Continuous achievements

In implementation of the directives of HH Sheikh Mohammed Bin Rashid Al Maktoum, Vice President, Prime Minister of the UAE and Ruler of Dubai, the founder of Dubai Government Excellence Performance Program (DGEP), to enhance the government performance and provide an environment fostering constructive cooperation and the spirit of healthy competition in the government sector, RTA was keen, since inception, to uplift the performance level and enhance the ability to apply advanced administrative concepts and customize them to serve its clients and the community as a whole. It also focused on promoting the initiative & innovative spirit through motivating employees and creating a good working environment for them. RTA was therefore keen to take part in DGEP, be it through participating in all categories of the Award, the ongoing dialogue with the executives of the Award, or advocating a host of concepts to enhance the value and prosperity of the Award.

In a reaffirmation of the quote of HH Sheikh Mohammed: “The word ‘impossible’ is not in leaders’ dictionaries. No matter how big the challenge, strong faith, determination and resolve will overcome them”, RTA made every effort to work in a team spirit to achieve excellence in business.

Here it is worth mentioning that the RTA won The Best Team Work Category, which was awarded to the “Study of Integration between the Metro & Other Transit Modes.”

Efforts of these teams have been translated in achievement of a number of superb road projects in a record time and top quality, not to mention the Floating Bridge Project, which won The Best Technological or Technical Project Award.

Besides winning the above five Awards, other RTA employees were featured in the Award. Nabeel Mohammed Saleh was honoured in the category of The Distinguished Employee, and Nasser Saleh Al Asadi was voted the Creative Employee. In addition to that four employees were honored in the category of Unsung Employee. This bold show by the RTA, proves the soundness of the approach adopted by the RTA in promoting its human resources, enhancing the leadership skills of its young employees, and preparing a future generation of leading employees.

RTA is adopting the best international practices in the field of administration so it prepared an integrated system to review & update all operations, measure the operational efficiency, ensure the sustained development of these operations, and promote the ability to realize the intended results.

Winning all these Awards provides the RTA with a strong drive to continue introducing advanced administrative concepts, put more focus on customer service, and consider total quality as a daily routine of employees. It is also viewed as an incentive to proceed ahead with the drive to establish Knowledge Management in the RTA in 2008, and to review & update its Strategic Plan through relying on the existing Balanced Scorecard. The Awards will also inspire the RTA to train its HR on the latest administrative concepts through holding training courses to enhance career excellence during the period from 6/7/2006 to 17/6/2006, inaugurate Career Competency Enhancement Programs, and provide advanced business manuals such as Distinguished Employee Manual.

RTA has also prepared, discussed and implemented Excellence Methodologies through teams and committees working in tandem with the concerned bodies internally & externally, in the fields of IT, team work, administrative experiments and technological schemes. RTA made more efforts to issue reference guides detailing key job-tasks modeled on the best global practices applicable in this regard.

In conclusion, I would like to reiterate that winning all these Awards is not an end in itself, rather it is a means to leverage the administrative and technical advancement. It is a method to showcase the outstanding achievements of the RTA in various divisions of the Award and core business of the RTA. We undertake, before HH Sheikh Mohammed Bin Rashid Al Maktoum that that we will have no rest in the drive for excellence.
RTA is gearing up to start the implementation of the new phase of its biggest roads project, The Parallel Roads Project – parallel to Shaikh Zayed Road, which was divided into ten phases, of which five contracts have been awarded so far is progressing according to the approved schedule. It is expected that the construction of the first contract, which includes construction of roads in Al Barsha & Al Oouz Industrial, will be completed in February 2009. He pointed out that this phase, which will be constructed at a cost of Dh600 million, extends from Jebel Ali Racecourse up to Muscat Road, extending 13 km in both the eastern parallel road and the eastern parallel road.

The eastern and western parallel roads pass through Al Barsha residential and industrial areas and consist of three lanes in each direction. The Project includes two fly overs and 17 light signal-controlled interchanges as well as all utilities related to irrigation, sewage, lighting and traffic and directional signboards. He added that, Phase II of Parallel Roads Projects, which costs about Dh693 million, is located in Zabeel area and includes elevated roads involving 19 bridges made of precast concrete extending 4236 meters in length and 14.7 meters in width. The road extends 108 km. It includes the construction of bridges and intersections at the juncture of Parallel Roads with perpendicular Roads in a sector extending to 42 km in length.

He explained that the Project which was awarded to Sang Wang Co., one of the biggest construction companies in South Korea, includes construction of two roads of three lanes in each direction for mainstream traffic, and two lanes in each direction for localized traffic, except for intersection points, where the number of vehicles matches the expected traffic volumes. The project also includes road improvements in the Business Bay Crossing and Burj Dubai area, as well as the construction of 30 bridges, 2 underpasses and 10 km surface roads. The Project involves major improvements, construction of additional bridges at the existing bridge at the junction of Al Khail Road with Mussafat Road, ensuring smooth traffic flow to Burj Dubai & the Business Bay Crossing, in addition to road landscaping and lighting.

The Chairman of the Board and Executive Director of Roads & Transport Authority said, that in various phases of the project that have been awarded so far is progressing according to the approved schedule. It is expected that the construction of the first contract, which includes construction of roads in Al Barsha & Al Oouz Industrial, will be completed in February 2009. He pointed out that this phase, which will be constructed at a cost of Dh600 million, extends from Jebel Ali Racecourse up to Muscat Road, extending 13 km in both the eastern parallel road and the eastern parallel road.

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Rules & Regulations

Hamdan Bin Mohammed Endorses
Rules for using & licensing
recreational motorbikes & jet skis

According to the provisions of using & licensing recreational motorbikes, no one is permitted to drive or practice the business of renting recreational motorbikes, unless a prior license is obtained from RTA Licensing Agency, for using them in non-paved areas specified by the RTA. Drivers of recreational motorbikes are not allowed to drive on paved roads, residential areas, internal areas or coastal areas of the emirate. The Rule stipulated that the driver of recreational motorbikes shall be at least 16 years of age. Those below this age limit may use recreational motorbikes under the supervision of their custodians; provided that they shall have the mental & physical power to drive these bikes. They shall also be well acquainted with the rules of operating and to drive these bikes. They shall also have the mental & physical power to drive these bikes. They shall also be well acquainted with the rules of operating and to drive these bikes.

Motorbikes fulfill these conditions. The Rule dictates that the applicant shall provide comprehensive insurance coverage of the recreational motorbikes against accidents and civil liability from a licensed insurance Co. in the emirate. Recreational motorbikes licensed under this Rule shall be registered with the RTA Licensing Agency. Any recreational motorbikes licensed by any means, notify the competent authority. The concerned department in the Agency may issue temporary permits to jet skis taking part in Jet Ski races. The Rule specifies areas within which the use and renting of jet skis is permitted, along with the conditions & specifications provided for in the Rule.
The initiative is based on the implementation of the modern techniques available at present in order to limit the pollution caused by the vehicles’ emissions, improve the quality of fuel used by Public Transport buses, and implement the international standards applied against the vehicles’ emissions in Dubai.

His Excellency Mattar Al Tayer gave a speech in which he stressed the RTA’s commitment to conserve the environment and uphold public safety through striking a balance between road systems and networks on the one hand, and land and maritime public transportation on the other, in addition to making the latter a preferred mode of transportation, and using the latest technologies to limit noise pollution resulting from the various modes of transportation.

Al Tayer said that the RTA presented the UAE National Transport Authority with two draft laws that have been recently approved by the ministerial service council. The first one addressed lowering vehicle emissions, namely CO from 4.5% to 2.5%, and lowering the rate of hydrocarbons from 800 parts per million to 300 parts per million.

