INVOLVEMENT BY DR KHALED ABBAS

IN

TRANSPORT & TRAFFIC PROJECTS

CONDUCTED

BY/FOR

ROADS AND TRANSPORT AUTHORITY (RTA) – DUBAI - UAE

(2008-2011)

Effect of Transport on Dubai Economy (2008-2009)

Internally Conducted

The main objective of this report is to understand and quantify the contribution of transport to the economic development of Dubai. The study presents a literature review on the role and impact of transport on economic development. It identifies positive and negative transport impacts and concepts of the role of transport in development. The study acknowledges the concept of sustainable development and presents a definition of sustainable transport system and identifies a number of generic proxy indicators for the transport sector and the economy. Data and statistics on proxy indicators for the transport sector and the economy are compiled. The study presents a conceptualisation of the effect of transport system on Dubai economy. It conducts an analysis to demonstrate the contribution of the transport sector to the Gross Domestic Product in Dubai, formation of fixed capital, and employment. Finally the study presents a set of findings and conclusions

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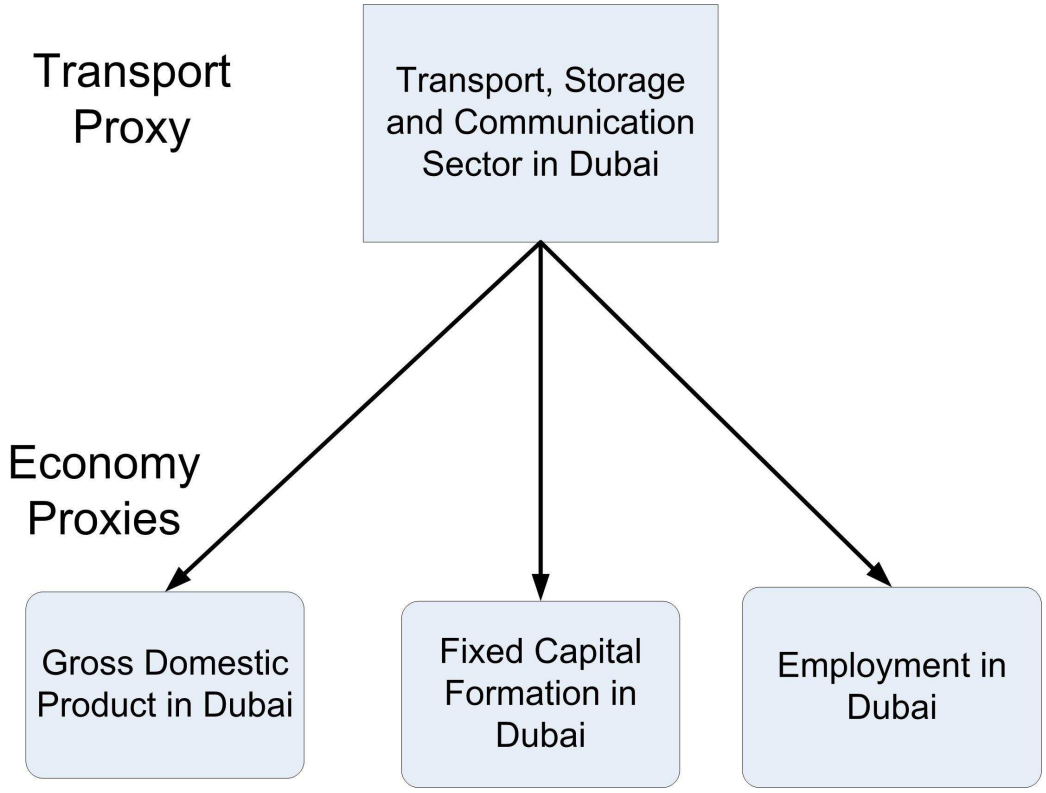


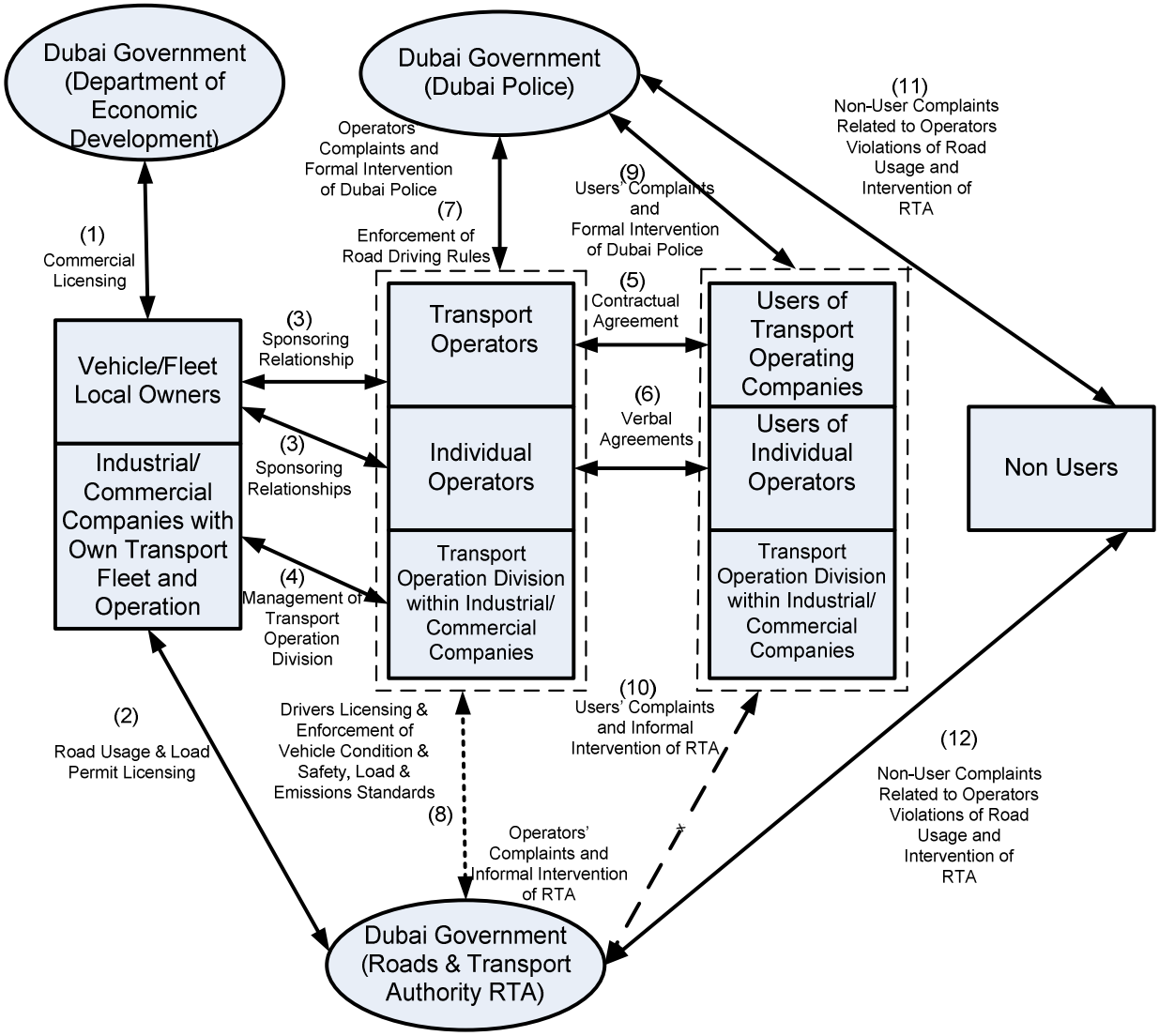
Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning-Prepared the Study)

Pickup Transport In Dubai (0.30 M.) (2009)

Internally Conducted

Public transport in Dubai is concerned with passenger and freight movements. In this context, a number of vehicles are permitted for licensing under the union traffic law. One of these vehicles is known among the general public as "Pickup". Several entities were identified as constituting the pickup transport system in Dubai. The interactions among all of these entities can either create favourable conditions or can substantially limit the efficiency and effectiveness of the Pickup transport system. A conceptualization of existing interactions was displayed. The current structure demonstrates clearly that there is a strong limitation in the Pickup transport industry in Dubai namely the non existence of a Transport regulator to set safety, environmental and operational standards for the pickup transport industry, and to monitor, inspect and enforce such standards. To overcome the limitations of the current structure governing the pickup transport industry in Dubai, a number of short, medium and long term recommendations were suggested in the report.



