

LAW

Concerning
Contribution of Beneficiary Parties to the Cost
of Contracts of Roads and Public Transport

2006

C O N T E N T S

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RTA Vision

Safe and Smooth Transport for All

RTA Mission

Develop integrated and sustainable transportation systems and support Dubai's comprehensive growth plans through preparing policies and legislation, adapting technologies and innovative approaches, and implementing world class practices and standards.

General Features of the Law

This law is one of the important laws in the area of construction and maintenance of roads in Dubai. It aims to involve the beneficiaries to bear the cost of construction and maintenance of roads. It goes in line with the global trend in the involvement of the beneficiaries to bear the cost.

The authorized body to set up roads' requirements and measurements

The Law determined the Roads and Transport Authority as the sole body to set up the requirements, criteria and technical guidelines relating to roads. Also, it is the sole authorized body to determine the maximum limit of traffic impact allowed, resulting from the project, in accordance with the required studies. The owner of the project shall carry out the necessary amendments as determined by the Authority.

The law aims to achieve a number of objectives, including:

- a. Traffic safety, through adherence to requirements and technical standards set by the RTA in the construction and maintenance of roads.
- b. Ensure the required qualifications of contractors and consultants who carry out the construction and maintenance of roads.
- c. Determine the obligations of the parties involved in construction and maintenance of roads.

Obligations of the beneficiary party

- 1- To obtain the approval of the Authority for easement rights and right of way in road networks and the transport systems within the boundaries of the project, and its entrances and exits, before disposing of the project land.
- 2- To provide the Authority with the information related to its project, to update its traffic model and to pay the fees.
- 3- To provide the Authority with the study of traffic impact resulting from the project, which shall be performed in accordance Approved Traffic Impact Study Manuals.

Cost of Traffic Solutions

The beneficiary party shall bear wholly or partially sharing with the Authority the cost of traffic solutions of the project. Moreover, the Chairman of the Board of Directors of the Authority shall determine the percentage of the beneficiary party contribution.

The Law allowed the Authority to perform the traffic solutions after submission of a bank guarantee by the beneficiary equivalent to the value of the required works , or to authorize the beneficiary party to perform the traffic solutions under the supervision of the Authority by an approved contractor by the Authority. In such a case, the beneficiary party shall bear the cost of performing the required traffic solutions.

Law No. 6 of 2006

Concerning Contribution of Beneficiary Parties in the Cost of Contracts of Roads and Public Transport

WE, MOHAMMED BIN RASHID AL MAKTOUM, THE RULER OF DUBAI;
AFTER SECURITISING THE LAW NO. (17) OF 2005 CONCERNING ESTABLISHMENT OF ROADS
AND TRANSPORT AUTHORITY,
HEREBY ISSUE THE FOLLOWING LAW:

Article (1):

The title of this Law shall be “Law No. 6 of 2006 Concerning Contribution of Beneficiary Parties in the Cost of Contracts of Roads and Public Transport”

Article (2):

Unless the text indicates otherwise, the following words and phrases shall have the meanings assigned to them as shown in the following table.

The Emirate	The Emirate of Dubai
The Authority	The Roads and Transport Authority
The Board	Board of Executive Directors
Chairman of the Board	Director General, Chairman of the Board of Executive Directors
Beneficiary Parties	Any natural or juridical person or governmental authority, public or private, including free zone areas developing any project that generates a number of trips exceeding the number determined as per the technical rules, criteria and manuals applicable by the Authority.
Generated Trips	Number of trips generated by or resulted from specific project under study and has impact on the roads and junctions near to the said project and its accesses and exits measured at the peak times of traffic and shall be computed in accordance with the technical criteria or manuals and the traffic models applicable by the Authority.

