

| DAY 1: 9 OCTOBER 2018 | | | |
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| 07:00 - 17:00 | REGISTRATION (Arrival Tea/Coffee) | | |
| 08:30 - 10:15 | Opening and Welcome Address - Mr Saied Solomons, SARF President (5 mins) | | |
| | How Africa Can, and Must, Meet The Challenge of The Decade of Action: Mr Michael G. Dreznes (25 mins) | | |
| | No country is rich enough not to afford international cooperation: Mr Miguel Caso Florez (15 mins) | | |
| | Engineering Numbers and Needs in the SADC Regions: Dr Allyson Lawless (20 mins) | | |
| | Africa's roadmap to connected, automous and electric vehicles: Mr Victor Radebe (20 mins) | | |
| 10:15 - 10:30 | International collaboration for sustainable paving solutions: Mr Seung-Hwan HAN (15 mins) | | |
| 10:30 - 11:00 | Q and A | | |
| NETWORKING TEA/COFFEE (EXHIBITION AREA) | | | |
| 11:00 - 13:00 | ROAD FINANCING | Testing and standards for road building materials | Education and training in the road sector |
| | Chair: Mr Phil Hendricks | Chair: Ms Mirriam Mosia | Chair: Mr Lavern Moodley |
| | The need for rational road needs studies and financial sources in a post fuel levy era. Mr Skhumbuzo Macozoma, SANRAL | The introduction of a performance grade specification for bituminous binders in SA: Mr Steph Bredenhann, SANRAL | Building the next generation of transport leaders in Sub-Saharan Africa: Mr Les Sampson, Research For Community Access Partnership (recap) |
| | The impact of economic policies on road funding: Mr Peter Copley, ex DBSA | Correlation of extensional bitumen properties with 4-point bending beam asphalt mixture fatigue life: Mr Georges Mturi, CSIR | Skills Development in the Built Environment, Mr Nathen Moonsamy, VNA Consulting |
| | A stochastic model for the determinanation of rural road maintenance financing needs: Mr Peter Kome, University of Birminaham | Aggregates in Asphalt Mixes to Manage Permeability and to Optimise Strength: Dr Emile Horak, JG Afrika | Capacity building before it is too late... Mr Lindelani Tsanwani, SANRAL |
| | Road funding in South Africa: New wine in old bottles: Prof Stephan Krygsman, Stellenbosch University | Mechanically Stabilised Sand Road Bases in Mozambique: Mrs Cumbane Carlos, Ane/LEM | Capturing and disseminating rural transport knowledge from senior experts, Mrs Caroline Visser, Recap |
| | Q and A | Gravel Road Material Properties in Rwanda, With Focus on the North and West Provinces: Mr Dieudonne Niyigena, Rwanda Transport Development Agency | Q and A |
| | 13:00 - 14:00 LUNCH BREAK | | |
| 14:00 - 15:30 | Preserving Africa's Road Assets | Design construction and maintenance of roads - Part one | Education and training in the road sector |
| | Chair: Mr Dave Thomas | Chair: Mr Sasheen Rajkumar | Chair: Mr Lavern Moodley |
| | Improved rural road asset management through appropriate technology: Mr Robert Petts – Intech Associates | Development of Safe Construction Temperature Ranges for Ultra Thin Concrete Pavements: Dr Anton Hartman, Auercon | Uptake and Embedment as Key Elements of a Sustainable Rural Transport Research Programme, Dr Jasper Cook, Recap |
| | A method to value/capture the socio-economic benefits of rural roads: Mr Robert Kakiiza – University of Birmingham UK | Optimal standards for effective infrastructure delivery – the SANRAL journey: Mr Andrew Mackellar, SANRAL | Bridging the Gap in the Construction Sector, Mr Lindelani Tsanwani, SANRAL |
| | Back to the future?: Mr Brian Segar, Brian Segar Consulting | Surfacing Options for Low Volume Roads in Mozambique: Mr Cedrick Namburete, Administração Nacional de Estradas-ANE | Knight Piesold's development methodology for career and vocational guidance, skills development and capacity building in the Civil Consulting Industry, Mr Graham Jennings, Knight Piesold (Pty) LTD |