He added that the RTA is drastically renewing its plans for public transportation in the emirate in line with its environmentally friendly approach. He also explained that the RTA was creating a work force dedicated to replace the current fleet of taxis and buses used for public transportation with environment-friendly vehicles by using hybrids that operate on fuel and electricity, and replacing the engines of current ‘Abra’s’ with natural gas-operated engines as a first step in a comprehensive plan to make all vehicles in Dubai environment-friendly. Al Tayer also pointed out that the RTA team working on hybrids focused its efforts on accomplishing four main goals:

- Implementing available technologies to limit emissions
- Improving fuel quality used in buses and public transportation
- Implementing world class emission standards in Dubai
- Start the implementation of a comprehensive hybrid strategy in Dubai.

H.E. Mr. Al Tayer Chairman of the Board and Executive Director of RTA pointed out that the RTA and General Motors will start operational trials for one year with ten Taxi cars, five Chevrolet Tahoes, and five Chevrolet Malibus that operate on fuel and electricity. The trial period will provide ample time to judge the hybrid batteries’ capability to endure the temperature in the region, the expectation for the batteries’ lifespan, in addition to measuring fuel savings, operational costs, and the expected reduction in emissions.

He also said that General Motors have completed operational and maintenance training for more than 100 Dubai Taxi, Dubai Police and Civil Defence employees who are now qualified to operate these advanced hybrid vehicles.

Al Tayer reconfirmed the RTA’s plans to have a fleet of buses equipped with environment-friendly engines that comply with Euro 4 environmental standards, and equipped with SCR and EGR. He stated that the first batch of vehicles arrived in February 2008, hoping that this step will contribute towards reducing pollution.

On his part, Mr. Terry Johnson, President of General Motors in the Middle East said that when RTA in Dubai ordered a feasibility study for using alternative propulsion systems to be implemented, General Motors acted swiftly to offer all the necessary support. Therefore, it is only natural that we feel enormously happy to inaugurate this historical project.

Johnson added that General Motors’ energy diversity strategy aims at improving fuel efficiency by developing new engine and transmission technologies, utilizing EBS, Ethanol, and constantly exploring hybrid, electric and fuel cell technologies.

Chevrolet Malibu Hybrid is a sports, multi-purpose car that operates with a very low level of emissions and has the lowest fuel consumption of all the Malibu cars – 1 liter for every 1 km.
The sources at the National Organization of Transportation said that the decree will prohibit from December the registration of light vehicles that were manufactured over 20 years ago, which means that all vehicles that were manufactured in 1988 or before will not be granted the permission for registration regardless of their conditions.

The sources clarified that the implementation of this law will continue until the year 2010, after which the presumed age for registration of a vehicle will drop to 15 years, and any vehicle manufactured in 1995 will not be registered.

The suggestions submitted to the Ministerial Committee included the following:

• Ban the renewal of licenses of taxi vehicles that are more than 5 years old.
• Ban the import of light vehicles that are more than 5 years old.
• Ban the import of buses and heavy vehicles that are more than 7 years old.
• Historical Classic cars are excluded from this ban on condition that they pass the required tests. This will apply as of January 2009 by the United Organization of Customs and the Departments of Traffic and Licenses in the country.

A study that was prepared by RTA showed that the average number of such cars in Dubai is 541 cars to every 1000 persons, which is a very high percentage compared to other economically developed cities such as Hong Kong (57 vehicles to every 1000 persons) and Singapore (103 cars to every 1000 persons).

The study called for taking measures that will help to gradually reduce the average of private cars ownership to reach 380 vehicles to every 1000 persons by the year 2020, in order to confront the increasing average of traffic congestions, and warning that without taking such measures the situation would escalate in the Emirates and become a crisis that is difficult to solve.

Among the measures suggested by the study are:

Increase the fees of vehicle registration.

Introduce new public transportation modes that would limit the use of private vehicles, and encourage the people to use the public transportation through a joined network that includes buses, metro, tram and marine transport such as water bus and water taxi.

To be Implemented in UAE as of coming January

Banning the Issuance of licenses for vehicles over 20 years old

HE Mattar Al Tayer, Chairman of the Board and Executive Director of RTA confirmed that the Ministerial Council of Services has endorsed two decrees which the Authority submitted through the United National Organisation for Transportation concerning the permitted percentage of car gas emission and presumed age of vehicles for registration in the Emirates. Al Tayer revealed that the last decree concerns the ban of registration or renewal of licenses of light vehicles that are more than 20 years old, and reducing the period to 15 years from January 2010. The ban also includes the import of used light vehicles that are more than 5 years old as well as buses and heavy vehicles that are more than 7 years old.

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Two tests.. Passive & Active on the trial track for Dubai Metro

Under the patronage of His Highness Shaikh Mohammad Bin Rashid Al Maktoum, Vice-President and Prime Minister of the UAE the Road and Transport Authority (RTA) will officially begin testing the Dubai Metro on a testing track in September 2008, which will run for 11.4 kilometres starting from the Jebel Ali underground terminal to Ibn Batuta Metro Station. Mattar Al Tayer, Chairman of the Board and Executive Director of the Roads and Transport Authority announced the scheduled testing of Metro Dubai as he toured Dubai Metro Project, which included a workshop that showcased the final touches inside a number of Dubai Metro stations as well as that of Jebel Ali Metro Terminal. Al Tayer said that the Dubai Metro will run passing four stations from Jebel Ali underground terminal before it reaches Ibn Batuta Metro Station. This active test will continue until the red line of Dubai Metro operation is inaugurated on September 9, 2009.

During the test, Dubai Metro will undergo technical tests under both automated and manned modes of operation. The Dubai Metro will be connected to a direct 750 Volts with the train enabled to run at 90 kmph. The testing procedures will also measure sound, vibration and the degree of electromechanical alignment as well as above “This test will help us assert environment safety measures and enable us to discover problems early and resolve them before the Dubai Metro becomes operational and ready to offer the commercial service for passengers,” he said. The initial stage of the Dubai Metro trial, he said, will be conducted under the name of “Passive Test” during which a passive train carriage will be put on the trial track. The carriage undergoes tests that will include communication systems, automated operation system, electrical current, air conditioning, electronic equipment mounted on the train, indicators and lights. Test will also include the various allied systems and components of the train. Once the first test is completed, he added, the second stage will start under the name “active Test”. This test will be conducted with no passengers onboard the train and will include testing of all systems that operate while the train is running such as engines, brakes, load, electrical systems, communication systems and speed of the train.

HE Mattar Al Tayer said that this experiment is an important stage in the progress of the implementation of Dubai Metro project which follows the trial technical tests on the experimental test track which took place in the Wadawaki factory undertheMitsubishi Corporation for heavy industries in the city of Mihara of the Hiroshima province in Japan. There they checked the , where the readiness of the train was and ensured that the control systems are functioning under all conditions. Al Tayer also revealed that the Japanese screening test lasted for several months before the train carriages were shipped to Dubai so as to confirm the results of tests covering the brakes and air conditioning systems, electrical feeding systems, air supply systems. In addition, they carried out screenings of the linkage whereby the railway carriages are linked together, as well as tested the power outage and monitored the control systems on the trains. The functional testing of the train was also carried out along with door testing including the recurrent closure and opening of the doors when the train moves and the control buttons.

Al Tayer started his tour escorted by Mr. Abdul Mapled Alkhaja, CEO of the Rail Agency, Ramadan Abdullath Mohammad, Director of Automation, Abdal Al Redha Bouhassanen, Director of Planning and Design andAbdul Qadir Deriamd, Director of Maintenance as well as a number of managers and engineers from the RTA and the implementing company. They visited the workshop where samples of the interior finishes of the metro stations are displayed including the floors, walls, ceilings, sanitary fixtures and others. The interior design of the metro stations includes colour frameworks to be integrated with the climate of the UAE and is based on the four elements of the universe: the air, earth, fire and water. Twelve stations will be designed around the element of earth, Thirteen stations will follow the theme of the water element, eleven stations will adopting the framework design of the air element using a light turquoise color, while eleven stations which are dominated by oranges and golden tones will reflect the element of fire.