<p>Traffic Models</p>	<p>Databases, specialised software and computer programs furnished by the Authority for the purpose of studying road networks and the transport systems in addition to anticipation of the volume of traffic in the future and distributing same on such networks and systems.</p>
<p>Traffic Solutions</p>	<p>Additions and improvements required to be done or carried out on the road networks and transport systems in the area surrounding the said project, in order to absorb and accommodate the volume of the present traffic and future traffic, and prevent deterioration of the level of traffic services of such networks and systems to unacceptable levels, as a result of the volumes of traffic resulted from the project.</p>
<p>Traffic Impact Studies</p>	<p>Professional studies carried out by specialised entities for determining the number and type of trips generated from a certain project, and the manner of distributing them in the areas and road networks, as well as the current and proposed transport systems in the Emirates, in order to determine the Traffic Solutions and number of parking required to serve such project.</p>
<p>Peak Hours</p>	<p>Hours during which the traffic volume on the roads and its accesses and exits are affected by specific project, up to the maximum limits which shall be determined in accordance with the technical measures, manuals and criteria applicable by the Authority.</p>

Article (3):

1. The Authority shall be the sole authority that has jurisdiction to set up the requirements, measures, criteria and technical guidelines related to study, design, perform, operate and integrate the roads network and transport systems in the Emirate.
2. The need to perform Traffic Impact Studies and level of such studies and the contents thereof shall be determined pursuant to the “Manual of the Traffic Impact Studies of the year 1999” in the Annex No. 1 of this Law.

Article (4):

The Beneficiary Party shall be obliged to obtain the approval of the Authority for the easement rights and the right of way in road networks and transport systems within the boundaries of the project and its accesses and exits before using or disposing of the project's land.

Article (5):

Notwithstanding the provisions of any other legislation, the concerned authorities in the Emirate and the management of the free zone areas shall not issue any license or permission for construction of any project that require Traffic Impact Studies except after approval of such Traffic Impact Studies for such project by the Authority. For the purpose of this Article, the real estate companies shall be deemed authorised by the concerned authorities to issue such construction licenses.

Article (6):

The Beneficiary Party shall be obligated to provide the Authority with:

1. All information and data related to its projects in order to update the Traffic Model in respect of the location of the project provided that the Beneficiary Party shall pay the fees of using and updating the said model.
2. Study of the Traffic Impact resulted from its project provided that such study shall be performed in accordance with the:
 - a. Manual of Traffic Impact Studies of 1999 (Annex No 1 of this Law).
 - b. Manual of the average of the Generated Trips and average of the parking resulted of 1999 (Annex 2 of this law).
 - c. Using the Traffic Model furnished by the Authority.
 - d. The Study shall be prepared by a consultant approved by the Authority and submitted during the phase of carrying out the planning studies of the project. Provided that the Beneficiary Party shall pay the fees of reviewing such Study.

Article (7):

Based on the Traffic Impact Study submitted by the owner, the Authority shall determine the maximum limit of the traffic impact allowed to result from the project and the owner of the project shall carry out the necessary amendments on the project as determined by Authority in this respect.

Article (8):

1. The Beneficiary Party shall bear, wholly or partially, sharing with the Authority the costs of design, construction and maintenance of the elements of Traffic Solutions that are required for serving specific project, in the light of the results of the Traffic Impact Study approved by the authority.
2. The Chairman of the Board shall determine the percentage of the Beneficiary Party's contribution in the costs referred to in the previous paragraph.

Article (9):

Subject to the provision of Article (9) of this Law, the Authority shall perform the Traffic Solutions required for the project after submission of a bank guarantee by the Beneficiary Party equivalent to the value of the required works or authorise the Beneficiary Party, under the Authority's supervision, to perform such Solutions by any contractor approved by the Authority, pursuant to the volume of the Traffic Solutions required to be performed and the time required to accomplish such works provided that the Beneficiary Party shall pay all costs of the required Traffic Solutions as determined by the Authority.

Article (10):

In case any Beneficiary Party submitted an application to the Authority to supervise the work of the consultants who shall carry out the studies or designs or supervise the implementation and performance thereof to serve the project of such Beneficiary Party and the Authority accepted to perform the supervision, then such Beneficiary Party shall pay all the costs directly to the Authority or to any third party assigned by the Authority to carry out the required works including the fees due and payable to the Authority for supervising such works.

Article (11):

1. The approved guidelines and technical criteria are attached with this Law, they are as follows:
 - a. Manual of Traffic Impact Studies of 1999 (Annex No 1 of this Law).
 - b. Manual of the average of the Generated Trips and average of the parking resulted of 1999 (Annex 2 of this Law).