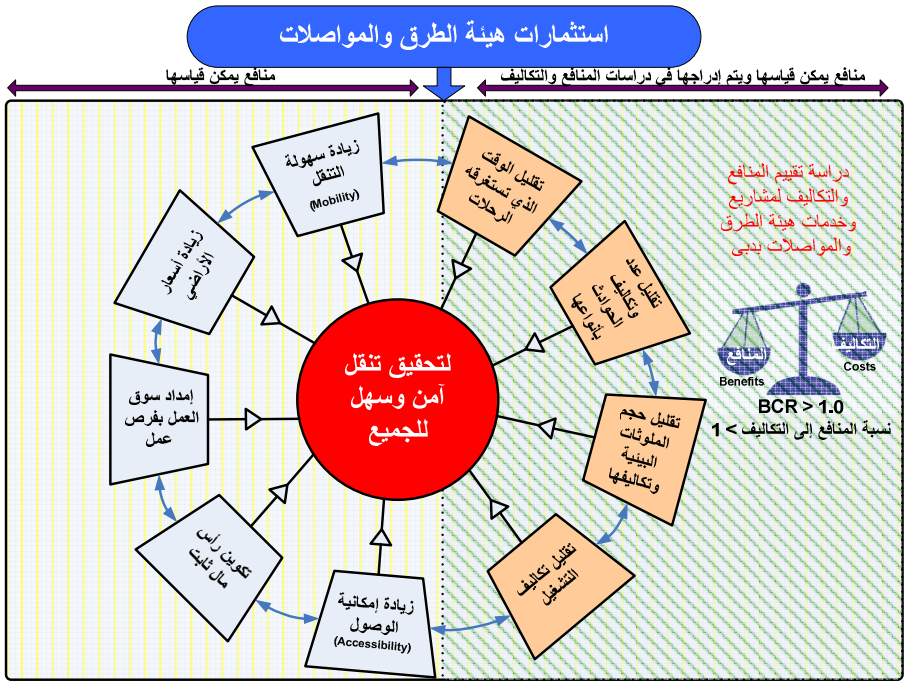
Key RTA Personnel

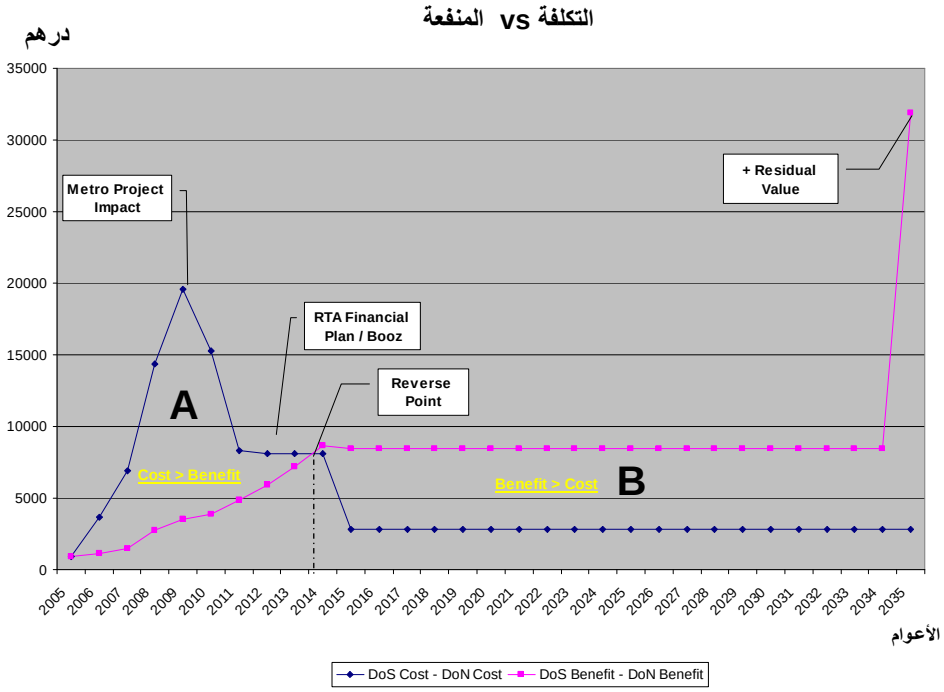
- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning – Prepared the Study)

Cost Benefit Analysis of Roads and Transport Projects in Dubai (2.0 M.) ((2009-2010)

Internally Conducted

This study was concerned with the estimation of all costs as well as all benefits for the RTA investments in transport infrastructure and services in Dubai. Costs estimation includes all capital and operational and maintenance costs. On the other hand benefits estimated include savings in travel time costs, vehicle operational costs, accidents costs by severity and environmental pollution costs. The study was able to demonstrate the expected viability of the huge investments in the capital infrastructure of the Dubai metro project over the future expected years.





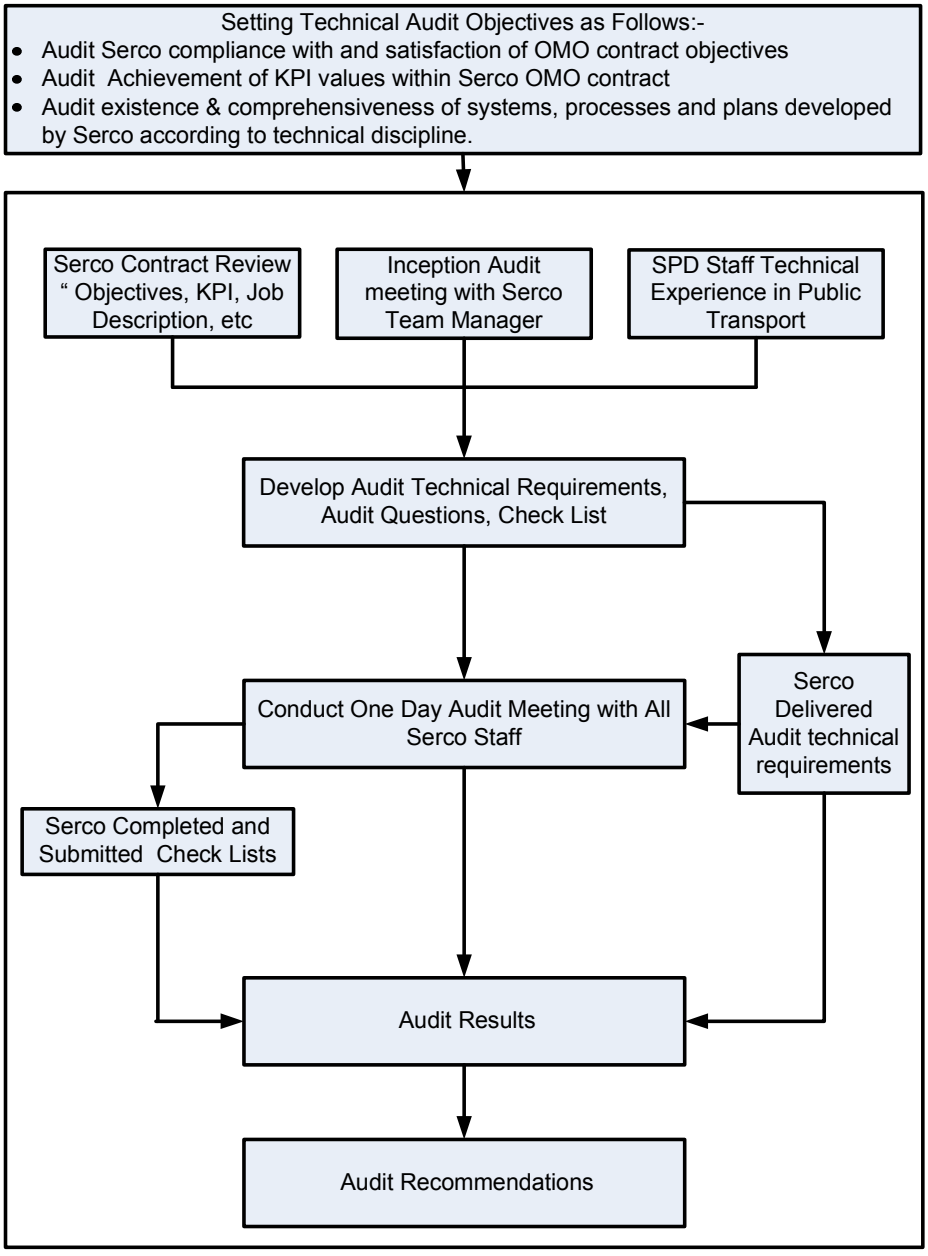
Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning- Study Technical Leader)
- Hamed Omar (Data Analysis)
- Majed Kadoura (Transport Modelling)

Audit of Serco Team Performance in Accordance with Bus Operations Management Office (OMO) (1.0 M.) (2009-2010)

Internally Conducted

This study was concerned with conducting a technical audit of Serco team performance in accordance with Bus Operations Management Office (OMO) between RTA/PTA and Serco. The audit included identifying the audit objectives, agreeing on the appropriate audit process, conducting the audit including data and document collection and inspecting, conducting interviews with SERCO staff, identifying strengths and limitations by area of technical support including planning, operation, maintenance etc.



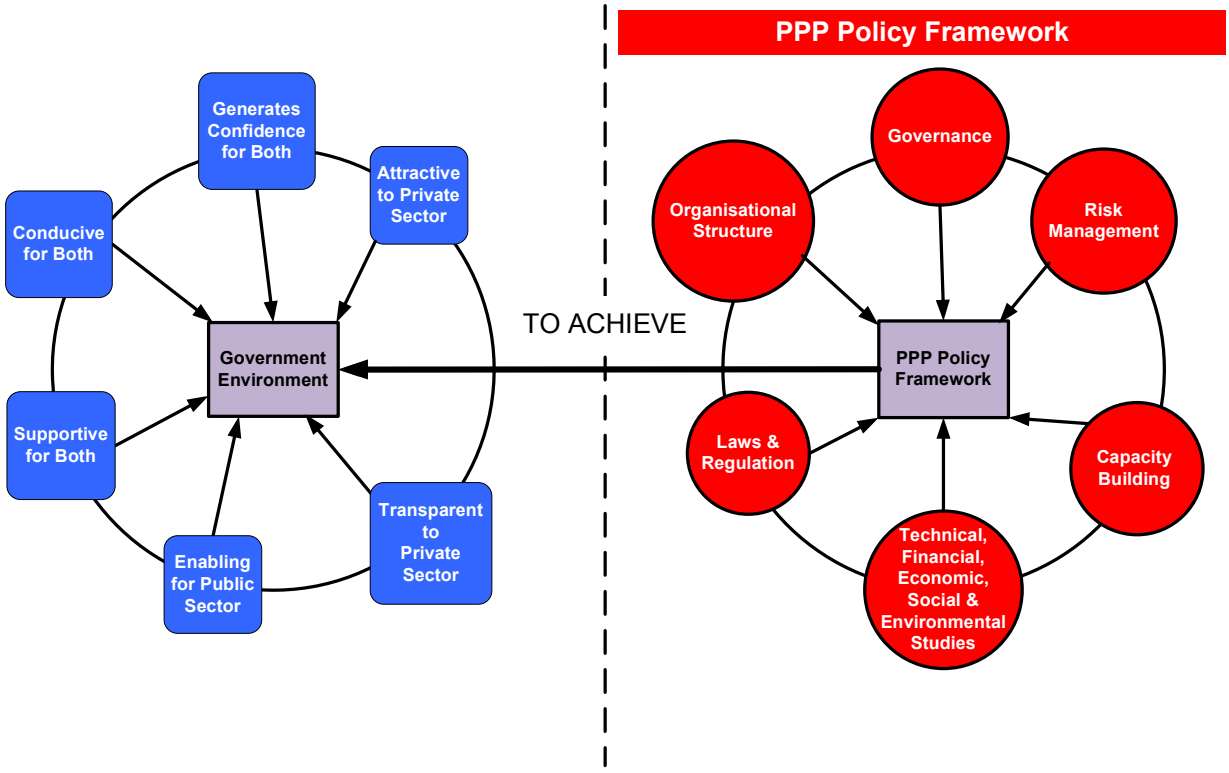
Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning- Study Technical Leader)
- Leow Onn Wah
- Mounir Majdoub

RTA Policy on Public Private Partnerships for Transport Infrastructure & Services (English & Arabic Versions) (0.5 M.) (2010)

Internally Conducted

This 15 page document was concerned with the development and preparation of an RTA policy on Public Private Partnership for Transport infrastructure and services. Such policy document included answers to the classical questions of Why we need PPP, the definition of PPP, the advantages of PPP and who is involved in a PPP. The policy document also included PPP characteristics and basic principles, the main PPP modalities and finally the PPP policy framework and implementation process.