The ceilings of the metro stations are characterized by curved roofs that will become a hallmark of the Metro. The convex ceilings have been inspired by the UAE heritage displaying the shape of a shell which derives from pearl diving. Al Tayer praised the accomplished work and the designs of the stations representing the four elements, however he called on the air themed stations to be redesigned. He also called for the selection of the finest types of floors and ceilings so that the underground stations of Dubai Metro will be a hallmark of luxury and magnificence.
H.E. Mattar Al Tayer, Chairman of the Board & Executive Director of RTA, made a decision to establish a new Dept’ within the administrative set up of the RTA named: Safety & Streamlining & Planning Dept’, affiliated to the RTA Strategy & Corporate Governance Sector, and tasked with four key tasks. The first task is Planning & Policies. This includes the drafting of policies & legislations related to health, safety & environment. Under these responsibilities comes the preparation of plans related to health, safety & environment modelled on the best global practices, developing procedures related to health, safety & environment, and developing safety standards for the transport systems. The list of relevant assignments also includes compiling lessons learnt from accidents.

The second task is Licensing & Streamlining. Here the Dept’ is responsible for licensing transport systems and operators in the emirate according to the applicable systems, periodical inspection & audit of all transport systems & operators, judicial enforcement, bringing actions against offenders, and conducting periodical assessment of licenses issued to transport operators. The Dept’ verifies the commitment of transport modes operators with the investigations in minor & serious accidents, and ensures availability of a documented list of external bodies & consultants concerned with safety. The third task is to investigate accidents and carry out investigations of major accidents as a neutral entity in coordination with the external bodies. In this regard it receives accident reports & submits them to the Board of the RTA, identifies the underlying causes of key accidents, identifies improvement improvement potentials, publishes periodical reports to enhance safety standards to curb future accidents, and reviews & analyzes data of previous accidents based on key databases. The fourth task is Audit & Enforcement. It covers the provision of information pertaining to health, safety & environment for auditors, preparation of health, safety & environment audit programs, and preparation of training courses for health, safety & environment personnel at the Agency levels. It also covers building & updating databases of health, safety & environment, carrying out surprise / planned field visits to construction sites & projects, lending necessary support to enable RTA to obtain international accreditations & awards, and preparing upgrading health, safety & environment related risk models.

Mr. Amjar Saleem, Mr. Saleem, a holder of a Masters Degree in Air Transport Engineering from Cranfield University in the United Kingdom was hired as Director of Safety & Streamlining & Planning Dept’. He is also a Chartered Engineer, Fellow of the Royal Aeronautical Society and Fellow of the Safety & Reliability Society. He has over 20 years of international experience gained from working in the UK, The Netherlands, Austria, Hong Kong and Taiwan. He worked as the Consultant’s Safety Manager for several major Rail and Transport Operators, including Kowloon-Canton Rail Corporation, Hong Kong; Singapore Land Transport Authority and the Taiwan High Speed Rail Corporation. His former employers include Bovis Lend Lease, Parsons Brinckerhoff, British Aerospace and the European Space Agency.

H.E. Mattar Al Tayer, Chairman of the Board & Executive Director of the Roads & Transport Authority (RTA), announced that the RTA is appointing a world-class consultant specialized in construction safety as well as policies & procedures of health management and occupational safety. The consultant will set up all appropriate policies, procedures, standards and work instructions for RTA. The consultant has to implement suitable awareness activities and training courses covering aspects of health & safety for all RTA projects, to implement suitable activities on enlightenment fields, in addition to supplying it with highly qualified and competent staff and auditors to oversee and check on policy implementation at the RTA level, and inspect work sites & premises to ensure compliance with RTA policies and procedures.

Al Tayer made a tour over a road projects

H.E. Mattar Al Tayer, Chairman of the Board & Executive Director of RTA, made a tour visit over a number of road projects, covering the beautification of 2nd Zaabeel Road, the 2nd Elevated Lane of the Financial Center Road, renovation of the 1st Interchange at Shaikh Zayed Road, and Beitul – Al Hadda Junction. During the tour, Al Tayer was accompanied by Metha Bin Aal, CEO of the Traffic & Roads Agency, Nabeel Mohammed Suleiha, Director of Roads Dept’, and managers of Quality, Health, Safety & Environment as well as other Departmental Directors and section managers at the RTA. H.E. Mattar Al Tayer called on directors of contracting & consultant companies to provide all required safety tools and equipment at work sites, as well as put more effort to educate their engineers, supervisors and workers about the standards & requirements of Health & Occupational Safety. This has to be carried out in a periodical manner in the presence of RTA & consultant’s representatives.

To enhance the capability and productivity of the staff, and prompt them to be efficient in all society fields in accordance with the strategy prospective for the HR management in Dubai government, Roads & Transport Authority (RTA) unlocked its special programme under the title of HR Day, aiming at the interaction and awareness between RTA employees and Human Resources & Development Dept’ (HR&D) to disseminate establishment awareness. Kawthar Kazim, Director of HR&D Dept’ at RTA Corporate Support Services Sector, stated that: “Through staging this programme, RTA is seeking to create a platform for effective interaction between all employees, promote the awareness of HR, and open a window for discussion & dialogue in all matters related to performance and the culture of awareness. And the RTA will stage HR&D will disseminate periodical gatherings of RTA employees and HR&D Dept’ at intervals each three months on the condition that each session will discuss one of the key issues related to HR&D Dept’ in a drive aiming to realize the strategic HR vision set by Dubai Government. First session that has been set at Dubai HR Development Institute that linked RTA employees with Remunerations & Benefits Section at HR&D Dept’ during which is debated the Management & Performance system. Where Ali Mattar, Manager of Remunerations & Benefits Section presents explanations about, about annual bonuses, and periodical increments. He also discussed with participants the mechanism of grievances from the annual merit rating, and replied to all queries of employees. Kazim, revealed that RTA is expecting increase in the number of participants in HR Day, and expects to communicate with all employees well ahead of the date set through e-mail circulars to all about the feed date and issues to be discussed every session. “HR&D Dept’ will forward a

World-class consultant to define health, safety & environment systems

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Session to be held every 3 months “HR Day” to strengthening interaction and disseminate establishment awareness

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Summary of the contents of the proceeding session along with a guidance manual to participants, and carry out a survey about issues discussed in the session, with a view to the quality of work done. At the end of the session, RTA will present Certificates of Appreciation to all participants in recognition of their efforts to make successful participation" said Kawther in concluding remark.
**News**

**Flat Rate for the Bus Routes**

Roads & Transport Authority (RTA) executed the new Flat Rate system for all its bus routes in the last month of July 1st. The Public Transport Agency of RTA embarked on an advertising campaign aiming to brief the public to the new service and how they benefit from it.

Mr. Essa Abdul Rahman Al-Dossari, CEO of the Public Transport Agency stated that the RTA aims through the implementation of this system to encourage the people to use the public buses to travel to remote areas such as Hatta and Jebel Ali, in addition to the transit within the Emirate of Dubai. This would be reflecting on the reduction of the traffic congestion, lower the rate of accidents and diminish the proportion of environmental pollution.

He added that the fare of the (Dubai - Hatta) route and vice versa would be as follows:
- (Dubai – Hatta) route (AED 7.00) per trip and
- (Gold Souq - Jebel Ali) route and vice versa. Such a method will help identify ways & means adopted by drivers of Public Transport Agency in dealing with the commuters on daily basis.
- The charge of internal routes would be (AED 4.00) per trip on all routes.

He said also, that the Public Transport Agency is constantly including new and developed buses into its operating routes all over the Emirate of Dubai, as well as Emirates cities. These buses are distinctive in their technical specifications.