| | Presentation on the Namibian road management system: Ms Sophie Teckie, Divisional Manager: Namibian Road Authority | Q and A | Q and A |
| 15:30 - 16:00 NETWORKING TEA/COFFEE (EXHIBITION AREA) | | | |
| 16:00 - 17:30 | Preserving Africa's Road Assets | Design construction and maintenance of roads - Part Two | Education and training in the road sector |
| | Chair: Mr Dave Thomas | Chair: Mr Sasheen Rajkumar | Chair: Ms Stacey Canham |
| | A PPP "paradigm" for overload control on the trade corridors in Africa: Dr Johan Bosman - Sciendum Academy | The mitigation of longitudinal cracks on low-volume road pavements built over expansive soils: Mr Michael Burrow, University of Birmingham | Laboratory Capacity Building and Skills Development for a newly established Road Research Centre, Mr Vincent Lwanda, Tarura |
| | Cost estimation of road wear due to heavy vehicles on the Namibian paved network: Dr Paul Nordengen, CSIR | Design and construction of Enrobe a Module Élevé (EME) on the National Route 1, North East of Paarl in the Western Cape Province of South Africa: Mr Johan van Heerden, Royal Haskoningdhv (Pty) LTD | The empowerment of local communities through the Road Transportation Sector, Mr Devan Govender, Naidu Consulting |
| | Making Africa's roads more resilient to climate change: Dr Phil Paige-Green, CSIR | Towards an effective output-and performance-based road contracts in Ghana. Mr Patrick Amoah Bekoe, International Road Federation Global | Addressing Unemployment Challenges in the Road Construction Industry through Learnerships, Mr Balan Govender, Bosch Ulwazi (Pty) LTD |
| | The impact of the S'Hambe Sonke – road maintenance programme: Mr Msondezi Futshane NDoT | Q and A | Q and A |
| 18:00 - 21:00 | Welcome Reception & Exhibition Opening Sponsored by Ethekewini Municipality | | |

| Day 2: 10 October 2018 | | | |
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| 07:00 - 17:00 | REGISTRATION (Arrival Tea/Coffee) | | |
| 08:30 - 10:15 | Safe transport by road | Green paving solutions and sustainable pavement materials - Part One | Innovative practice to optimise road network delivery |
| | Chair: Riaan Steenkamp | Chair: Ms Sekadi Phayane | Chair: Mr Logan Moodley |
| | Progress made towards the implementation of the decade of action for road safety 2011-2020 by ZAMBIA AND | A sustainable roads rating system for South Africa (Royal | An Approach to Appraise the Impact of Rural Road |
| | BOTSWANA. <i>Prof Marion Sinclair, Stellenbosch University</i> | Haskoning DHV). <i>Mr Manfred Uken, Royal HaskoningDHV</i> | Maintenance: <i>Dr Michael Burrow, University of</i> |
| | Development of a public transport strategy for MBABANE, SWAZILAND. <i>Mr Lourens Swanepoel, Royal Haskoning DHV</i> | Sustainability of roads: Survey results critically analysed (PIARC TC D.2). <i>Mr Johan Maeck, Belgian Road Research</i> | <i>Birmingham</i> |
| | Traffic psychology and road education in Tanzanian Secondary School. <i>Mr Paolo Perego, Università Cattolica Del Sacro Cuore Di Milano</i> | Centre | Economic Growth through Effective Rural Road Asset |
| | Reduced fatalities by improved guardrail design, <i>Mr Marcus Bergendahl</i> | Developments towards more environmentally sustainable road design. <i>Mr Shaun Brijlal, VNA Consulting</i> | Management. <i>Mr Charles Bopoto Civil Design Solutions</i> |
| Q & A | The United States FHWA Sustainable Pavements Program (PIARC TC D.2). <i>Mr Gina Ahlstrom, Federal Highway Administration</i> | Big Data for Big Decisions. <i>Mr Andrew Mackellar, SANRAL</i> | |
| Q & A | How cool is warm mix asphalt in South Africa. <i>Mr Krishna Naidoo, SANRAL</i> | | |
| 10:15 - 11:00 | NETWORKING TEA/COFFEE (EXHIBITION AREA) | | |