2. The Chairman of the Board shall amend whenever necessary, the guidelines and technical criteria referred to in paragraph (a) and paragraph (b) of this Article.

Article (12):

1. The Authority shall prescribe the following fees:
 - a. Fees called “Traffic Model Fees” equivalent to the amounts determined in the Table No. 1 of this Law.
 - b. Fees called “Reviewing of Traffic Impact Studies Fees” equivalent to the amount determined by the Chairman of the Board.
 - c. Fees called “Supervision of Study, Design and Performance Fees” equivalent to the amount determined by the Chairman of the Board.

Article (13):

In case of violation to any of the provisions of this Law, the procedures and penalties set forth in Table (2) of this Law shall apply by a resolution from the Executive Director of the Authority. Such resolution shall also determine the rules and proceedings of implementation of such penalties.

Article (14):

The fees and penalties collected by virtue of the provisions of this Law shall be deposited in the treasury of the Authority.

Article (15):

The Chairman of the Board shall issue the regulations required for implementation of this Law.

Article (16):

Any provision of any other legislation shall be superseded to the extent of removing any contradiction with the provisions of this Law.

Article (17):

This law shall be published in the Gazette and shall become effective as from the date of publication.

(signed)

Mohammed bin Rashid Al Maktoum
Ruler of Dubai

Issued in Dubai on March 8, 2006.
Corresponding to Safar 8, 1427 Hijri.

Table (1)

Fees of Traffic Model

Serial No.	Number of trips resulting from the project during Peak Hour	Fees payable against obtaining and using the Traffic Model
1	Less than 500 trips	AED 10,000
2	From 501 – 3,000 trips	AED 20,000
3	3,001 – 5,000 trips	AED 30,000
4	5,001 – 10,000 trips	AED 50,000
5	10,0001 – 20,000 trips	AED 100,000
6	More than 20,000 trips	AED 150,000

Table (2)

Procedures and penalties for violations of the provisions of the Law No. 6 of 2006 concerning contribution of the Beneficiary Parties in the Costs of Contracts of Roads and Public Transport

Serial No.	Type of Violation	Procedures and Penalties
1	Not using the approved Traffic Model in the Study	Enforce using the approved Traffic Model and review the Study
2	Not following the related technical guides and criteria or preparation of Study by a consultant not approved or qualified by the Authority	Review the Study and resubmit it in accordance with the requirements of the Authority
3	Not paying the fees prescribed as per Article (12) of this Law	Enforce payment of the prescribed fees in addition to payment of penalty equal to 10% of the fees for each month of delay

4	Presentation of inaccurate information which leads to calculating less number of resulted trips	Payment of the prescribed fees as per the actual number of the Generated Trips and amendment of the Study and Solutions proposed in addition to payment of AED 5,000 in consideration for every 100 trips not approved provided that the penalty shall not be less than AED 5,000 and shall not exceed AED 150,000
5	Obtaining construction permission or license for all or part of the concerned project before approving the Traffic Impact Study by the Authority. Both the Beneficiary as well as the consultant who designed the project shall be deemed liable for this violation	<ol style="list-style-type: none"> 1. To suspend the construction permission or licence and obligate the Beneficiary Party to conduct the study and implement the results of such Study which have been approved by the Authority. 2. Suspend the professional license of the Consultant temporarily or permanently
6	Not paying the costs resulting from the project to the Authority	Confiscate the bank guarantee in favour of the Authority in addition to payment of penalty equivalent to 5% of the amount required for each month of delay and cease issuing any licenses or permission for projects and works of the concerned party until demolishing of the cause thereof
7	Not performing the Traffic Solutions in accordance with plans and designs approved by the Authority within the time frame prescribed for the performance	Payment of fine equivalent to 5% of the cost of the Traffic Solutions for each month of delay and implementation of such Solutions by the Authority and obligate or enforce the Beneficiary Party to pay all the costs incurred as a result of these procedures
8	Performance of the Traffic Solutions in a way that differs from the approved plans and designs	Obligate the Beneficiary Party to amend the Traffic Solutions in order to be in compliance with the approved plans and designs in addition to payment of fine equivalent to 10% of the value of such amendments

CIRCULAR\27\2015 to all Consultants and Beneficiary Parties

Additional Procedures for Conducting Traffic Impact Studies And Guidelines for Computing Beneficiary Party's Cost Share in Road and Public Transportation Contracts

Reference is made to the Law 6/2006 “Contribution of Beneficiary Parties in Road and Public Transportation Contracts”.