**Achievements completed earlier than scheduled**

3 Tunnelling Equipment working underground in Deira

After the completion of the Red Line tunnels, the TBM1 (Wogashiya) broke through at Al Gubaiba on the Green Line after covering a distance of 554 meters. The TBM1 will now continue its journey towards Burjuman (Green Line & Red Line junction point). The TBM1 started from Al Ras station at the heart of Dubai covering a long distance of 2.46 kms to Burjuman, making it one of the longest tunnel journeys in this project. The Rail Agency at RTA stated that the second TBM which is working on the Green Line is currently making rapid progress underground since around 444 tunnel lining rings have been completed out of 454 with a total distance of 678 meters between the two stations, and the TBM is expected to reach Baniyas by the time this issue is out. The TBM2 is currently working its way towards Palm Deira. Whilst the TBM4 has completed the initial drilling phase at Palm Deira and will commence its main mission towards Al Ras by the end of this month.

Abdul Majeed Al-khajah, CEO of the Rail Agency said, “The Green Line Tunnelling is more extensive compared to the Red Line, as the Red Line only has four underground stations, whereas the Green Line has eight underground stations covering a distance of eight kms. We are happy with the progress of the TBMs on the Metro Project, especially since most of the tunnelling work is completed before schedule.”
News

Opening of Arabian Ranches interchange in August

The Roads & Transport Authority (RTA) opened Al Nahda Bridge for traffic in the direction from Emirates Road towards Al Ittihad Road in June, and the second part of the Bridge in the direction from Al Ittihad Road to Emirates Road is due for completion soon.

Al Nahda Bridge, is part of Al Nahda – Beirut Road Interchange Project in which construction works started in February 2007 at a cost of Dh290 million. The Project includes the construction of the northern part of Dubai Airport Tunnel in a sector extending from Al Quds – Beirut Interchange up to Al Nahda – Beirut Interchange as a highway and transforming this interchange from a light signal-controlled intersection into a separate levels interchange through constructing a fly over at Al Nahda Road along with an underpass on Beirut Road.

The RTA stated that work is up & running in constructing the Arabian Ranches Interchange which is due to open in August, as work is now in the final stages. She described the project as one of the key projects ever carried out by the RTA. "The Project aims at providing smooth traffic flow in all directions of the interchange in separate lanes. It includes replacing the previous roundabout at the Emirates Road junction with Umm Suqeim Road and Al Qudrah Road, by a large interchange consisting of 11 Bridges and 1 underpass. It also includes widening Emirates Road to six lanes in each direction and widening Umm Suqeim Road and Al Qudrah Road in both directions. Widening Umm Suqeim Road from two to four lanes has been completed in a sector extending 2.5 km. Work is progressing in widening of Al Qudrah Road from one to two in a sector extending 1.5 km, then from two to four lanes in each direction up to the junction with the Bypass Road. Two temporary light signals to serve Auto City and Dubai Studio City are being constructed; pending completion of the bridges construction.

24 Hour Marine Transport Service in Dubai Creek

Dubai has become a romantic city that never sleeps. Its various sectors, one of which is the Marine Public Transport across Dubai Creek, operate night and day. If you wish to go on a romantic night cruise across the creek you only have to head to any of the Marine Transport stations on the creek and pay 4 dirham per trip.

The Marine Agency at Roads & Transport Authority (RTA) is launching a night service of the Waterbus starting at 12.00 am (at midnight) up to 06.00 am. The Waterbus will shuttle in round trips between Dubai Old Souk and Al Sabkha Waterbus Stations.

In addition to its contribution in reducing the traffic congestion in the city during the day, the Operation and Performance Dept. at the Marine Transport (RTA) is working on meeting the demands for Marine Public Transport at night. Mr. Mohammad Obaid Al Mulla, CEO of the Marine Agency at (RTA), that the Agency has launched the 24 hour marine service (night service) to brand Dubai as "The city that never sleeps" by providing marine transport service 24 hours a day.

Al Mulla added that the night service which starts at 12.00 am and continues through 06.00 am with departures every 30 minutes at a fare of 4 dirham per passenger per trip, is being introduced in response to the expectations of clients who need to commute between the two sides of Dubai Creek during that period, and to achieve the integration with public transport services, that was recently launched to provide 24 hour public bus service.

Oud Metha Bridge Open

The Roads & Transport Authority (RTA) opened a key part of Phase III of Ras Al Khor Interchange Project which included the opening of Oud Metha Bridge (South) for traffic inbound from the Business Bay Crossing towards the junction of Bu Khaidh – Al Khail Roads. The work is up and running with the aim to complete the project within a few months. Engineer Metha Bin Adai, CEO of the Traffic & Roads Agency, described the project which started in February 2006 at a cost of about Dh613 million, as "one of the key stages in Ras Al Khor Interchange Project, that extends from the Airport Tunnel to the first interchange at Shaikh Zayed Road. Works under phase III, which spans from the Business Bay Crossing to Al Khal Road, includes construction of a main road as an extension of Al Khal Road. It extends 5 km and consists of 5 lanes in each direction. It also includes 2 main interchanges at the junction of the Business Bay Crossing – Oud Metha Roads and an underpass of Za’abeel Road."
Traffic awareness dep’t at RTA is witnessing this summer lots of entertainment activities and programmes, whilst the Traffic Awareness staff perform their mission with love and enthusiasm in Mudhesh City, public libraries, summer camps, they distribute overland campaign awareness copies in more than 1000 sites in different places in Dubai, as they publish this overland Traveling booklet on government & private sections and authorities.

And the department put up a welcome booklet for Dubai’s guests and it’s going to be distributed in the Airport. The booklet contains all Traffic regulations and procedures in Dubai and Black points Fine schedule, also how to issue a driving license besides many awareness advices and information related to weather, communications, transportation, tourism sites, markets, malls and many different information about what the tourists needs.

Mr. Husain Al Banna, Head of traffic administration revealed that the summer programme, is not confined only to the season’s campaign addressing the passengers, but it also embraces all age categories, what makes it suitable with the all grand activities in DSS.

Mr. Husain Al Banna, head of traffic administration said: that Traffic Awareness department has published more than 10,000 copies of the second new edition 2008 of Road Traveling booklet, which has been distributed to many sites and places related to travelers, such as the licensing corporation at RTA & Dubai cars & tourism club.

He added, that a compass has been distributed along with the booklet to locate Qiblah along with a first aid kit. It also contains maps of the neighbor countries and Al Sham (region in the Middle East partially including Syria, Lebanon, Palestine, and Jordan), which is considered as a center of a tourism especially for the tourist who prefer to travel overland to visit this area, together with borders locations and the distances between the cities and the areas which exist on the highways.

The booklet explains the necessary procedures that the overland travelers need, such as locations and important places like traveling permit offices, how to deal with car jams or damages, the way to fix it and driving during different weather conditions beside the importance of having a First Aid Kit on board.
Al Sofouh Tram to service 400,000 people

The design of the project has been approved by His Highness Shaikh Mohammad Bin Rashid Al Maktoum, Vice-President, Prime Minister of the UAE and Ruler of Dubai, and he highlighted the importance of providing modern and developed public transport systems to support the growing population and to add to Dubai’s modern civilization. He added that this public transport system will serve the needs of Dubai’s residents and its visitors in terms of a comfortable and safe mode of transport for the whole society.

His excellency, Mr. Mattar Al Tayer, the Chairman of the Board and Executive Director of RTA, announced at a press conference that the Al Sofouh Tram Project comes within the general plan to provide public transport systems which includes the Metro Lines, other bus lines as well as Marine transport.

• Two Phases

The first phase of the Al Sofouh Tram project stretches across 9.5 km, consists of 13 stations, and a garage, all connected to the Dubai Metro Red Line. The tram will accommodate 3000 passengers per hour in all directions and it consists of 11 compartments, each is 44 meters long. Works in the first phase are planned to start effectively in May and will last for 34 months.