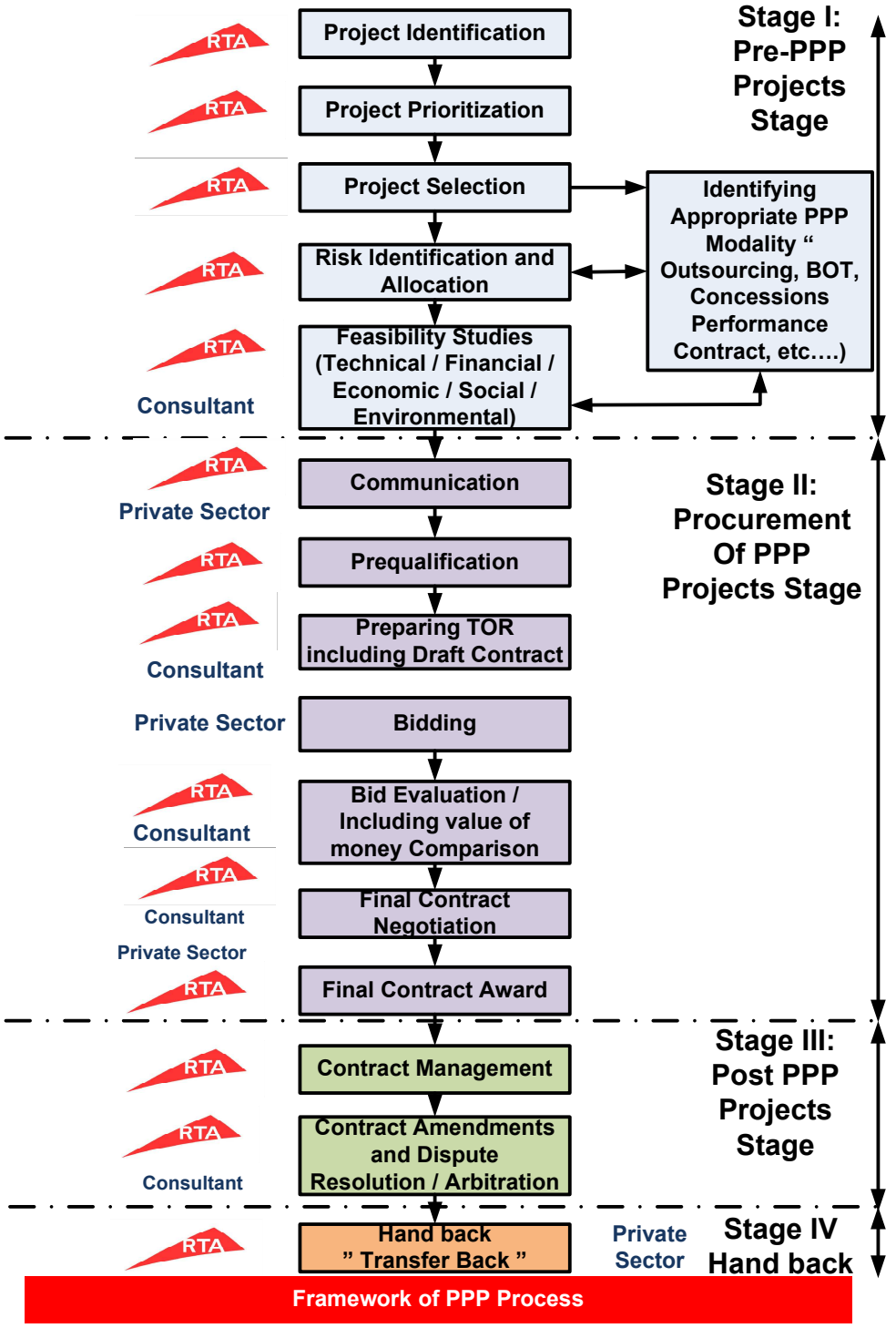
Key RTA Personnel

- Dr. Khaled Abbas (Chief Transport Planner and Economist - Senior PPP Advisor – Prepared the Documents)

RTA Procedures Manual on Public Private Partnerships for Transport Infrastructure (English) (1.5 M.) (2010)

Internally Conducted

This 130 page document was concerned with the development and preparation of an RTA procedures manual on Public Private Partnership for Transport infrastructure. Such manual included detailed description of the implementation process for the PPP policy framework and the PPP implementation process



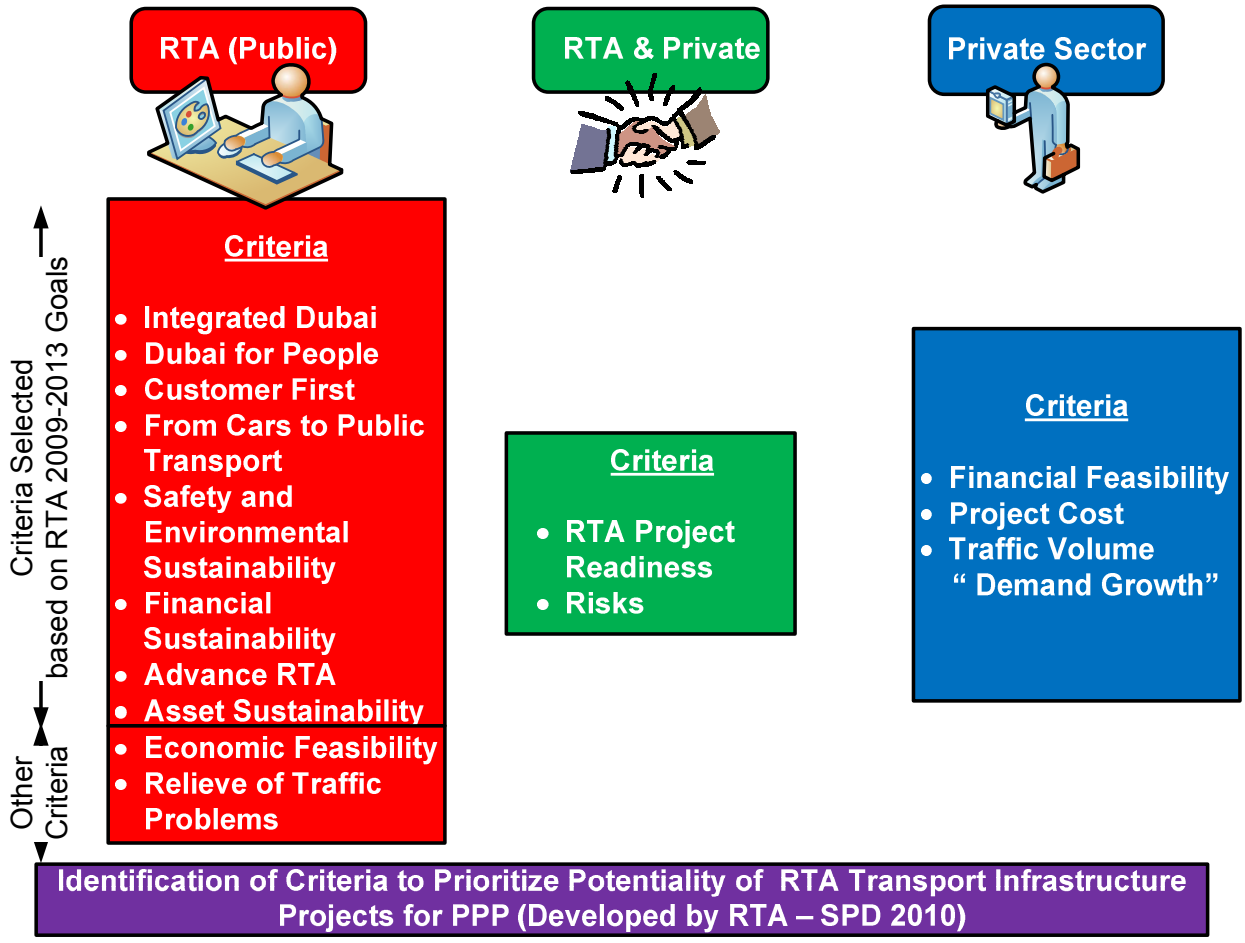
Key RTA Personnel

- Dr. Khaled Abbas (Chief Transport Planner and Economist - Senior PPP Advisor – Prepared the Documents)

Public Private Partnership (PPP) Projects Prioritisation Process (0.1 M) (2010)

Internally Conducted

The main objective of this study was to develop a PPP project prioritisation process. This involved determining sources of project identification. It also involved identifying a set of criteria and sub criteria that can best represent the attractiveness and readiness to go for PP both from the public and private perspectives. Each of these criteria and sub-criteria was given a weight after discussion with several RTA experts. The list of sub-sector projects is then subjected to a multi criteria analysis. An initial prioritized list of PPP projects can be produced. It may be useful to divide the list into three categories; high, medium and lower priority according to the criteria applied. Naturally, projects with good PPP attributes such as manageable and transferable risks, probably financially viable and 'most ready' would be the highest priority.



Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning- Senior PPP Advisor)
- Dr. AbdelMalek Abou Sheikh
- Masood Hayath

Draft for a Public Private Partnership (PPP) Law for Dubai (1 M) (2010)

Internally Conducted

A draft for the first Dubai level PPP law was prepared. This took into consideration the developed RTA PPP Policy and Procedures documents. It also relied on the United Nations Commission on International Trade Law (UNCITRAL-2004). Further improvements and modifications were also conducted taking into consideration comments received by a number of RTA experts.

Key RTA Personnel

- Nadia Mazim

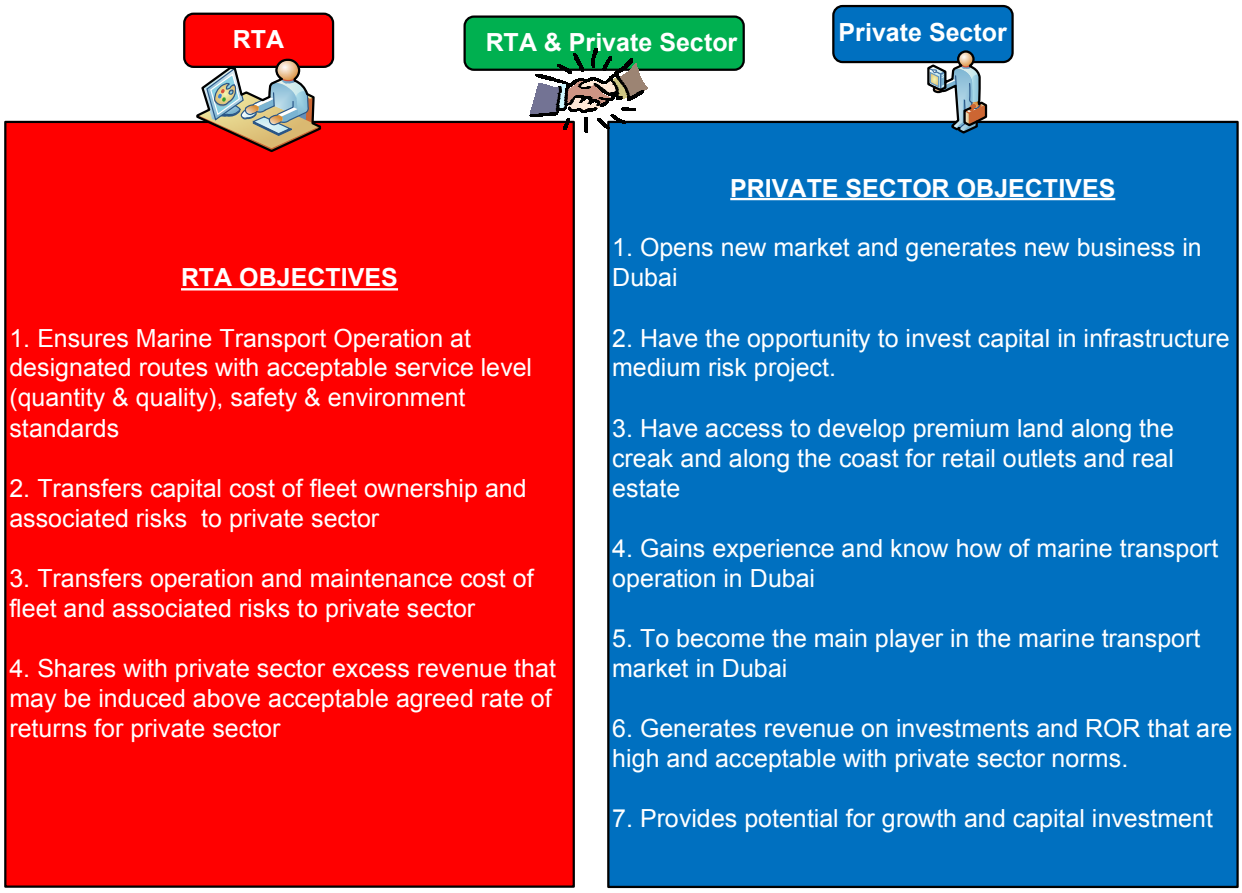
  Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning- Senior PPP Advisor – Reviewed the Draft Law)

- Other Contributions

Public Private Partnership PPP Business Model for Marine Projects (1 M) (2010)

Internally Conducted

A number of PPP modalities that specifies the expected strategic partnership relations between RTA and the private sector was explored and assessed. These included options of marine vessel lease or sell as well as development of marine stations and possible benefit from retail space. All options considered operation and maintenance to be carried out by private sector with RTA as regulator. Routes were differentiated as strategic or non strategic and RTA would specify the fare structure for those strategic routes as for other routes the private sector can set the appropriate fare structure according to his market analysis studies. More than 35 components of the preferred business model was specified and presented and approved by the RTA PPP committee.



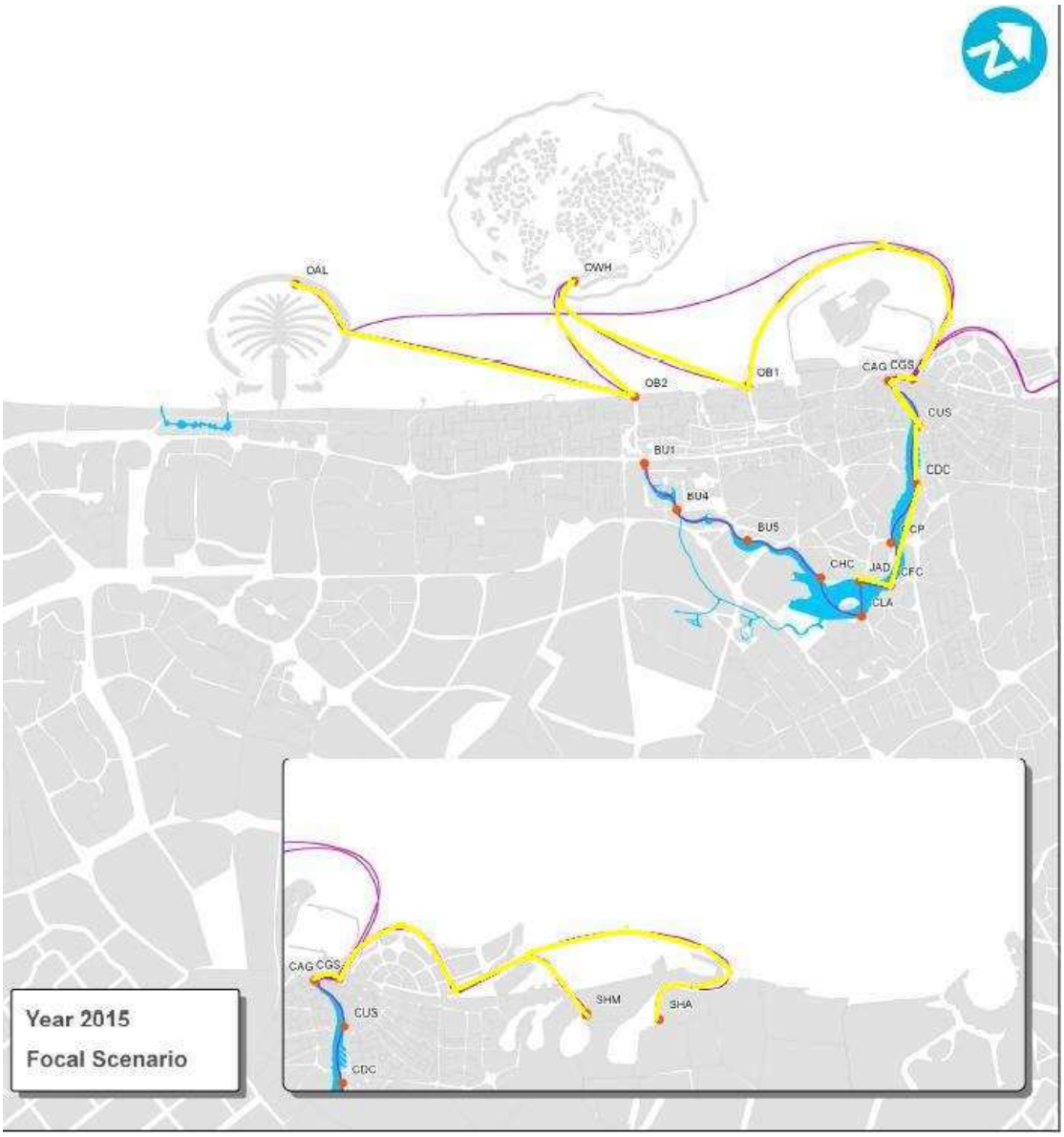
Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning- Senior PPP Advisor – Technical Team Leader
- Other Contributions

Future Marine Service Expectations for PPP in Marine Projects (1 M) (2010)

Internally Conducted

This study was concerned with determining the most appropriate future forecast scenario for marine transport demand in Dubai as well as with the identification of the appropriate marine supply parameters. Future 2015 marine routs were differentiated as strategic or non strategic. For those strategic routes it was agreed that RTA would specify the fare structure for those strategic routes as well as other minimum operating requirements. As for other routes the private sector can set the appropriate fare structure and operational parameters according to his market analysis studies.



Key RTA Personnel

Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning- Senior PPP Advisor – Technical Team Leader)

- Sara Ishaq
- Other Contributions

Development of Request for Tender and Draft Concession Agreement for Public Marine Transport Services in Dubai (2010-2011) Conducted by Deliotte –DLA Piper & WorleyParsons

As part of the PPP process for Marine Transport Services, Deliotte –DLA Piper & WorleyParsons were commissioned by RTA to assist in the PPP process for this project up to the tendering and bid award stage. This involved Development of Request for Tender and Draft Concession Agreement for Public Marine Transport Services in Dubai. These documents were prepared by the consultants and thoroughly reviewed and discussed by RTA senior staff and was signed off by RTA technical staff.