The Roads and Transport Authority (RTA) has formulated additional detailed procedures to be adopted by all consultants and Beneficiary Parties when conducting Traffic Impact Studies and Transportation Master Plans.

The formulated procedures are as follows:

Article 1: Guidelines for computing Beneficiary Parties' cost share in road and public transportation contracts

1. Beneficiary Parties are exempted from sharing the cost of the following:

- All surface roads outside the development (including freeways, arterials, local roads etc.). Please note that grade separated structures and signalized intersections and roundabouts are not included in this exemption.
- Metro and Tram lines outside and inside the development, unless these lines are exclusively serving the development and/or were requested by the developer and approved by the RTA.

2. Beneficiary Parties shall contribute for the following:

- Transportation facilities (bridges, underpasses, signalized intersections or public transportation facilities like Metro Stations, Tram Stations etc.) used by the Trips generated by the development, even if these facilities are located outside the development's boundary or if they do not provide direct access to the development in accordance with Article 2 and Article 3 of this document as detailed below.

3. Beneficiary Parties shall pay 100% of the cost of the following:

- Transportation facilities within his development, whether they are internal roads, bridges, underpasses, intersections.
- Direct access to and from the development.
- Metro and Tram lines outside and inside the development if these lines are exclusively serving the development and/or were requested by the developer and approved by the RTA.

² Maximum of AM, LT or PM peak hour

¹ Maximum of AM, LT or PM peak hour

Article 2: Traffic Impact Studies (TIS) conducted by the Beneficiary Party's consultant

Each Beneficiary Party shall submit a Traffic Impact Study conducted by an RTA Pre Qualified Consultant according to the following guidelines:

1. Traffic Impact Studies - Level I

This type of study shall be conducted for projects that generate between 150 peak hour vehicle trips² and 500 peak hour vehicle trips² (In accordance to Dubai Trip Generation and parking rates manual 2013). The RTA pre-qualified TIS consultant shall submit introductory letter to register the TIS with the RTA. The consultant is then required to submit a TIS report including the following components:

- A. Traffic Analysis for Access Points.
- B. Parking Demand and Supply calculations, and parking layouts of basement/ground floor and other levels.
- C. Traffic Circulation Plan for the development itself.
- D. Conceptual Access Layout.

Use of RTA Traffic Model is not required in level I Traffic Impact Studies.

The developer has the option of requesting the RTA to hire and oversee the TIS consultant on behalf of him. In that case the developer will pay the cost of conducting the TIS directly to the RTA as requested by the RTA.

Please note that this option is only valid for Level 1-TIS.

As per Law No. 6/2006, the cost contribution amount by the developer shall be computed as per the following formula:

$$CS = 5000 \times T$$

Where: **CS** is the Total amount of cost share (AED)

AED **5,000** is the cost share rate per peak hour vehicle trip

T is the trip generation at the peak hour vehicle trips² (Vehicle trips per peak hour in accordance to Dubai Trip Generation and parking rates manual 2013 without any reductions for public transport, vehicle occupancy or internal capture)

In addition to above Article 1.3 will also be applied. Signing initial and final cost sharing agreements is not applicable to level 1 studies.

² Maximum of AM, LT or PM peak hour

¹ Maximum of AM, LT or PM peak hour

2. Traffic Impact Studies - Level II

This type of study shall be conducted for projects that generate between 501 - 1,500 peak hour vehicle trips (in accordance with Dubai Trip Generation and parking rates manual 2013). The study shall be conducted according to the procedures described in the Traffic Impact Study Manual.

Use of the RTA Traffic Model is not required in level II Traffic Impact Studies.

The cost contribution amount shall be computed as per the following formula:

$$CS = 5000 \times T$$

Where: **CS** is the Total amount of cost share (AED)

AED 5,000 is the cost share rate per peak hour vehicle trip.

T is the trip generation at the peak hour² (vehicle trips per hour in accordance to Dubai Trip Generation and parking rates manual 2013 without any reductions for public transport, vehicle occupancy or internal capture).