The second phase of Al Sofouh Tram stretches across 5 km and consists of 6 stations. The Construction works will last for 15 months, in order for the tram’s capacity will increase to 5200 passengers per hour in all directions.

Once the project is completed 25 trams will start operating at a total capacity of 300 passengers per tram at a speed of 25 km per hour. The tram will not have high electric lines, and will be provided with power using land cables. The tram stations will be air conditioned. Each tram will have 11 compartments, divided into golden and silver grades, including special compartments for women and children. The stations and compartments will be provided with wireless internet (WiFi).

• Part of 2020 Plan

H.E. Mattar Al Tayer, Chairman of the Board and Executive Director of the Roads & Transport Authority (RTA) in Dubai said that the project of Al Sofouh tram is part of a comprehensive plan executed by RTA in order to provide public transport systems that are modern, safe and easy to use. The plan that is expected to be fulfilled by 2020 includes Metro, Tram, Buses and Marine Transport.

Al Tayer added that Al Sofouh Tram will be connected with the hanging train (Mono Rail) of Palm Jumeirah Palm at the entrance of the island in Al Sofouh Road, and will connect with the Metro Red Line at 3 different stations on Shaikh Zayed Road. The 3 Stations will be connected by pedestrian bridges to facilitate the movement of passengers between the two transportation modes.

• A Tender

H.E. Mr. Al Tayer said that an international tender was submitted to large corporations specializing in Metro and Tram systems. The project was awarded to a consortium of companies consisting of the French Company Al Stom, the Belgian Company Bisec, British Serco, and Barsons W. Cather from the USA. The French Company Systra has been appointed as consulting firm for RTA in following up on the implementation of the project.

The Al Sofouh Tram will start operating on April 11, 2011, and will service passengers for a stretch of 14 km passing through 19 stations on a path connecting Madinat Jumeirah, Mall of Emirates in Dubai Marina and Jumeirah Beach Residence all the way through to Dubai Media City, Knowledge village, the Marina as well as the chain of hotels located on Dubai’s coastal line. At present, the projects consists of two phases while the plans are open for future expansion plans to extend to Jumeirah Road and Al Barsha Area providing transportation to 400 thousand residents and visitors working in that area at a total cost of 4 billion dirhams.

To be made operational April 2011

Part of a strategic plan for public transport until the year 2020
Details of services

H.E. Mr. Mattar Al Tayer said: “The Tram will serve important residential, commercial, tourist and cultural areas that include Al Sofouh, Jumeira, Dubai Marina, Burj Al Arab, Mall of Emirates as well as Media City, Knowledge village and Jumeira hills. The tram will operate from 18 to 20 hours per day. It is designed to operate electronically, but will also have one driver due to the short distances between the stations and the existence of intersections.”

Al Tayer added: The tariff will be low taking into consideration the use of other transportation modes.

Continuous Review of the Strategic Plan:
The Chairman of the Board and Executive Director of the Roads and Transport Authority (RTA) said that the Authority that has already signed a 15 years strategic plan lasting until 2020 reviews the plan once every 5 years in order to follow up on the construction, demographic, and economic fast developments that Dubai is witnessing.

Al Tayer revealed that the Tram project will cover 270 kms in the Emirate, and could be modified according to changes. It is expected that the tram line currently under construction (Al Sofouh tram) could be extended to Jumeira Road up until Al Itihad Square at the end of Diyafa Road, and Mina Road reaching Al Barsha Area.

Planning, Design and Implementation

Executive Director of Rail Agency, Mr. Abd Al Majeed Al-Khajah said: Al Sofouh Tram project is distinguished by its use of the latest technology in the design of its compartments, power supply and highest standards of comfort, as well as its highly qualified employees and beauty standards.

He added that the route of the Tram is mainly on ground level at Al Sofouh Road, but is elevated on a high bridge in some areas of Dubai Marina due to the construction nature of that area. The Tram has a parallel route to the Metro Red Line in some of Sheikh Zayed intersections.

Technical Details

- The Tram Fleet consists of 11 trams each with 14 compartment reaching 25 trams in the second stage.
- The length of each Tram is 44 meters.
- The speed of the Tram is 25 Km per hour.
- First system in the world to use the electronic doors at the passengers’ stations.
- The stations will be luxurious and air conditioned at the length of 44 meters for every platform.
- The main garage of the Tram will be constructed on the grounds of the Dubai Police Academy.
- Interval of Time separating each trip is 4 minutes only.
Q: In March 2008, RTA announced the establishment of the Licensing Agency. What is the purpose of establishing this Agency? A: As one of the key agencies affiliated with the RTA, the main objective of establishing the Licensing Agency is to upgrade the level of services rendered to customers & bring it on par with the best global practices. It also aims to streamline the qualification of drivers, and the inspection & registration of vehicles in a bid to boost the level of road safety in the emirate of Dubai. Such a trend is envisaged as a quality addition to the package of services provided by the RTA to its clients. The decision to establish the Agency came as a result of a detailed factual study conducted by the RTA of licensing services in Dubai, a comparative study of the prevailing global practices, and a review of the circumstances that triggered those countries to establish autonomous licensing & registration entities. After all, the decision is modeled on successful experiments in some advanced countries such as Australia.

Q: Could you describe the Agency’s vision program in the near future, and highlight future plans to be implemented? A: Through establishing the Licensing Agency, RTA is seeking to deliver quality services to the community. Besides the key objective of upgrading & widening the scope of customer services, we are currently working on increasing the number of workforce, such as customer service employees, testers, supervisors and officials. We will be also opening a new window to attract talents & experts and deploy them in a timely manner in order to enhance the overall performance and uplift the caliber of services rendered to the public.

We have to stress that the key roles and responsibilities of the Licensing Agency include endorsing & licensing driving institutes/driver training centers, qualifying & training instructors & testers of drivers & vehicles, and testing & licensing drivers & vehicles. The list of assignments also includes endorsing the terms & conditions applicable to training of drivers, organizing vehicle number plates, managing public auctions of vehicle number plates, and upgrading & updating databases of drivers & vehicles. It also includes issuing NOCs for commercial & tourist activities pertinent to transport, as well as monitoring the performance of institutes, vehicle testers and commercial activities related to the field of transport. Besides the CEO’s Office and the Quality, Health, Safety & Environment Section (QHSE), the Organization of the Agency includes five Departments, namely: Drivers Training & Qualification, Drivers Licensing Dept., Vehicles Licensing, Monitoring & Enforcement, and Transport Commercial Activities.

Q: What are your priorities over the coming period? A: The Strategic planning for the Agency is based on radical solutions, long-term objectives, and upgrading the level of services are high on the priority list for the new Agency. In fact, it is a part & parcel of its future strategy. This will be demonstrated in the introduction of swift improvements programs (such as focusing on sorting out the problem of shortening the span of test appointments to a reasonable level, and opening new centers for testing and licensing drivers & vehicles) so as to ease the pressure on the existing centers, while maximizing their potential to the full. We will be launching intensive media & campaigns to familiarize the public with all centers so that clients will spread over all operating centers.

Currently, it is noticeable that customers are condensed in certain centers while others have relatively fewer customers. This goes down to the lack of public awareness of those centers and the services they are providing. We shall also be seeking to improve the quality of services offered by the Licensing Agency such as e-services in order to relieve our customers & save their time, and alleviate the pressure on centers; a matter which will enable employees to provide prompt & excellent services to a larger number of clients without delay. Moreover, there could be more focus on analyzing statistical data to identify customer requirements and improve the level of services rendered to them.