REQUEST FOR TENDER
FOR PUBLIC MARINE TRANSPORT SERVICES
DUBAI, UNITED ARAB EMIRATES

PART 1
TENDER CONDITIONS

RFT NO: [INSERT]
26 April 2011


CONCESSION AGREEMENT
FOR PUBLIC MARINE TRANSPORT SERVICES
DUBAI, UNITED ARAB EMIRATES
GENERAL CONDITIONS

ROADS & TRANSPORT AUTHORITY

AND

[INSERT]

CONTRACT NO: [INSERT]

26 APRIL 2011

Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning – Senior PPP Specialist – Reviewer and Signatory for both RFT and Draft Concession Agreement Public Marine Transport Services)
- Other RTA Technical Staff

Financial Government Implications Resulting from Subsidising Fuel for Taxis in Dubai (0.1 M) (2010)

Internally Conducted

The main objective of this study was to estimate for the taxi industry in Dubai the amount of fuel subsidy received and the financial implication of this for the government. The study obtained the amount of fuel gallons utilised in 2009 for each taxi company in Dubai. Based on this a computation of the fuel cost was conducted using both the fuel market price as well as the actual fuel price and the difference was considered as a form of government subsidy. For each of the sixth companies the percentage of received fuel subsidy was computed.

مؤسسة تاكسي دبي وشركات امتياز التاكسي	حجم الوقود المستهلك عام ٢٠٠٩ (جالون)	تكاليف شراء وقود مدعوم بسعر ٦,٢٥ درهم/جالون*	تكاليف شراء وقود غير مدعوم بسعر٨,٩٤ درهم/جالون*	مقدار قيمة الدعم للوقود ونسبته ٣٠% (درهم)	نسبة الدعم مقارنة للدعم الكلي لشركات الامتياز
DTC	١٩,٣٤٢,٥٧٨	١٢٠,٨٩١,١١٣	١٧٢,٩٢٢,٦٤٨	٥٢,٠٣١,٥٣٥	%٤٨
Arabia	٤,٢٩٥,٥٣٩	٢٦,٨٤٧,١١٩	٣٨,٤٠٢,١١٩	١١,٥٥٥,٠٠٠	%١١
Car	٦,٢٣٣,٥٨٣	٣٨,٩٥٩,٨٩٢	٥٥,٧٢٨,٢٣٠	١٦,٧٦٨,٣٣٨	%١٥
Metro	٤,٠٠٢,٨٦٣	٢٥,٠١٧,٨٩٤	٣٥,٧٨٥,٥٩٥	١٠,٧٦٧,٧٠١	%١٠
National	٦,٣٨٤,٦٧٢	٣٩,٩٠٤,٢٠٠	٥٧,٠٧٨,٩٦٨	١٧,١٧٤,٧٦٨	%١٦
City	٢٢٦,٨٠٠	١,٤١٧,٥٠٠	٢,٠٢٧,٥٩٢	٦١٠,٠٩٢	%١
المجموع	٤٠,٤٨٦,٠٣٥	٢٥٣,٠٣٧,٧١٨	٣٦١,٩٤٥,١٥٢	١٠٨,٩٠٧,٤٣٤	%١٠٠

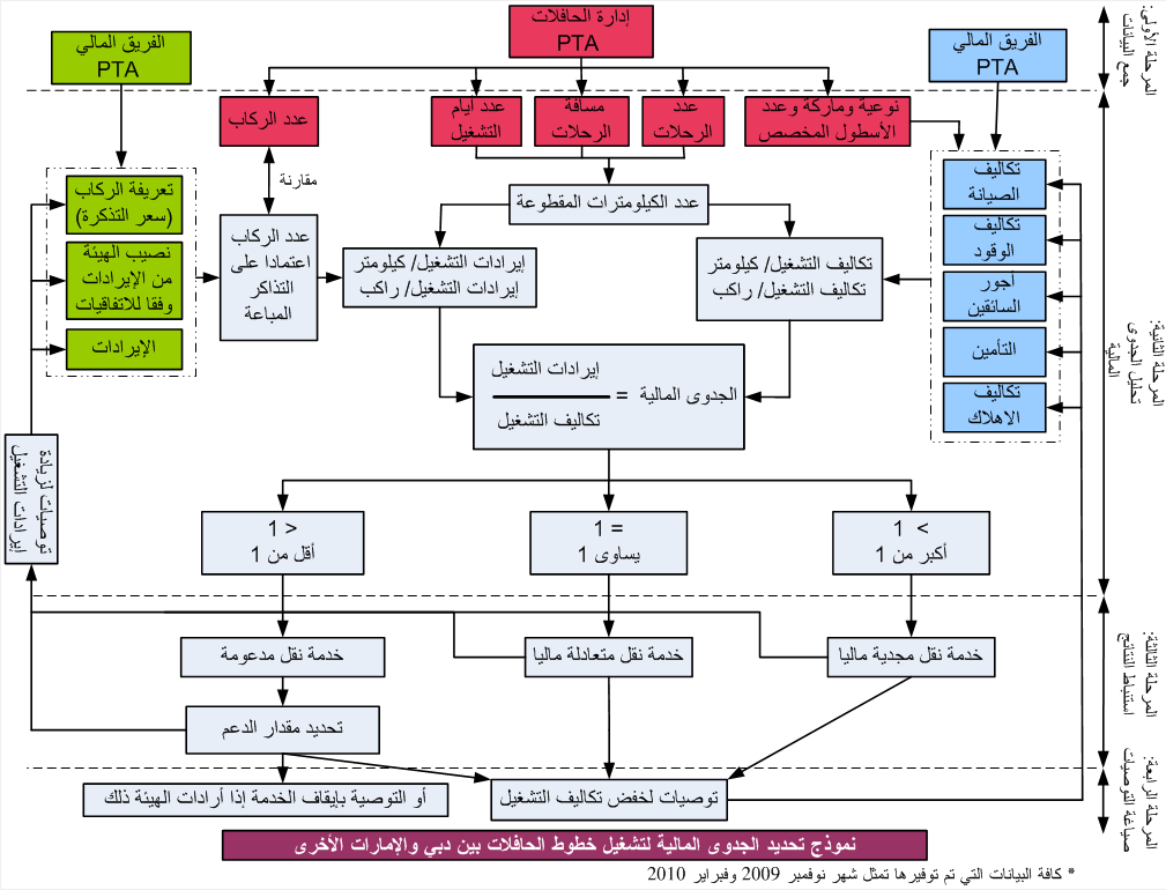
Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning – Conducted the Study)

Financial Feasibility for Inter-emirates Bus Operation (2 M.) 2009-(2010)

Internally Conducted

This study was concerned with the estimation of required future (2011) public transport bus capacity in light of the current economic crisis. This was conducted by service type i.e. for urban services, feeder services and inter emirates services as well as taking into account the charter bus contracts. In doing this the expected passenger demand was obtained from the strategic transport model and compromised with current travel data. The current network restructuring as well as the delays in opening the Dubai metro stations was also taken into account. Based on this data and information the Peak Vehicle Requirement route by route was examined for the future year 2011.



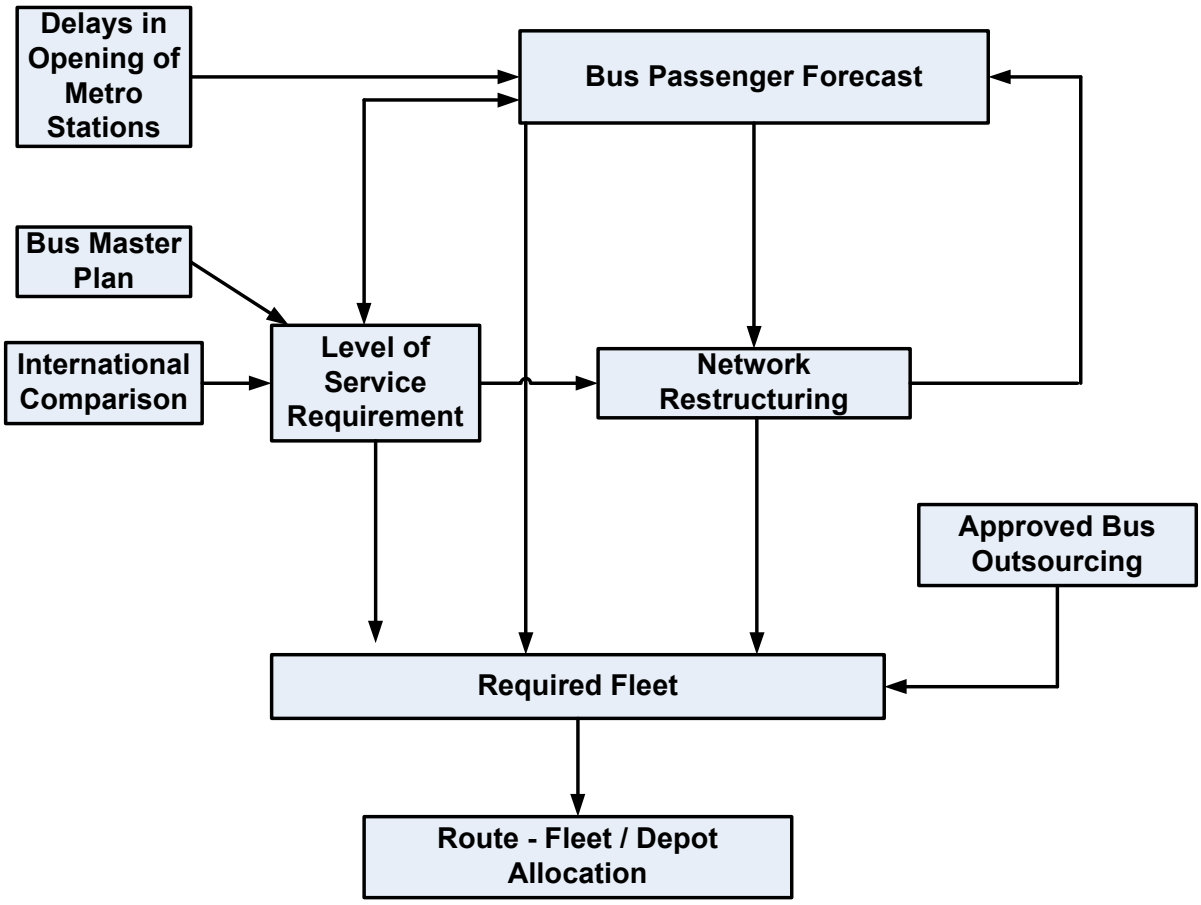
Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning- Study Technical Leader)
- Fatima AlAli (Data Analysis)
- Khalaf Al Zarooni (Data Analysis)

Estimation of Public Transport Agency Bus Fleet Requirements (0.5 M.) (2010)

Internally Conducted

This study was concerned with the estimation of required future (2011) public transport bus capacity in light of the current economic crisis. This was conducted by service type i.e. for urban services, feeder services and inter emirates services as well as taking into account the charter bus contracts. In doing this the expected passenger demand was obtained from the strategic transport model and compromised with current travel data. The current network restructuring as well as the delays in opening the Dubai metro stations was also taken into account. Based on this data and information the Peak Vehicle Requirement route by route was examined for the future year 2011.