In addition to the above, Article 1.3 will also be applied. Signing initial and final cost sharing agreements is not applicable to level 2 studies.

3. Traffic Impact Studies - Level III

This type of study shall be conducted for projects that generate more than 1500 peak hour vehicle trips² (in accordance with Dubai Trip Generation and parking rates manual 2013). The study shall be conducted according to the procedures in the Traffic Impact Study Manual.

The RTA officially approved Traffic Model shall be used in these studies.

The beneficiary party has the right to choose one of the following two methods for finalizing the cost share for his project:

- A. Paying the Final Contribution Amount in installments without signing the typical initial or final cost sharing agreement. The cost contribution amount by the developer shall be computed as per the following formula:

$$CS = 7,500,000 + ((T-1,500) \times 19,000)$$

Where: **CS** is the Total amount of cost share (AED)

AED **7,500,000** is the cost share amount for the first 1,500 peak hour vehicle trips (5,000 AED *1,500 peak hour vehicle trips).

² Maximum of AM, LT or PM peak hour

¹ Maximum of AM, LT or PM peak hour

AED 19,000 is the cost share rate per additional peak hour vehicle trip (additional to the first 1,500 peak hour vehicle trips).

T is the trip generation at the peak hour vehicle trips² (vehicle trips per peak hour in accordance with Dubai Trip Generation and parking rates manual 2013 without any reductions for public transport, vehicle occupancy or internal capture).

Example:

Total trip generation for the project: 14,500 peak hour vehicle trips in accordance with Dubai Trip Generation and parking rates manual 2013 without any reductions for public transport, vehicle occupancy or internal capture.

Cost sharing calculation:

1. (1500 vehicle trips x 5,000 AED) = 7,500,000 AED
2. (14,500 vehicle trips – 1,500 vehicle trips) = 13,000 vehicle trips
3. (13,000 vehicle trips x 19,000 AED) = 247,000,000 AED
4. Total cost sharing amount = 7,500,000 AED + 247,000,000 AED = 254,500,000 AED

In addition to the above, Article 1.3 will also be applied

- B. Defining the Area of Contribution and signing the initial and the final Cost Sharing Agreement as defined in sections d, f and g of Article 3.

4. Summary of cost sharing calculations for all Levels

TIS Level – I	TIS Level - II	TIS Level - III
trips to 500 trips 150	trips to 1,500 trips 501	More than 1,500 trips
AED per trip 5000	AED per trip 5,000	(CS = 7,500,000 + ((T-1,500) x 19,000

² Maximum of AM, LT or PM peak hour
¹ Maximum of AM, LT or PM peak hour

5. The Installment plan shall be in accordance with the following table:

Total Payment Required	Duration of Payment Plan	No. of Yearly Installment
Less than 8 million	2 Years	2
From 8 million to 200 million	6 Years	2
From 201 million to 300 million	8 Years	2
More than 300 million	10 Years	2

6. Modifications to already approved Traffic Impact Studies

If the Beneficiary Party proposes to make changes to already approved Traffic Impact Study such as changing land use or adding additional land uses, then the following terms shall apply:

- If there is an increase in the Trip Generation in any peak (AM, LT or PM), and the additional generated trips of every individual peak hour (AM, LT and PM) are less than 5% of original approved corresponding peak hours, then:
 - No additional traffic studies are needed
 - The Beneficiary Party shall pay the cost contribution for the additional trips as defined in Article 2; however option 3-B is not applicable for this case
 - The TIS level will be defined based on the new highest peak hour Trip Generation
 - Additional Trip Generation = Max. New Trip Generation (AM, LT or PM) – Max. Original Trip Generation (AM, LT or PM)
- If there is an increase in the Trip Generation of more than 5% in any peak (AM, LT or PM), and the additional generated trips of every individual peak hours (AM, LT and PM) are less than 10% of original approved corresponding peak hour, then:
 - A TIS is needed to investigate and mitigate internal roads and access points wherever needed
 - The beneficiary party shall pay the cost contribution for the additional trips as defined in Article 2; however option 3-B is not applicable in this case
 - The TIS level will be defined based on the new highest peak hour Trip Generation
 - Additional Trip Generation = Max. New Trip Generation (AM, LT or PM) – Max. Original Trip Generation (AM, LT or PM)

2 Maximum of AM, LT or PM peak hour

1 Maximum of AM, LT or PM peak hour

- If there is an increase in the Trip Generation of more than 10% in any peak (AM, LT or PM) compared to the originally approved TIS then:
 - Full revised TIS shall be submitted
 - The TIS level will be defined based on the new highest peak hour Trip Generation
 - The beneficiary party shall prepare a new cost contribution as defined in Article 2.
- The RTA will not make any refunds due to decrease in Trip Generation.