Q: To what extent do you see the cooperation between Driving Training Institutes and Licensing Agency? A: Driving Institutes are among our strategic partners which are doing a great job in serving & promoting the safety of the community through teaching applicants driving skills. These Institutes provide good and appropriate training programs. Some of them have rich & extensive experience in this field, and others adopt advanced methodologies & documented training programs. Coordination is in hand between Licensing Agency and all its strategic partners with regard to the level of services offered, sorting out problems arising from time to time, and developing clear-cut standards for institutes. RTA officials make regular visits to these institutes and maintain direct coordination with the executives of these institutes to oversee & monitor the implementation of regulations. So, coordination between the RTA and Driving Institutes is in full swing according to the applicable rules & regulations, and well-defined tasks & duties in the agreements made between the RTA and institutes.

Q: Most driving license applicants complain from the stringent approach of testers and that many applicants fail to pass the test despite the intensive training. Is that true?

A: Driving Institutes are among our strategic partners which are doing a great job in serving & promoting the safety of the community through teaching applicants driving skills. Here I would like to elaborate that the stringent approach of systematising the entrance of applications in order to avoid the repetitive application for the same license, as well as the constant updating of the test content, adds a positive and constructive element to the test, in order to enhance the overall performance of the Agency. This will enable employees to provide prompt & efficient services to our customers & save their time, and alleviate the pressure on the centers.

Q: Are there any changes in the rules for obtaining driving licenses following the application of the Traffic Points System? A: The mechanism is the same one in place prior to the introduction of the traffic points system. There is an ongoing coordination & cooperation with Dubai Police and licensing authorities across other emirates in the UAE in this regard. We would like to stress that the Licensing Agency is offering a service to the community, as part of the pursuit to realize the vision of the RTA (safe & smooth transport for all) and provide security & safety to all road users. We are seeking to get this message through training & qualifying driving license applicants to enable them to pass the test and obtain the license.

Q: How many driving licenses are issued per day? A: Around 400 driving licenses are issued everyday to all categories (motorcycles, light & heavy vehicles, light & heavy mechanical equipment) including new, renewed and replaced licenses (in respect of those individuals covered by driving license rules in line with the ministerial directives issued in this regard).

Ahmed Bahrozyan: International standards of services in newly launched Licensing Agency

The Roads & Transport Authority (RTA), recently launched the Licensing Agency which aims at developing services and organising the licensing process for drivers and the testing and registration of vehicles which will have a positive impact on the traffic safety in the emirate of Dubai. In this interview, Mr. Ahmed Bahrozyan, CEO of the Licensing Agency discusses the agency’s goals, program and its future plans. He also talks about the liaising between the agency and the driving institutes, and he responds to the questions posed by the magazine and issues raised by those dealing with the agency, especially new applicants for driving licenses.

www.rta.ae issue (5) July / 2008
The RTA Main Customer Service Centre located near RTA’s premises in Umm Ramool, Rashidiya has started its operations. It occupies an area of 1100 square meters to provide 150 services under one roof via 32 counters which cover the services of 15 departments. The Center has a state-of-the-art design reflecting RTA’s transparency in its dealings with the public. Offices of front-office employees have been set in a large U shaped design, engulfing a wide waiting lounge for visitors fitted with deluxe seats. The building has stunning glazed fronts, with managers’ offices overlooking the Main Customer Service Hall. A number of screens have been installed to display queuing numbers of customers, as well as documentary films of the RTA and its various services. Additional services provided by this centre to ensure the comfort of the customers includes a coffee shop, automatic bill payment machines, automatic teller machines, a public phone, and special seating for those with special needs, an e-dirham machine, a library, and an i-zone service. The Center covers all services provided by the RTA such as licensing of drivers, vehicle registration, parking and road fees, Salik services, directional boards requests, numbering of houses and buildings, permanent entry and exit point applications, contracts and tender services, Dubai Metro, maintenance and right of way services, commercial ads, public transport services, Dubai Taxi services, and receipt of job applications. The RTA customers will be welcomed by a receptionist officer who will direct them in the right way. The visitors will have two options; if the customer knows the service for which he/she is applying, he/she may move directly to the touch screen to obtain a queue ticket. The screen has information related to 150 services provided by the Center, summarized in 28 icons. Touch screens are linked with the service-providing counters. Once the required service icon is pressed, a receipt is produced quoting the queuing number. However, should the customer prefer to inquire about a specific service, he/she is to report to the receptionist; who will assist in directing the customer to the body concerned with providing the required service. Afterwards, the customer is to go to the waiting lounge till the time his/her queuing number is displayed on the screen. The customer has to go to the employee concerned, who will process the application in less than three minutes (most services). A small electronic device is located to probe customers’ satisfaction with the services provided, and the speed of processing applications at the RTA. The Supervisor of the Hall will guide and follow-up applications to ensure that employees are processing them on time and at a top-quality standard. He will also attend to the place to provide all possible convenience to customers. A special counter is designated for ladies, usually providing most services required by ladies. The Business Center could also follow-up processing applications of some customers against specified fees. As to special need customers, the receptionist will attend and assist them till their applications are processed. A hot line service is also in place to provide a direct telephone link with the Call Center (8009090) to receive all inquiries and feedback from customers.
9/9/2009
A Golden Date
for UAE’s residents

The pace of work and progress is speeding up and the RTA and its partners are working day and night. All the necessary preparations are underway to ensure the launch of the Red Line on September 9, 2009 which will set off from its main station in Al Rashidiya, passing through Shaikh Zayed Road until it reaches Jebel Ali and the New Dubai surrounding areas, then back again on the same route. The Metro project with its two lines, the Red and the Green is set to take Dubai into the third millennium and change the way of life for Dubai’s residents.
Dubai Metro project is a very large investment project valued at AED 25 billion including its expansion plans. This project represents an architectural and technical challenge being a modern icon which will cover the entire city and penetrate its neighborhoods and suburbs. Undoubtedly, this project marks Dubai's fast paced journey towards the needs of the 21st century. At one of the largest locations for casting viaduct segments in the world which is located in Jelbi Ali, the company executing the Dubai Metro project completed the production of 96% of the pre-cast viaduct segments which will be used in the construction of the elevated bridges of Metro Dubai Red Line. Mr. Adnan Al Hammadi, Director of Rail Construction Department at Rail Agency said: the company has completed, till date, 11,000 pre-cast segments out of 12,300 for the Red Line, and 70% of the viaduct spans of the elevated bridges have been erected. Mr. Adnan Al Hammadi added: The casting yard produces around 40 segments per day using roughly around 860 m3 of concrete per day and 160 ton of steel per day. More than 350,000 m3 of concrete, 75,000 tons of reinforcement steel and 13,500 tons of post tensioning high strength steel stands and 500 tons of epoxy glue will be required. Around 63 models are used and within these types a total of 33 different designs are required depending on the designs of the project, which will require 16,000 segments for the spans of the elevated bridges of both the Red and Green Lines. The ready concrete segments are transported by 33 heavy haulage trucks to the locations of the elevated bridges, where 8 tower cranes and 11 gantry cranes are used to install the spans according to the required engineering methods.

The Red Line route
The Red line is considered to be the main line for the Dubai Metro stretching across the biggest geographical area since it covers the area spanning from Al Rashidiya opposite Dubai International Airport, to Al Rigga then Al Elfahd Square, crossing Dubai Creek underground to reach Burjuman Centre and then via Al Karama and Al Jafiya to Dubai World Trade Centre. It continues its upper route along Shaikh Zayed Road to its final station in the Free Zone at Jelbi Ali.

The total length of the line is 52 km and most of it is suspended over ground except for the tunnel line between Port Saeed (Daira City Centre) and Burjuman Centre. There are 24 suspended stations along the route of the line, one station on ground level, and four underground stations.

Main Stations
Station No. 4
Station No. 4 located at Al Elfahd Square, is considered the main underground station for Dubai Metro lines and is the 1st station where the two lines (the Red and the Green) meet. The total length of the station is 225m, its width is 4.8m, and the depth of the trains' route level reaches 18m underground. Its capacity is 35000 passengers per hour and includes two entries equipped with elevators and escalators.