| 11:00 - 13:00 | Safe transport by road | Green paving solutions and sustainable pavement materials > Part 2 | Innovative practice to optimise road network delivery |
| | Chair: Kwanele Simelane | Chair: Mr Johan Maeck | Chair: Mr Logan Moodley |
| | Road Safety in South Africa - Quo Vadis. <i>Mr Bennie Van Rooyen, Lyceum College</i> | Impact of Fischen-Tropsch wax in ethylene vinyl acetate/waste crumb rubber modified bitumen: An energy-sustainability nexus. <i>Mr Keith Nare, Nelson Mandela Metropolitan Municipality</i> | Continuous Integrated Pavement Condition Measurements – The South African Experience. <i>Mr Avinash Maharaj, VNA Consulting</i> |
| | Reanalysing existing data to enhance understanding on safe motorcycle and three-wheeler use for rural transport in Ghana. <i>Ms Juliet Adu, Transaid</i> | The road as a quarry. <i>Dr Kirsten Barnes, Green Cape</i> | A Strategic Approach to Road Asset Management – A Municipal Perspective. <i>Mr Shaun Moodley, Ethekweni Municipality</i> |
| | Bodaboda drivers' behaviour. <i>Mr Paolo Perego, Università Cattolica Del Sacro Cuore Di Milano</i> | Innovative procedures for production of polymer modified asphalt and related case studies: (PIARC TC D.2). <i>Mr Zsolt Boros,</i> | Non-conventional methods of maintenance as a form of preserving the road asset. <i>Mr Nkateko Rasimphi, SANRAL /Inkanyiso Consulting</i> |
| | TOWARDS QUANTIFYING ROAD RISK: A case of distracted driving. <i>Mr Khangwelo Muronga, CSIR Built Environment</i> | Sustainable bridge design: Can bridges be both cost effective and sustainable? <i>Mr John Hilton, Aurecon</i> | Applying the Latest Technology to Optimize Pavement Management. <i>Mr Garry Warren, ARRB Systems (Pty) LTD</i> |
| | Q and A | Q and A | Q and A |
| 13:00 - 14:00 | LUNCH BREAK | | |
| 14:00 - 15:30 | Safe transport by road | Low cost pavement systems | Innovative practice to optimise road network delivery |
| | Chair: Riaan Steenkamp | Chair: Ms Gina Ahlstrom | Chair: Ms Logashri Sewnarain |
| | Design Consistency: Case Study of the KwaZulu-Natal Department of Transport's Implementation of the National Road Classification and Access Management System <i>Mr Peter Forrest, Royal HaskoningDHV</i> | Overview of Low Cost Pavement and Optimum Selection of Techniques (PIARC TC D.2). <i>Mr Venkat Lakkavalli, (PIARC TC D.2) Apleona Incorporation</i> | Material Modification and the use of Polymer and Nanotechnology to render marginal coarse aggregate fit for use in higher order, and upper Pavement layers: <i>Mr Pierre Roux, SANRAL</i> |
| | Tactile Pavers within the Broader Universal Design Arena – What do Different Users Prefer? <i>Prof Marianne Vanderschuren, University of Cape Town</i> | The influence of asphalt workmanship on pavement service life (PIARC TC D.2). <i>Mr Joralf Aurstad</i> | STANDARDISATION, INTERGRATION AND UNIFORMITY OF ROAD ASSET MANAGEMENT SYSTEMS: <i>Siphesihle Mkhabela, VNA Consulting</i> |
| | Pedestrian Crossing Choice on Cape Town's Freeways: caught between a rock and a hard place? <i>Prof Mark Zuidgees, University of Cape Town</i> | The development, implementation and potential of modified dry-bound macadam. Water-wise construction of the base layer and community development. <i>Mr Pierre Roux, SANRAL</i> | Improving the quality of laboratory testing in the SADC Regions through various educational and onsite training interventions: <i>Mr Barry Pearce, Learning Matters</i> |
| | The Formalisation of Road Safety Audits in South Africa, <i>Mr Deon Roux, RTMC</i> | Use of fiberglass grid for asphalt pavement reinforcement (PIARC TC D.2): <i>Mr Venkat Lakkavalli, (PIARC TC D.2) Apleona Incorporation</i> | A CONSULTANT'S VIEWPOINT. <i>Mr Brian Segar, Brian Segar Consulting</i> |
| | Q and A | Q and A | Q and A |