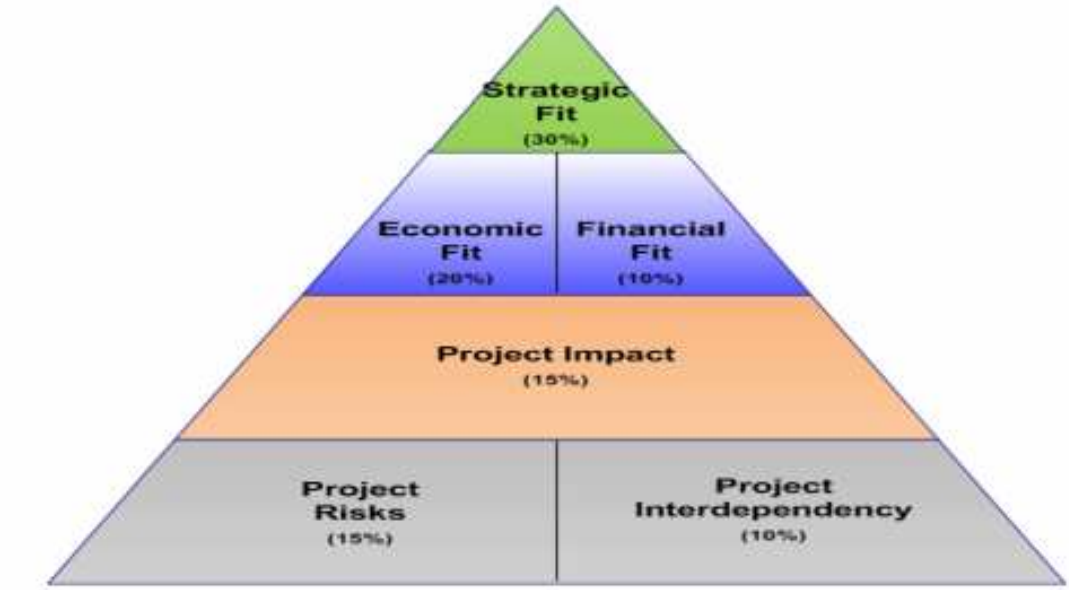
Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning – Conducted the Study)
- Serco Team at PTA

Update Projects Portfolio Management System (2008-2010)

Internally Conducted

The main objective of the project is to update the comprehensive framework for the classification of projects and initiatives of the RTA as well as refining the integrated methodology for prioritizing projects and initiatives of the RTA, taking into account all relevant factors.

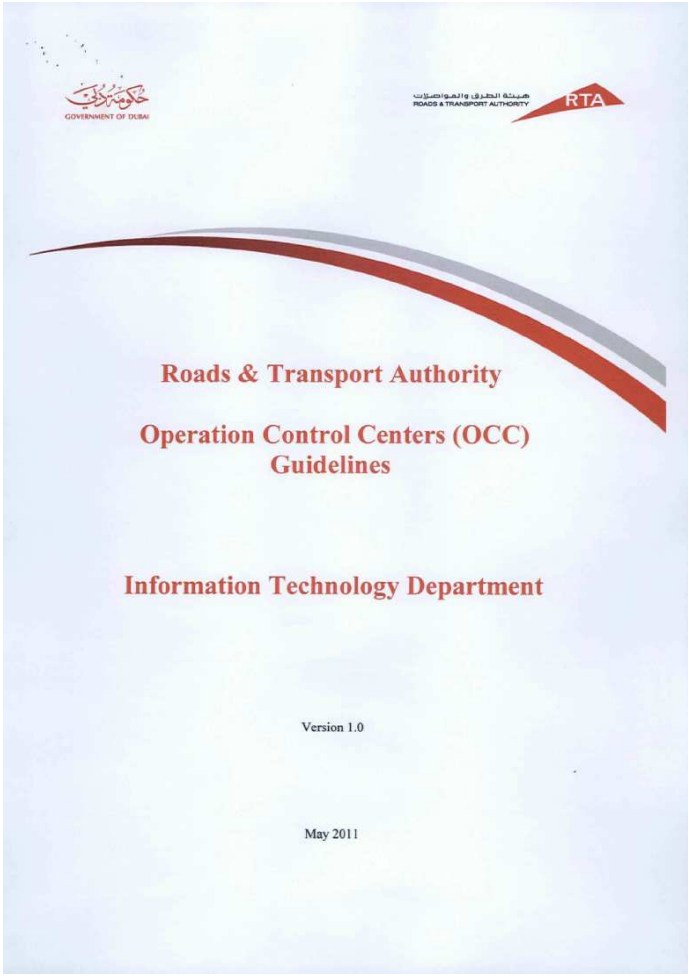


Key RTA Personnel

- Dr. AbdelMalek Abou Sheikh
- Masood Hayath
- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning)

Development of Roads and Transport Authority Operations Control Centres Guidelines (0.5 M.) (2011) Internally Conducted

The Operations and Control Centres (OCC) serve as command and control facilities for transport infrastructure and service operation in RTA. A typical transport OCC serves as the main location from which several aspects of the transport systems are controlled and decisions are made regarding normal and non-normal operations. The facility also serves as the primary, but not necessarily exclusive, point of coordination for all operational decisions affecting traffic and transportation infrastructure and services. The scope of this document is to provide a general operations guideline and a set of specific requirements for the RTA OCCs to assist these facilities and their staff to increase their level of work efficiency and productivity. There are 10 main components that this document focuses on. These components were discussed and approved during the ITS Master Plan Implementation committee meetings. These components are as follows: OCC Hierarchy Chart & Authority Matrix – Competencies - Staff Training - Managing shift work - OCC Security - HES Measures - OCC standard operating procedures (SOPs) – Databank -Risk Management - Manage warranties & System Maintenance

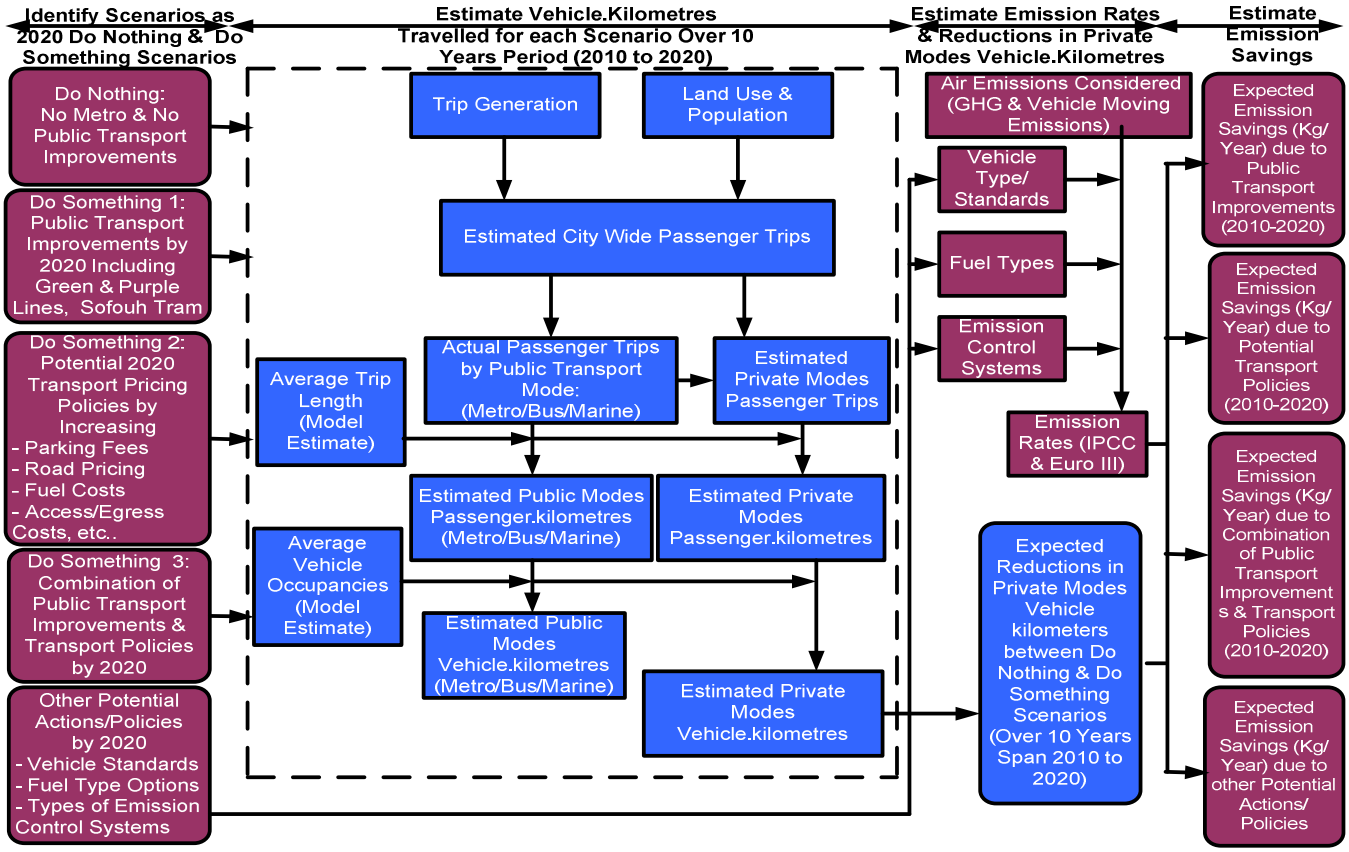


Key RTA Personnel

- Yousif Marhoon (Manager, Traffic & Transport Corporate System)
- Dr. Khaled Abbas (Chief Specialist Transportation Studies – ITS Committee Member and Guideline Technical Reviewer and Signatory)
- Other RTA Staff