Station No. 5
Al Jafiea station, which is located next to Burjuman, the two lines (the Red and the Green) converge. Its total length is 100m and its width is 12.2m, while the depth of the trains' route level reaches 20m underground. Its capacity is approximately 15000 passengers per hour. It is considered to be the second station where the two lines (the Red and the Green) meet, and has four entries equipped with elevators and escalators at the main entrances.

Station No. 3
The total length of this station which is located at Porsaeed along the route of the Red Line is 121m, its width is 24m, and the train route is located at a depth of 20 meters underground. Its capacity is approximately 2600 passengers per hour.

Al Rigga Station
The total length of Al Rigga Station on the Red Line is 121m, its width is 24m, and the depth of the trains' route level reaches 18m underground. Its capacity is 13000 passengers per hour.

Station No. 6
This station is built above ground on the middle island of Sheikh Khalifa Bin Zayed Road in Al Karama area with overhead pedestrian crossings to facilitate the arrival and departure of passengers to and from the station. It is one of nine above ground stations that will be built in the middle of the street, with unique designs and arched ceilings that create a wonderful architectural landmark. It is preceded by Station No. 5.

Burj Dubai Station
The real estate company Emaar, the owner of Burj Dubai and the surrounding architectural projects – among which is Dubai Mall, is financing the design and construction of Burj Dubai Station on the Red Line of Dubai Metro at an estimated cost of 105 million Dirhams. Emaar will construct a passageway linking Burj Dubai and the metro station, to facilitate the arrival of passengers to and from the station.

The Two Stations of Dubai Airport
The Department of Civil Aviation initiated the construction of two stations in front of Dubai International Airport Buildings 1 and 3, and is financing the implementation of the bridge linking them within the Red Line.
Shaikh Rashid Bin Saeed Crossing in international press

Architectural work of art in an acoustic tone wave

‘Popular mechanics’ global magazine, stated that the Shaikh Rashid Bin Saeed Crossing at the Dubai Creek, which the RTA undertook to set up is going to be more solid, rigid and attractive in its appearance and design than the Saint Anthony falls bridge in Minnesota province, which we believed would withstand the engineering & architectural development for the next generation.

The magazine quoted HE Mattar Al Tayer, Chairman of the Board & Executive Director of RTA saying that: ‘RTA wants that Sixth Crossing bridge to be the landmark & unique icon of Dubai worldwide.

The design of the Shaikh Rashid Bin Saeed Crossing bridge is the most stunning architectural work of art amongst the many designes submitted by world-class companies which were invited to submit their designs of the bridge.

HE Mattar Al Tayer added that the bridge represents the civil & architectural gift for us we are offering the Emirates. Its structure reflects the shape of a sound wave forming a musical note which is compatible with the Dubai Opera House within the vicinity of the bridge.

The bridge will be suspended on an arc with a stunning shape visible from multiple angles which could be viewed like a light wave to harmonize with Opera as through it we can see the crescent and the sands symbolizing Arabian Desert environment.

HE Mattar Al Tayer, Chairman of the Board & Executive Director of RTA stated on the day the project was announced, that the implementation of the project will take 4 years carried out by American firm FXF which presented the best design and won the contract according to aesthetic standards and design harmony with the local environment.

It measures 1600 meters in length, 64 meters in width, 15 meters height, 667 the length of Its arch with height of 205 meters and it comprises of 12 new lanes for the cars above the Creek, in addition to the Green Line of Dubai Metro providing a smooth movement for the cars on all Interchanges.
Record Numbers

The announcement of the 6th Crossing of Dubai Creek raised a lot of questions concerning the engineering, specifications and challenges that face the construction of international bridges... Those questions are answered by the assessment of the technical features of four of the major bridges in the world.

The bridge of Hangzhou, the longest sea-crossing bridge in the world which extends to 36 km will start operating next August prior to the opening of the Olympic Games in Beijing. The bridge, which cost 11.8 Yuan ($ 1.7bn) to construct, stretches between both banks of Hangzhou Bay, connecting the major cities of Shanghai and Ningbo in Yangsau Province east of China, and has 6 lanes.

The operation of the bridge will lead to reducing the distance between Shanghai and Ningbo from 400 km to 80 km, thus reducing the duration of the trip from four hours to approximately one hour.

It is worth mentioning that China has built 150000 bridges in 15 years, an average of 10000 bridges per year. The lengths of those bridges exceed 8300 km, including land, rail and intersection flyovers in the big cities, in addition to 156 km of bridges built on freezing land for the Shanghai-Tibet rail line.

Millau Bridge in France is the longest bridge in the world that stretches between two mountain chains. It was built with 4 lanes of steel structure stretching for 2460 km. It is a suspended bridge with an altitude of 270 m. The bridge stretches nearly across the whole of France, from Paris to Millau, and passes over the Tarn Valley that is surrounded by mountains. It is considered one of 75 high ways that connect Paris to the Mediterranean Sea.

The Bridge which took three years to construct, was supported with 4 concrete piers of 242 meters height each, which makes it higher than the famous Eifel Tower in Paris. The Company Eifel itself constructed this bridge and guaranteed its protection for 120 years. 205 thousand tons of concrete were used to build the piers and the supporting columns of the bridge, 26 thousand tons of concrete were used to build the deck of the bridge, these quantities are sufficient to build 5 towers similar to the Eifel Tower.

The engineering miracle is embodied in the Akashi Kaiko Bridge in Japan that is constructed to withstand earthquakes, and that survived an earthquake measuring 7.2 degrees on the Richter Scale, that hit only 4 km away from destroying the nearby city of Kobe, killing more than 5000 people and destroying 100000 buildings.

The amazing fact is that the bridge was not affected at all with the earthquake. The only damage that was encountered was the moving of one of the side towers, thus adding 80 cm to its length of 2,190 km. The distance between the central towers is 2,11 km. The bridge fulfilled the Akashi Kaiko Bridge in Japan that is constructed to withstand earthquakes, and that survived an earthquake measuring 7.2 degrees on the Richter Scale, that hit only 4 km away from destroying the nearby city of Kobe, killing more than 5000 people and destroying 100000 buildings.

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but the implementation did not start until 1998, one hundred years later. This was due to the geological nature of the strait bed and the water flow under the bridge that reaches at some areas 200 ft in depth. The soft sand that lies beneath the rocky sea bed stretches very deep, which forced the engineers to work on enforcing the sand beneath the foundations of the bridge by placing steel bars and gigantic metal pipes to ensure the sturdiness and firmness needed to the bed of the strait to hold the bridge taking into consideration the earthquakes that had hit the area more than once.

To ensure more sturdiness and firmness the engineers provided the four major pillars with dampers in order to absorb the earthquakes. The bridge can withstand the strong winds that reach 250 km per hour, and earthquakes that reach 7.5 degrees on Richter Scale, in addition to sustaining the impact of the huge tankers sailing at 18 kt per hour.

the dream of the Japanese people to connect the islands of Shikoku and Honshu, which are considered among the most populated cities in Japan.

The length and width of Rion-Antirion Bridge of Greece is 7288 ft in length, including 1827 ft above sea level, and 275 ft in width. The construction of the bridge lasted for seven years, at the total cost of 800 million Euros which exceeds a billion dollar. The engineers describe this bridge as one of the most important bridges in the world since it crosses the sea and connects the north and south of Greece.

The bridge contributed in changing the mode of transportation between the mainland and Corinth peninsula, where people have been used to cross by the ferries or boats. The trip by the ferry used to last for 45 minutes. At present the trip by car does not last more than 5 minutes across the bridge. The Greeks started thinking of building the bridge in 1880, but the implementation did not start until 1998, one hundred years later. This was due to the geological nature of the strait bed and the water flow under the bridge that reaches at some areas 200 ft in depth. The soft sand that lies beneath the rocky sea bed stretches very deep, which forced the engineers to work on enforcing the sand beneath the foundations of the bridge by placing steel bars and gigantic metal pipes to ensure the sturdiness and firmness needed to the bed of the strait to hold the bridge taking into consideration the earthquakes that had hit the area more than once.