| 15:30 - 16:00 | NETWORKING TEA/COFFEE (EXHIBITION AREA) | | |
| 16:00 - 17:30 | Safe transport by road | Panel Discussion: The use of green pavement materials in developed and developing countries | Young Professionals |
| | Chair: Kwanele Simelane | Chair: Mr Krishna Naidoo | Chair: Ms Bongiwe Ntombela |
| | An analysis and study of performing a safe avoidance manoeuvre on a high speed rural road within South Africa. <i>Mr Marcel Schroder, Royal HaskoningDHV</i> | PANELISTS : <i>Mr Manfred Uken, Dr Kirsten Barnes, Mr Johan Maeck, Mr Deon Pagel</i> | The provision of national and provisional road infrastructure in KZN since 1994. <i>Ms Xolile Bridget Cebekhulu, Durban University Of Technology</i> |
| | Identification of Roadside Hazards. <i>Mr Brian Segar, Brian Segar Consulting</i> | | A comparative study of guardrail post materials for optimal road user safety – eThekweni Municipality. <i>Mr Alan Gillespie, Henwood & Nxumalo</i> |
| | Where Does "Safety" Fit in Pavement Evaluation? <i>Mr Jerry Daleiden, ARRB Systems Pty Ltd</i> | | An investigation as to how construction of road formation layers using labour intensive construction differs from the traditional mechanistic construction methods: Case study - D1264; <i>Mr Mongezi Mkhize, Durban University of Technology</i> |
| | | | Developing a standardised approach towards prioritization of gravel roads upgrade to paved roads in KwaZulu-Natal, <i>Ms Gugu Ndlovu, KZN Department of Transport</i> |
| | Q & A | | Q & A |
| 18:30 - 22:30 | Conference Dinner | | |

| Day 3: 11 October 2018 | | | | | | | | | | | |
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| 7:00 | REGISTRATION (Arrival Tea/Coffee) | | | | | | | | | | |
| 08:30 - 12:00 | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Non-destructive pavement monitoring and testing techniques</td> <td style="width: 50%;">Workshop: Work Zones Can and Must be Safer in South Africa</td> </tr> <tr> <td>Chair: Ms Bongwe Ntombela</td> <td>Speaker: Michael Dreznes</td> </tr> <tr> <td>PIARC road monitoring report (PIARC TC D.2): Mr Margo Briessinck, Belgium</td> <td rowspan="5"> <p>Workshop Synopsis: Motorists constitute approximately eighty percent (80%) of the fatalities in work zones. Road Authorities are responsible for the safety of these motorists, and they must establish and enforce the criteria that contractors must follow to design a safe work zone.</p> <p>Workshop attendees will be exposed to the concept of the "Five Elements of a Work Zone" and each of these elements will be discussed in detail to understand what must be done to make them safe for motorists, motorcyclists, pedestrians as well as workers. Attendees will learn how to design a safe work zone and they will learn about the newest technologies for work zone safety. The use of positive protection from crash worthy barriers, truck mounted attenuators, dynamic, variable message signs, average speed camera enforcement and flagger training will be among the topics discussed.</p> <p>A safe work zone may cost more money than an unsafe work zone. However, when one considers that according to the World Bank, the social cost of a fatality on a road is about 6,000,000 ZAR, preventing one fatality in a work zone in South Africa can justify the cost of a lot of safety measures in that work zone.</p> <p>IRF strongly recommends that road authorities, contractors, academia, distributors, law enforcement and consultants attend this half day workshop to FIND A WAY to make South African work zones safer using established best practices and state of the art technologies.