Clean Transport System in Dubai: Achieving RTA Strategic Goals (0.5 M.) (2011) Internally Conducted

The main objective of this project was to assess the potential impacts of RTA planned public transport projects (bus system improvements, red, green & purple lines and Al-Sofouh tram) on reducing air pollution emissions from the Dubai transport system. In addition the study assesses the potential impacts of RTA planned transport pricing polices (increase in parking fees, Salik fees etc..) on reducing air pollution emissions from the Dubai transport system. At a micro level the study also assesses the potential impacts of initiatives by RTA operating agencies especially the PTA utilization of Euro IV and V buses as well as the Dubai taxi experiment on using hybrid taxis and their effect on reducing air pollution emissions from the Dubai transport system. The study concludes by itemising other RTA projects, policies, measures that are currently practiced or are envisaged or under consideration that have potential for improving air quality through the reductions of air emissions from motorized vehicles. It suggests and examines the potential impact of other policies, measures and options, at the federal level, on reducing air emissions from motorised transport in Dubai



Key RTA Personnel

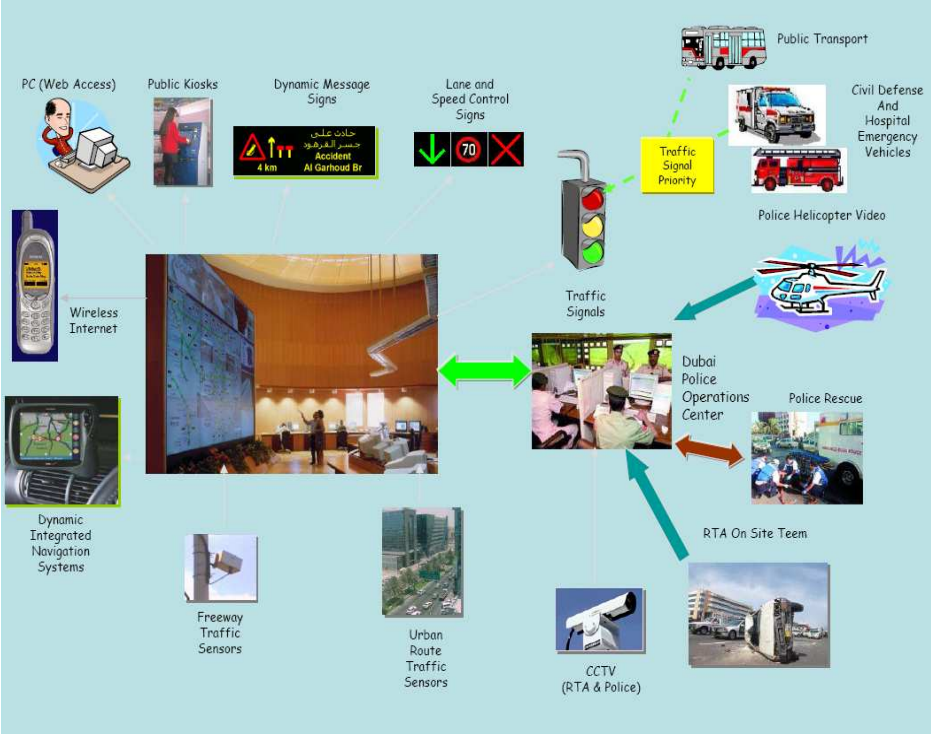
- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning & Study Team Leader)
- Alex Gressar Chief Specialist Transport Modelling – SPD
- Sara Ishaq (Team Coordinator) Chief Transportation Planner - SPD
- AbdelAziz Fikri Engineer – SPD
- Hamid Al Habil Planner – SPD

Intelligent Transportation System Master Plan for Dubai (3.90 M.) (2008-2010)

Consultant: Mouchel Consultants

The main objective of the project is to develop an Intelligent Transportation System Master Plan for Dubai Park This includes a ccomprehensive ITS master plan for the road systems and transportation technology, containing 20 technical projects of the multiple transportation modes. It also includes

- Clear structures for the technical systems for each system of technical roads and transportation systems (ITS System Architectures)
- A comprehensive framework to monitor implementation of technical roads and transportation systems.
- Implementation plan describing the initiatives and projects required in the short, medium and long terms.
- Plan for risk management systems concerning technical roads and transportation systems.
- Alternatives to modify the organizational structure of RTA, corresponding with the requirements for the implementation and follow-up of technical roads and transport systems required.
- Comprehensive framework and methodology for the selection and evaluation of initiatives and technical road and transport systems.



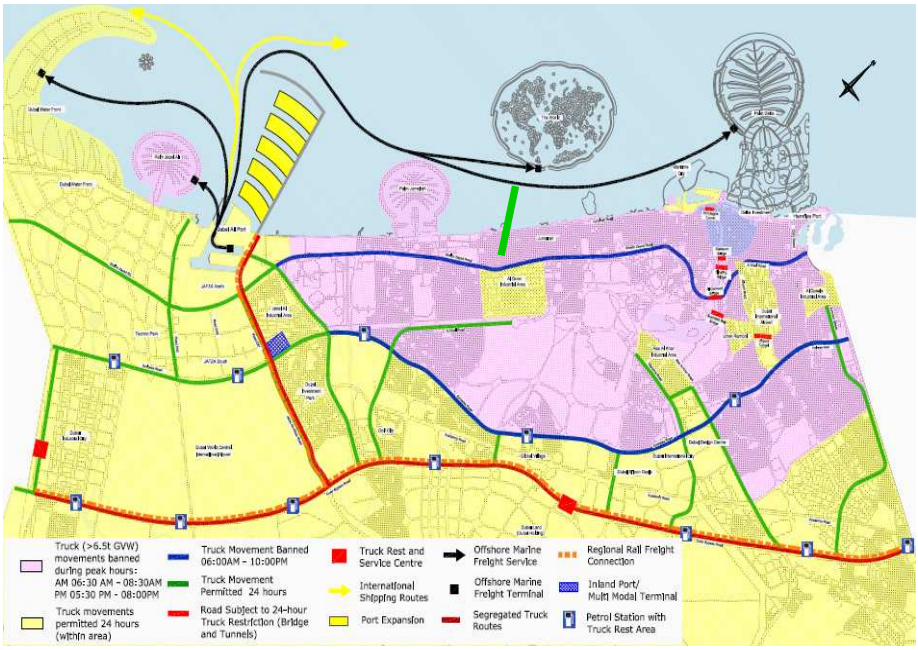
Key RTA Personnel

- Nasser Abou Shehab
- Dr. AbdelMalek Abou Sheikh
- Leow Onn Wah
- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning - Reviewer)

Freight Transportation Strategy for Dubai (2.30 M.) (2008-2010)

Consultant: MVA Consultants

The main objective of the project is to develop a Freight Transportation Strategy for Dubai. This includes a comprehensive plan for the movement of goods and trucks in the emirate of Dubai that includes roads required to be completed to facilitate the movement of trucks, roads required to be opened to truck traffic throughout the day without a ban, and the number and location of parking and rest areas of trucks needed in the short term, medium and long term, and lanes_required to provide other technologies, such as: trains to transport goods.. Etc. In addition a traffic program specialized in predicting the movement of goods and trucks on the different roads in Dubai based on the information collected in this study is developed.



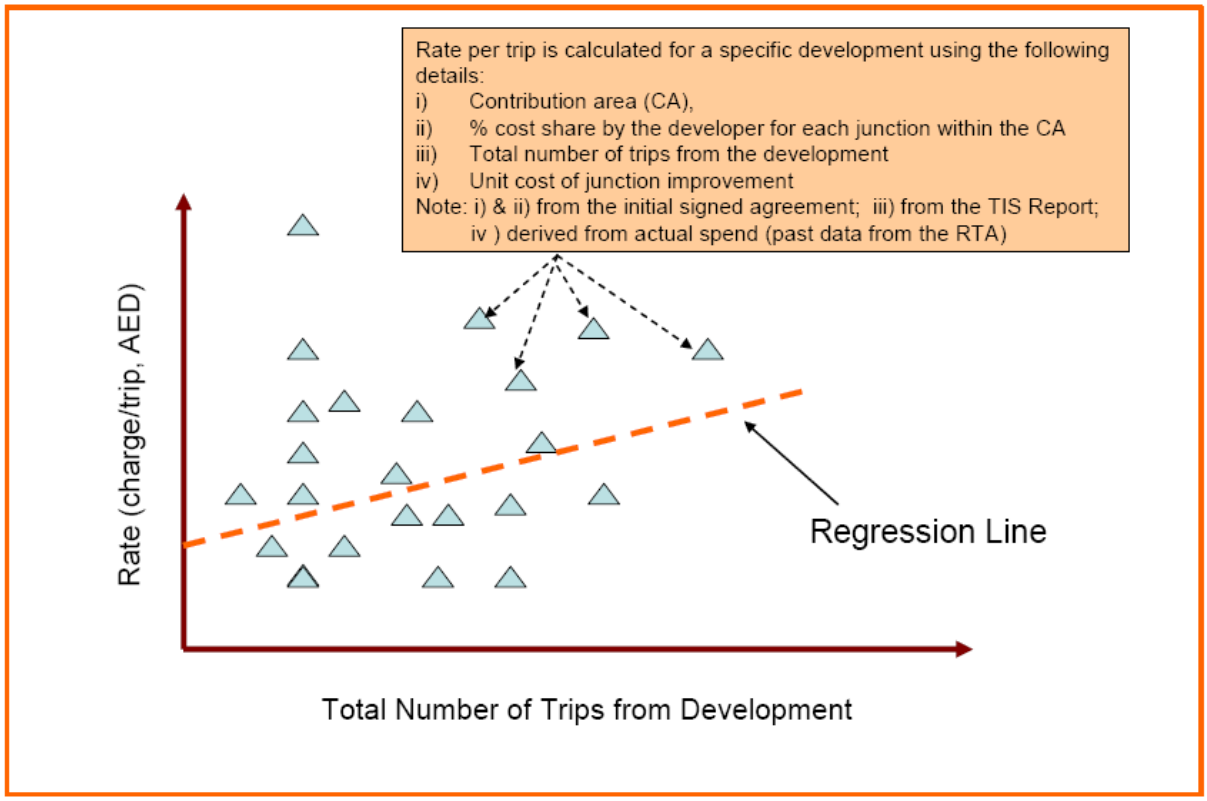
Key RTA Personnel

- Nasser Abou Shehab
- Dr. AbdelMalek Abou Sheikh
- Leow Onn Wah
- Alex Gresser
- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning - Reviewer)

Development of Comprehensive Cost Sharing Program for Multimodal Transportation System Improvements in Dubai (2.30 M.) (2008-2010)

Consultant: In Progress MVA Consultants

The main objective of this project is to develop a comprehensive multimodal transportation cost sharing program for all modes of transportation; Covering Capital costs + Proportions of operation/maintenance costs. The preferred methodology to be technically justifiable, legally defensible, fair and transparent to Government and beneficiary to parties.