Example:

Approved trip generation for the project: AM: **1,400**; LT: 950; PM: 1,200 veh/hour

Cost Share paid (for Max Trip Generation) $1,400 \times 5,000 \text{ AED} = 7,000,000 \text{ AED}$

New Trip Generation after Land Use Changes: AM: 900; LT: 800; PM: 1,650 veh/hour

(In accordance to Dubai Trip Generation and parking rates manual 2013)

Additional Cost Share Calculation:

Additional Trip Generation = Max. New Trip generation (AM, LT or PM) – Max. Original Trip Generation (AM, LT or PM)

Additional Trip Generation = $1,650 - 1,400 = 250$ vehicle trips

Additional Cost to be paid:

- Up to 1,500 trips: $(1000 \text{ vehicle trips} \times 5000 \text{ AED}) = 5,000,000 \text{ AED}$

- $1,500 - 1,400 = 100$

- Above 1,500: $(150 \text{ vehicle trips} \times 19,000 \text{ AED}) = 2,850,000 \text{ AED}$

- $1,650 - 1,500 = 150$

- Total Additional Cost share = $5,000,000 + 2,850,000 = 3,350,000 \text{ AED}$

In case of change in land use/masterplan for projects where a Cost Share agreement has been previously signed with the RTA, the calculations in section 4 above will be applied in addition to the original agreement.

In addition to the above, Article 1.2 will also be applied

² Maximum of AM, LT or PM peak hour
¹ Maximum of AM, LT or PM peak hour

Article 3: Steps to conduct a Traffic Impact Study by Beneficiary Party's consultant:

A. Pay Traffic Impact Study Review fees

For all Traffic Impact Studies, the Beneficiary Party shall pay the required RTA review fees in accordance with the following table utilizing the peak hour of generator as the base of calculations:

Schedule of Fees for Reviewing Traffic Impact Studies

Peak Hour of Generator (Vehicle Trips)	Less than 350	350 to 1,000	1000 to 3,000	3,000 to 10,000	10,000 to 20,000	20,000 to 50,000	50,000 to 100,000	More than 100,000
Total Cost (AED)	1,600	2,600	4,600	6,500	8,100	16,600	33,300	66,500

B. Pay Traffic Model fees

For level 3 Traffic Impact Studies, the Beneficiary Party shall pay the required fees to obtain and use the model in accordance with the following table utilizing the peak hour of generator as the base of calculations:

Schedule of Fees for Traffic Model fees

Peak Hour of Generator (Vehicle Trips)	1,501 to 3,000	3,001 to 5,000	5,001 to 10,000	10,001 to 20,000	More than 20,000
Total Cost (AED)	20,000	30,000	50,000	100,000	150,000

C. Approval of the Study Area

The study area is defined as the area that should be studied by the Beneficiary Party's consultant in detail to propose future changes (to the road network and public transportation services) in order to ensure an acceptable level of service on all junctions and links within it.

- For TIS level 1 the study is limited to the access points and the traffic circulation.
- The study area for TIS level 2 shall include nearest major junctions (signals, roundabouts, interchanges) from each direction.
- The study area for TIS level 3 shall be the same as the area of contribution as defined in section d below.

