make intelligent decisions on which card to play if you don’t know what you have available.

An essential part of transportation infrastructure asset management is knowing what you have and what condition it is in. This information allows infrastructure engineers to make decisions on what to do to their infrastructure network. Pavemetrics is making this possible.

With several hundred systems at work in 35 countries over 6 continents around the world, Pavemetrics inspection systems are busy collecting detailed information about road surfaces, tunnel linings, rail condition, airport debris and terrain details so transportation infrastructure authorities can make decisions about how best to maintain and expand their systems.

If you ever had the luxury of performing field road inspections using a straight edge and a clipboard, then you will truly appreciate the speed and efficiency of automated road inspection vehicles. Capable of collecting millimeter level detail while travelling at 100km/h, any vehicle fitted with Pavemetrics inspections systems can be profoundly accurate at making judgements about surface condition including rutting, transverse profiles and cracking.

What sets Pavemetrics apart is their ability to collect digital data in 3D. While much of their competition still struggles with 2D video, Pavemetrics is leading the way in 3D automated crack detection systems.

Better information about your system helps open the door to making better decisions, which ultimately helps Transportation Infrastructure Authorities be smarter and more efficient when maintaining their networks.

Pavemetrics is exhibiting at the 1st IRF European and Central Asia Regional Congress in Istanbul this week, and if your Public Works or Road Authority is still using inefficient Road Survey technology, then you need to speak to Pavemetrics to find out how your local Road Survey vehicles can be outfitted with better technology.

www.pavemetrics.com

Research and innovation driven by customer feedback. This is not a novel concept, but with a clear and dedicated focus, an organization can become a truly powerful source of solutions for its customers simply by listening well.

E-Mak takes this philosophy to its core. As a part of the Simgе Group founded in 1977, E-Mak has grown from a machinery manufacturer to a well-known leader brand in asphalt plant producer for much of Europe, as well as the Middle East and Africa.

Headquartered in Bursa, Turkey, E-Mak has active asphalt production plants in Germany, Nigeria, Saudi Arabia and Azerbaijan. Additionally, the organization is experiencing strong growth in Europe, Central Asia, the Middle East and Africa.

E-Mak is the only asphalt plant producer with its own trial facilities, and with a particularly unique advantage of being intimately connected with its contractors and consultants, E-Mak, as a part of the Simgе Group, can offer a highly competitive advantage to its customers because of this feedback mechanism which directly supports their research and innovation, ultimately giving their customers a significant advantage in asphalt production quality.

E-Mak is exhibiting at the 1st IRF Europe and Central Asia Regional Congress in Istanbul this week, and if attention to quality through research and innovation in asphalt production is important to your road agency, then you must speak with E-Mak in booth 6 on the Urban Bar level of the Congress.

www.e-mak.com

Gonvarri Group is a US $12 billion company and employing 25,000 people worldwide. Consisting of four major companies — Hiaza (Spain), Bepas (Turkey), Gonvarri (Columbia) and GSS (United States) — the group boasts 35 facilities around the world, with a strong focus on research and development.

What also became very clear during the discussion with the excited team here at the 1st IRF Europe and Central Asia Congress in Istanbul this week is: they are not here to sell products, they are here to sell road safety.

The philosophy is simple — to provide road safety solutions. Gonvarri Group’s clients understand the value of a complete technical solution for road safety beyond just steel safety barriers. This team stays true to the fundamentals of safer roads design and recommends their products only when technically sensible. Even going so far as to recommend concrete barriers solutions where technically warranted — an act mostly unheard of from a steel manufacturer.

In addition, the Gonvarri Group has been involved in writing specifications for safety projects that can be fulfilled by any company. The message this group is conveying is plainly obvious: the safety of the driving public is of paramount concern — more so than the sale of their own products.

With a planned investment of 4-5 million Euros in Turkey alone, Bepas is making major strides in the region.

Producing steel for bridge structures, lighting poles and safety barriers, the Gonvarri Group is proud to be displaying their road safety solutions at this Congress and spreading the message of better global road safety.

www.gonvarristeel.com
IRF LIFETIME ACHIEVEMENT AWARD
Fredric S. Berger, 1947-2015, Global citizen and engineer

IRF PROFESSIONAL OF THE YEAR
Umberto de Pretto, Secretary General, International Road Transport Union (IRU)

"The Award recognizes Mr. de Pretto's significant advocacy work in enhancing public understanding of the nature and economic role of road transport," noted Eng. Abdullah A. Al-Mogbel, chairman of the IRF. "Under his leadership, the IRU continues to address physical and non-physical impediments to commerce, thereby contributing to a much-needed debate on current and future road asset needs."
2015 GRAA WINNERS HONORED AT GALA DINNER

The International Road Federation’s Global Road Achievement Awards (GRAA) is a worldwide competition to recognize innovative road projects and exemplary people that place the road industry at the forefront of social and economic development. This year the IRF honored 12 projects from around the world, each leading the way in innovation across major road & highway disciplines. The selection was made by an international panel of senior road development specialists.

**Design**
National Freeway No. 1 Widening Project from Wugu to Yangmei
CECI Engineering Consultants, Inc. and Taiwan National Expressway Engineering Bureau, MOTC

**Asset Preservation and Maintenance Management**
Preparation and Operation of a Pavement and Asset Management System
Ministry of Public Works, United Arab Emirates

**Construction Methodology**
New Girder-Conveying Track Cable Technique for Erection of the Stiffening Girder on the Aizhai Bridge
Hunan Road & Bridge Construction Group Corp.

**Environmental Mitigation**
Optimizing Road Development for Groundwater Recharge and Retention in Tigray, Ethiopia
MetaMeta, Mekelle University, the Government of Tigray

**Program Management**
Eastern Indonesia National Road Improvement Project (EINRIP)
Australian Department of Foreign Affairs and Trade and The Directorate General of Highways, Ministry of Public Works and Housing, Indonesia

**Project Finance and Economics**
LSIORB East End Crossing
The Indiana Finance Authority, the Indiana Department of Transportation, and Parsons

**Urban Planning & Mobility**
Thiruvananthapuram City Roads Improvement Project
IL&FS Transportation Networks Limited and Kerala Road Fund Board.

**Technology, Equipment and Manufacturing**
Automated People Mover (APM) for Princess Noura Bint Abdulrahman University for Women, Riyadh, KSA
Saudi Binladin Group

**Quality Management**
THALES Tollway Quality Management System
Attikes Diadromes S.A.

**Research**
Development of Shell Bitufresh to Reduce Odour of Asphalt
Shell Bitumen

**Safety**
Advancing Road Safety in Latin America through the Implementation of a Low-Cost, Short-Term Measures Safety Program
Direccion de Transito de Bucaramanga and CDM Smith

**Traffic Management and Intelligent Transport Systems**
Extension of the Electronic Toll Collection System in Slovakia
SkyToll, a.s.
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Prof. Ali ATAHAN, Istanbul Technical University

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