</p> </td> </tr> <tr> <td>Development of smaller-size moving weight deflectometer in Japan (PIARC TC D.2): Dr Keizo Kamiya, Japan</td> </tr> <tr> <td>Measuring Road Condition of the First Mile (TRL The future of Transport): Mr Robin Workman</td> </tr> <tr> <td>Performance evaluation of a road surface layer consisting of a hot sand asphalt (National Roads Administration): Mr Daniel A Patel dos Santos, Mozambique</td> </tr> <tr> <td>Use of smartphones for pavement riding assessment (PIARC TC D.2): Mr Venkat Lakkavalli / Ms Mirriam Mosia, Canada/South Africa</td> </tr> </table> | Non-destructive pavement monitoring and testing techniques | Workshop: Work Zones Can and Must be Safer in South Africa | Chair: Ms Bongwe Ntombela | Speaker: Michael Dreznes | PIARC road monitoring report (PIARC TC D.2): Mr Margo Briessinck, Belgium | <p>Workshop Synopsis: Motorists constitute approximately eighty percent (80%) of the fatalities in work zones. Road Authorities are responsible for the safety of these motorists, and they must establish and enforce the criteria that contractors must follow to design a safe work zone.</p> <p>Workshop attendees will be exposed to the concept of the "Five Elements of a Work Zone" and each of these elements will be discussed in detail to understand what must be done to make them safe for motorists, motorcyclists, pedestrians as well as workers. Attendees will learn how to design a safe work zone and they will learn about the newest technologies for work zone safety. The use of positive protection from crash worthy barriers, truck mounted attenuators, dynamic, variable message signs, average speed camera enforcement and flagger training will be among the topics discussed.</p> <p>A safe work zone may cost more money than an unsafe work zone. However, when one considers that according to the World Bank, the social cost of a fatality on a road is about 6,000,000 ZAR, preventing one fatality in a work zone in South Africa can justify the cost of a lot of safety measures in that work zone.</p> <p>IRF strongly recommends that road authorities, contractors, academia, distributors, law enforcement and consultants attend this half day workshop to FIND A WAY to make South African work zones safer using established best practices and state of the art technologies.</p> | Development of smaller-size moving weight deflectometer in Japan (PIARC TC D.2): Dr Keizo Kamiya, Japan | Measuring Road Condition of the First Mile (TRL The future of Transport): Mr Robin Workman | Performance evaluation of a road surface layer consisting of a hot sand asphalt (National Roads Administration): Mr Daniel A Patel dos Santos, Mozambique | Use of smartphones for pavement riding assessment (PIARC TC D.2): Mr Venkat Lakkavalli / Ms Mirriam Mosia, Canada/South Africa |
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| 10:00 - 10:30 | NETWORKING TEA/COFFEE (EXHIBITION AREA) | | | | | | | | | | |
| 12:00 - 13:00 | Conference Closing | | | | | | | | | | |
| 13:00 - 13:30 | LUNCH BREAK | | | | | | | | | | |
| 13:30 - 16:30 | <p style="text-align: center;">CORNUBIA SITE VISIT</p> <p>The combined Mt Edgecombe / Cornubia Interchanges will be one of the largest in South Africa. The incrementally launched main span at Mt Edgecombe is the longest in the Southern Hemisphere</p> <p style="text-align: center;">Incorporating National, Provincial and Municipal funding and standards the pavement designs offer a range of technologies including LMC, EME and UTFCC.</p> <p>A series of engagements with the design engineers and the developers will open up an understanding of what will be innovative and different in this multifaceted and groundbreaking presidential project.</p> <p style="text-align: center;">The project will include 3 phases of Go!Durban's Bus Rapid Transit system under construction.</p> <p style="text-align: center;">Everything under one project – this is one not to be missed</p> | | | | | | | | | | |