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Record Numbers

Rion – Antirion Bridge, the Greeks thought about it in 1880 and built it in 1998 above soft sand and 200 ft deep waters.

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introducing an award for innovations in reducing traffic.

RTA presents the Dubai Award for Sustainable Transport (DAST)

Dubai is one of the fastest growing cities in the world. But with growth come challenges like reducing traffic congestion, reducing environmental pollution and improving transport safety. At RTA, we believe that companies and organisations in Dubai can play an important role in helping the city meet these challenges. The aim of the Dubai Award for Sustainable Transport is to encourage organisations and companies to play an active role in implementing the most innovative and effective initiatives in the field of sustainable transport.

Apply for DAST today. For further information about the award, categories, and evaluation criteria, please visit www.rta.ae, call 04-290-7222 or fax 04-290-7444.
From The Creek To The Business Bay & Waterfront
And from Abra to Water Bus

The Creek which has provided Dubai with a
natural port over the past thousands
of years, is now making its way towards
new areas which are witnessing an
incredible rise in construction and real
estate never seen before, to start a new
phase of tremendous expansion. The Dubai Creek is a water inlet
resembling a river which divides in its
two main parts, Deira and Bur Dubai, and
its 15 Km in its original length. It has
served as a natural harbour for ships and
was famous historically for its wooden
ships crossing the water to transport
passengers from side to side. This mode
of transport is known as “Abra”.

The creek has represented Dubai’s lifetime,
providing a safe haven for commercial ships
and fishing vessels. It has helped in promoting
the fame of the city and its markets, as it
has attracted merchants and businessmen
from all over the region; starting from India
and Iran to the African East Coast from the
beginning of the last century.

Dubai has benefited from its geographical
location and natural port which has provided
a free commercial environment for traders,
craftsmen and divers to work during the rule
of Shaikh Maktoum Bin Hashr (1894-1906).
Traditional ships increasingly used this natural
port, and it started continuously receiving
ships from 1902, and was thus considered
the main commercial centre along the Arabian
coast of the gulf. Therefore, the creek became
the pulsing heart of the city, where the ships
come to dock and unload their cargo, which
were transported by small boats to both sides
of the creek and from there directly to the
nearby stores and warehouses.

Because of the limited number of docks,
traditional wooden boats were forced to moor
up in threes side by side in the creek. Shaikh
Rashid Bin Saeed Al Maktoum believed that
limited docks and water depth prevented the
creek from being the destination for ships
and merchants. Shaikh Rashid appointed
a group of consultants to study the creek
and draw plans for opening it permanently
for larger ships and removing the clay to
increase the depth of the passages.

By 1955, work was in full swing, and the noise
of the mechanical excavators and heavy
machinery and cranes awakened the quiet
city. Shaikh Rashid used to visit work sites
several times a day to follow up
the progress of implementation of the project.
It was not long for the Government of Dubai
started to reap the fruits of this project, even
before its completion since Shaikh Rashid
ordered the use of the debris from drilling mud
and rocks to fill up the low side of the Creek,
especially the clay strip in front of Deira, and
then sold the landfill and used the income to
further finance the creek expansion.

By the end of 1960, the company (Halcrow)
completed the project, and the creek was
able to receive ships with a keel depth of
eight feet. Dubai’s dream was achieved by
the creek expansion and the development
of the port infrastructure, and thus Dubai
emerged as a commercial destination along
the Arabian coast of the gulf.

Today, extensions of the Creek are being
carried out from the end facing Al Jadaf area
after Al Khaleej passageway, to the Business
Bay area and crossing Shaikh Zayed Road
near Al Safa Park, to reach Al Wasl Road and
The start

Water Taxis: Soon at your request

For an easier and more luxurious service in Dubai, the RTA is preparing to launch the Water Taxi service. Just make a call to the telephone service number and the Water Taxi will come to the station nearest you, to transport you at a speed of 30 knots/hour across the creek, channels and maritime routes, to the location of your choice. The service launch date and fare, as well as the telephone numbers and number of Water Taxis and their pontoons will be announced soon. The Water Bus and Water Taxi use the same stations and pontoons of the Abra.

Therefore, the future holds more creative ideas and projects, which will increase the demand for marine transportation for commercial, tourist and public uses. The Authority has formulated a strategic plan to develop the marine transportation systems in the Emirate at a cost exceeding a billion dirhams. The plan includes the operation of the creek lines according to successive stages, and the development of the coastline along the shores of Jumeirah, which serves tourists in the Emirate.

Motorized and manual rowing Abras

The history of the Creek in Dubai is related to the Abras and their continuous crossings between its banks. It is the cheapest means of public transportation in the city and also one of the most beautiful tourist features. Whether you are living in the city or just a tourist, you cannot but take the adventure of trying it, especially when the weather is pleasant.

The Abra carries a maximum of 20 passengers, and normally leaves as soon as it has a full load. As for the fare, it is 1.00 DHS per passenger for each trip, collected by the operator and no tickets are issued. After starting the night service through Route no.2, it is now possible to move from one side of the creek to the other 24 hours a day.

Try The Air-conditioned Water Bus

In August 2007, we launched the first Water Bus to mark a beginning of a new means of marine transportation. It is integrated with the other public transports, such as buses and taxis, and with Dubai Metro in the future. Its aim is to reduce traffic congestion in the city of Dubai in particular and in the neighboring Emirates in general.

The Water Bus capacity is 36 passengers and consists of a panoramic movable ceiling. It is distinguished by its comfortable luxurious seats and roomy areas. Moreover, it is equipped with sophisticated devices such as LCD screens and several features and specifications to provide you with the experience of a first-class transportation means. Its five routes give you an extraordinary opportunity to move closer to the historical part of Dubai, but through a sailing experience that is more technically advanced.

The bus is operated by 2 diesel engines of 200 horsepower. It has central air-conditioning that has been manufactured according to the highest international standards of security and safety, and based on the standards of the international Lloyd’s company for categorization, which have checked and supervised all its manufacturing stages. A specialized Singaporean company, which operates similar services in a number of countries around the world, takes the responsibility of operating and maintaining the Water Bus.

The Water Bus Routes start from Al Seaf station and ends on AlShandagha station in cultural village and then goes back through the same route at an interval of 1 hour between each trip. The duration of every trip is 45 minutes from side to side of the Creek. The fare for this touristic journey is 25 Dirhams per passenger, and it runs from 8am until 10 pm seven days a week.

Marine Transportation … your first choice for 2020

Dubai’s coast on the Arabian Gulf stretches along 70 km, however the island’s projects, waterfronts, marine canals and marina along with the creek expansion will increase the length of the marine coasts to 360 km. Although Dubai’s population is currently 1.4 million, the RTA established its strategic plan with the forecast that the population will reach 3.5 million in 2020. According to RTA studies, 62 million passengers will use Marine Transportation every year when the plans are completed on the set date. This project costs AED 5.1 million.

Park Your Car and Use the Water Bus

Now you can leave your car parked outside your house and get on one of the public transport buses heading to Al Shandagha Station, where you can get on one of the tourist trips of the water bus that operates continuously through the creek from 8:00 a.m. until 12 midnight between Al Shandagha Station in the Cultural village and Al Seaf Station at Dubai’s commercial center. or get on the water bus public transport service. According to Mohammed Obaid Al Mulla, the Executive Director of Marine Transport Agency at the RTA, the water bus in both its categories: tourist and marine transport were established to promote the means of public transportation, reduce congestion and reach a harmony in movement and transportation within Dubai. Thus, achieving the slogan of the Authority “Safe and Easy Transport for All.”
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