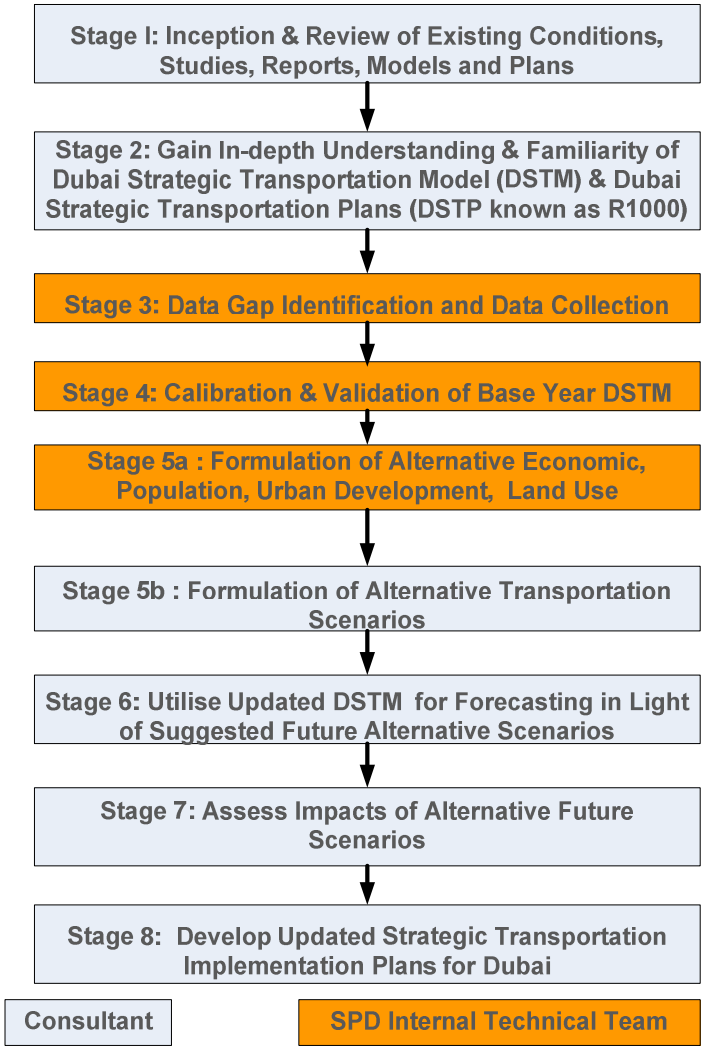
Key RTA Personnel

- Nasser Abou Shehab
- Dr. AbdelMalek Abou Sheikh
- Mounir Mejdoub
- Sara Ishaq
- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning - Reviewer)

Update of Dubai strategic Transportation and 5 Year Implementation Plan (2.30 M.) (2010-)

Consultant: In Progress – Partly Internally Conducted – Partly with a Consultant

The main objective of this project is to update and validate current 2005 RTA Dubai strategic transportation plans taking into consideration expected future population, urban planning and transport infrastructure scenarios as well as all master plan studies recently conducted for the bus, metro, marine, taxi, freight and ITS. The study is meant to identify components of Dubai transport system that warrant future intervention (improvement/upgrading/new/integration) to accommodate expected future population, urban development scenario. The study is also meant to develop/compile an integrated package of policies, processes, travel demand and congestion management measures and projects that are meant to overcome expected transport system limitations as well as to attain a sustainable integrated future transport system in Dubai. Finally the study will prepare an updated strategic & 5-yr transportation/traffic implementation plans including right of way reservation.



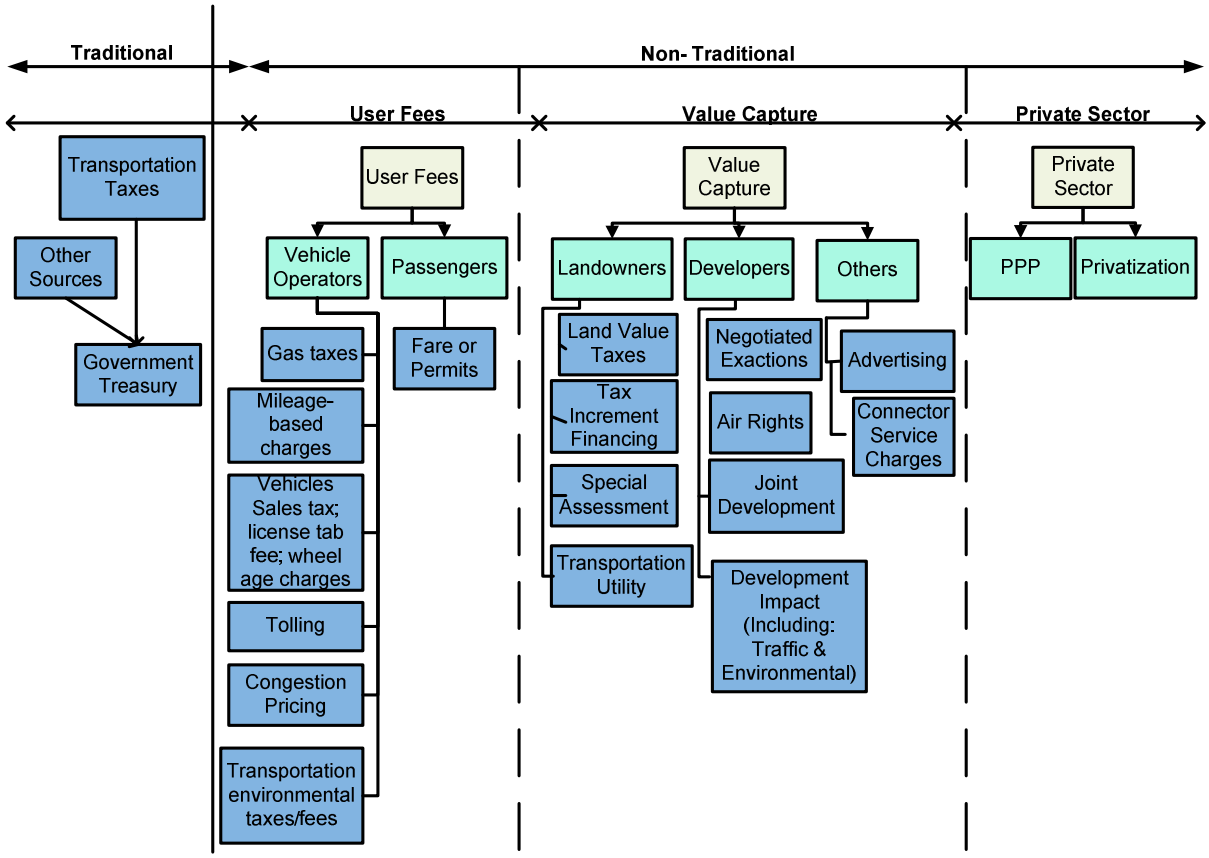
Key RTA Personnel

- Nasser Abou Shehab
- Dr. AbdelMalek Abou Sheikh
- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning-TOR Preparation – Management of Tender Process - Project Coordinator- Project Manager for Internal Team)
- All other Concerned SPD staff - Transportation Policy Legislation and Planning Section.

Developing a Transportation Fee System for Dubai (1.0 M.) (2010-)

Consultant: In Progress –Internally Conducted

This study is meant to produce a classified review and assessment of the current situation of the RTA transportation fee system (structure, components, interactions, etc.). The study is also meant to conduct a state of the art world wide review, assessment and prioritisation for transport fee practices/tools/mechanisms and their appropriateness for Dubai. The study would identify the institutional, legislative and regulatory requirements needed to implement the recommended practices/tools/mechanisms for Dubai.



Key RTA Personnel

- Dr. Khaled Abbas (Chief Specialist Transportation Studies & Planning –Study Team Leader)

Also responsible for the following studies during my work as Senior Transport/Traffic Planner & Economist with DAR AL-HANDASAH Consultants (Shair & Partners) (1994 to 1995 & 1997 to 1999)

1. Traffic Impact Assessment and Parking Study for Bur Juman Center Extension Project, Dubai (D9825)
2. Traffic Study for Dubai Airport Free Zone, Dubai (D9716)
3. Design for Operation of a Shuttle Bus Service between Parking Areas and Dubai World Trade Center, Dubai (D9427)
4. Estimation of Equivalent Single Axle Loads for Dubai World Trade Center, Dubai (D9427)
5. Design of Signalized 4-arm Intersection at Al-Mankhoul Roads, Dubai (D9418)
6. Improvement of Al Ittihad Road and Interchanges at Al Qiyadah, Flame Roundabout Port Saeed and Airport Road, Dubai (D9413)
7. Traffic & Parking Study & Estimation of Equivalent Single Axle for Community No. 128 in Dubai (D9413)
8. Proposed Traffic Study for New Deira Bus Station and Multi-Storey Car Park, Dubai (PD97357)