D. Approval of the Area of Contribution

The area of contribution shall be established for TIS level III as follows:

² Maximum of AM, LT or PM peak hour

¹ Maximum of AM, LT or PM peak hour

- The area of contribution is defined as the area where the Beneficiary Party is liable for contribution, which shall be established as follows:
 - The RTA officially approved Traffic Model shall be used for the target years to establish the area of contribution as shown in the following table:

Trip Generation at Peak Hour	Defining the Area of Contribution
1,500 – 20,000	The Area where the Development is expected to generate more than 15% of the Total Volume
20,000 – 50,000	The Area where the Development is expected to generate more than 20% of the Total Volume
50,000 – 100,000	The Area where the Development is expected to generate more than 25% of the Total Volume
More than 100,000	The Area where the Development is expected to generate more than 40% of the Total Volume

- The area of contribution is established by an imaginary line connecting all intersections which are affected by the development with an increase of the above mentioned percentages in the traffic volumes.
- The area of contribution shall cover as minimum all RTA roads on the outer boundary of the development, whether they provide access to the development or not and whether the development contribution reaches the above mentioned percentages or not.

E. Conditional technical approval of Traffic Impact Study (TIS)

Once the RTA is satisfied with the TIS conducted for the development and the recommended mitigation measures, the RTA will issue conditional technical approval to the consultant/Beneficiary Party informing him to sign the initial cost share agreement if he decides to proceed with option b in Article 2.

F. Preparation of initial Cost Share agreement (Option B – Article 2)

Once the RTA issues the conditional technical approval, the beneficiary party consultant shall prepare the cost sharing drawings which includes:

² Maximum of AM, LT or PM peak hour
¹ Maximum of AM, LT or PM peak hour

- Land use master plan and related tables
- Area of contribution
- Mitigation measures (roads and public transport)
- Percentage of contribution
- Right-of-way plans

The consultant shall also conduct estimation of the total cost share amount based on the cost share percentages, the conceptual layout of external transportation network and the construction cost unit rate determined by the RTA.

G. Signing of a Legal Contract (initial Cost Share agreement) (Option B – Article 2)

A contract shall be signed with the Beneficiary Party committing to pay his cost share (for design and construction) within the area of contribution and accepting that the final mitigation measures and the final cost share will be determined by the RTA in the future through its consultant. It shall be noted that the final cost share which will be paid by the Beneficiary Party may exceed what had been estimated in the initial cost share agreement. The Beneficiary Party also agrees that the RTA will determine the implementation time of these projects.

The Beneficiary Party should recognize that this signed agreement does not indicate any commitment to implement the external network as suggested by the study. Beneficiary Parties should note that the final configuration of the intersections and the transportation network within the area of contribution shall be determined by the RTA consultant, who shall take into consideration information from this study and other traffic studies conducted in the area, in addition to conducting an independent and comprehensive study.

H. Approval of Traffic Impact Study

After signing the initial cost share agreement mentioned above, the RTA will approve the Traffic Impact Study. This will fulfill the requirement for Article 4 of Law 6/2006.

I. Approval of Final Design Drawings

The Beneficiary Party will now be able to submit the final design drawings to get approvals from the RTA to construct the internal transportation network as well as access points to and from the development in accordance to the RTA requirements and procedures.

² Maximum of AM, LT or PM peak hour

¹ Maximum of AM, LT or PM peak hour

Article 4: Traffic Studies conducted by the RTA consultant

1. Whenever the RTA decides to implement road or public transportation projects, it would award consultancy services to one of its consultants who will be provided with all traffic impact studies conducted within the study area to be taken into consideration.
2. The RTA consultant shall co-ordinate with all consultants who conducted traffic impact studies within the study area in order to prepare conceptual proposals, which will provide the best traffic results for the RTA and all developments within the study area.
3. The RTA consultant shall identify all non-developed lands in the study area and shall co-ordinate with the landowners to verify if they are planning for new investments within the foreseen future.
4. Landowners who are planning for new projects will be requested to appoint a consultant to conduct traffic impact study as soon as possible to avoid delaying the RTA project.
5. The RTA consultant shall make appropriate assumptions regarding the trip generation for all undeveloped lands not expected to be developed in the near future, in accordance with the Traffic Impact Study Manuals or as per the RTA officially approved Traffic Model, as advised by the RTA.
6. The RTA consultant shall develop different alternatives to ensure the best traffic solution in co-ordination with the Beneficiary Parties consultants in the study area.
7. The RTA shall select the appropriate alternative.
8. The RTA consultant will present the approved alternative to all Beneficiary Parties or their representatives, and will explain the reasons for selecting such alternative.
9. The RTA consultant shall use the traffic model for the target years to determine the cost share for each transportation facility (such as roads, bridges, underpasses, intersections or any other facilities including public transportation facilities like Metro Stations and Tram Stations etc.) while taking into consideration the established area of contribution in the agreement signed [Article 2, Section (F)] with the developers during Traffic Impact Study stage.
10. The RTA consultant shall use the RTA officially approved Traffic Model for the target years to determine the cost share for undeveloped land owners for each transportation facility.
11. Beneficiary Parties who have submitted Traffic Impact Study for their projects should pay their cost share during the construction period in accordance to the RTA procedure. However, the RTA will pay the cost share of the following beneficiary parties:

² Maximum of AM, LT or PM peak hour

¹ Maximum of AM, LT or PM peak hour

- The undeveloped land owners until they develop their projects.
 - The beneficiary parties who have paid the cost share amounts during the TIS procedures.
12. Beneficiary Parties of new projects (lands which were not developed when traffic facilities were constructed) shall submit traffic impact study to determine the amount of their cost share at the planning stage of their development.
 13. The RTA reserves the right to use other studies or engineering judgment to estimate the cost share of the Beneficiary Parties in some exceptional cases where transportation improvements are made to the intersections in the vicinity of the development which are beneficial to the development.
 14. Preparing and signing Legal Contract (supplementary Cost Share agreement) for each transportation facilities contract
 15. Whenever the RTA decides to construct a new transportation project within the contribution area of any Beneficiary party (as per the signed initial cost sharing agreement), the RTA consultant shall conduct the following:
 - Utilize the approved traffic model for the target years to determine the final cost share percentages for the beneficiary party
 - Calculate the final cost sharing amount to be paid by the beneficiary party (for design, construction and maintenance).
 - The RTA would then prepare the supplementary cost share agreement for each transportation contract including final amounts to be paid along with the payment schedule and would send it to the beneficiary party.
 - The Beneficiary Party has the right to hire a consultant to review the supplementary cost share agreement prepared by the RTA and to discuss any comments they might have with the RTA.
 - In accordance to Law No. 6 for year 2006, if there is any dispute between the RTA and the Beneficiary Party, the RTA position shall govern.
 - The Beneficiary Party shall then sign the supplementary cost share agreement.

² Maximum of AM, LT or PM peak hour

¹ Maximum of AM, LT or PM peak hour

Article 5: Responsibility for reviewing Traffic Impact Studies/Transportation Masterplans and determining the cost share of developers within the RTA

Traffic Department is the Process Owner for all aspects related to Traffic Impact Studies/Transportation Masterplans and is also responsible for determining the cost share of the developers.

The Traffic Department will be responsible for forming technical committees to review the Traffic Impact Studies and the Transportation Masterplans as needed in accordance to RTA regulations to determine cost share of the Beneficiary Parties. Representatives from all concerned departments shall constitute these committees.

It is the Traffic Department's responsibility to deal directly with all Beneficiary Parties, their representatives and their consultants.

Article 6: Pre-Qualification of Traffic Impact Studies/Transportation Master Plans Consultants

The Traffic Department is the competent department within the RTA to prequalify consultants eligible to conduct Traffic Impact Studies/Transportation Masterplans in co-ordination with other departments as necessary.

Existing consultants desiring to be prequalified are required to submit the following documents:

1. Consultant complete portfolio for all disciplines with emphasis on Traffic and Transportation Engineering.
2. Relevant recent (within 5 years) TIS and Transportation Master Planning project details.
3. CVs for all related staff (Traffic Engineers, Transportation Planner, Traffic Modelers, Highway Designers, Structural Engineers etc)
4. All educational degrees of Traffic Engineers, Transportation Planners, Traffic Modelers MUST be certified by the Ministry of Higher Education.

Only Traffic Engineers, Transportation Planners and Traffic Modelers are authorized to co-ordinate and to discuss traffic and transportation issues.

Once the RTA receives the above information a decision will be made regarding his prequalification and regarding the TIS levels for which he qualifies. Your full participation and co-operation is expected in this regard.

Matar Al Tayer
Chairman of the Board and Executive Director
Roads and Transport Authority

² Maximum of AM, LT or PM peak hour

¹ Maximum of AM, LT or PM peak hour