44th ECM

Jeju, Korea
Message from the Secretary General

Welcome to another issue of our Newsletter! ACECC has several changes in leadership positions. Until CECAR 10, scheduled for October 2025, we have KSCE in key leadership roles, headed by Prof. Jae-Woo Park as the ACECC Chair. While I continue as Secretary General, we have two new Deputy Secretaries General: Dr. Robert Licup of PICE and Prof. Han Ay Lie of HAKI, replacing Dr. Seunghak Lee of KSCE and Engr. Shalendra Ram of EA. Dr. Licup and Prof. Ay Lie will alternate as editors of the Newsletter, with Dr. Licup editing this issue. We are also expanding the content of the Newsletter to include at least one technical newsworthy article in each issue.

KSCE hosted ACECC’s 44th ECM on April 24-26, 2023 in Jeju island, S. Korea. Jeju is a beautiful setting for CECAR 10 as we discovered during the tour of the island on 26th April. As KSCE’s 2025 Annual Convention will join CECAR 10, we expect to mostly fill up the new and spectacular Convention Center as well as the hotel next door in October 2025. This ECM was conducted in-person, though a few participants joined the meetings virtually. The technical seminars were truly hybrid, with more virtual than in-person attendees. The meetings, technical seminars, evening reception and dinner, and technical tour were very successful, and KSCE did a great job of making them fruitful and enjoyable.

A few items stand out from the meetings. At the 33rd TCCM we closed out TC 14 (Sustainable Infrastructure) and TC 17 (Ethical Practices to reduce Corruption) after many years and useful deliverables led by ASCE. We added a new Technical Committee, TC 31 (Sustainable Infrastructure Capacity Building) chaired by Dr. Cris Liban of ASCE.

At the 38th PCM we thanked Prof. Luh-Man Chang of CICHE at the end of his term as Awards Sub-Committee Chair and selected Engr. Abdul Malek Sikder of IEB as his replacement. We formally approved the Future Leaders Forum (FLF) as a subcommittee of the Planning Committee (PC) with the term of its Chair from one CECAR to the
Message from the Secretary General (continuation)

next. The PC appreciated the work of Engr. Sohail Bashir of IEP as the first FLF Chair and selected Engr. Shalendra Ram of EA as the FLF Subcommittee Chair for the next 3 years. The term of the Finance Committee (FC) ended, and the 7-member Committee was revamped with all new members and Chair. The Executive Committee thanked Engr. Sohail Bashir of IEP for his leadership of the FC and selected Prof. Hironori Kato of JSCE to lead the Finance Committee for the next 3 years. At the ECM the membership application of the Institution of Engineers Sri Lanka (IESL) was approved, with the IESL President Dr. Kamal Laksiri in attendance. Dr. Laksiri presented an overview of IESL, its members, and its activities. IESL becomes the latest and 17th member of ACECC. We will have a feature article on IESL in the next issue of our Newsletter. Prof. Chiwan Hsieh of CICHE presented the detailed program of the 45th ECM in Taipei, Taiwan (18-20 September, 2023) which will be combined with the celebration of the 50th anniversary of CICHE through the end of that week. He invited us to attend the entire week of meetings and events. The Executive Committee also approved PICE to host the 46th ECM in the Philippines in March/April, 2024. Fed.MES was approved to host the 47th ECM in Myanmar in September 2024. Details will be presented at the next ECM.

The 4 technical seminars (TC 18, TC 27, FLF, and Strategic Plan Goal 2) were well attended. We have uploaded their recording on the ACECC YouTube channel and the ACECC website for all to see. The technical tour on the island showed us how civil engineers are actively contributing to solid waste management projects that also generate energy (electricity) and encourage recycling. In addition, an innovative bench scale project showed us how they plan to use seawater for clean water and energy production.

I am congratulating KSCE for being such a wonderful host and will look forward to being in Jeju again during CECAR 10 in 2025. Also, congratulations to the new leaders of ACECC; I look forward to working closely with you. I hope to see all members at our next ECM in Taipei in September this year.
Message from the ACECC Chair

The Jeju Executive Committee meeting in April was the first one since the KSCE started the ACECC leadership after the ICE (I). We originally planned fully in-person meeting, but we had no choice but to have it in hybrid mode due to some travel restrictions. President Jun-Haeng Heo at KSCE welcomed and hosted every one of the attendants very warmly. I would like to take this opportunity to thank all the KSCE members on behalf of ACECC. ACECC will be 25 years old in 2024. We have 17 member societies including the IESL (Sri Lanka) as our newest member. The total number of the individual members in ACECC is more than 750,000 if we sum up all the individual members of every society in ACECC. It will be also for sure that we will be growing more. We have been doing very well. We can be improved further if we can identify the challenges and try to overcome those. I made the announcement on this at the beginning of the Jeju ECM. You can also find the presentation file in ECM minutes attachment. The new leadership at KSCE identified the following two challenges. First, ACECC needs to be better known and shared among the individual members of each member society. The ACECC activities may not be fully appreciated by the individual members of each society while the headquarters of each society know ACECC very well. Second, technical committees (TCs) should gain more visibility. We have excellent activities. We need to thrive to share the outcomes of the TC activities. In order to address these challenges, the leadership will try to work on these plans in next three years. First, The new leadership will do and follow what our predecessors have done. We will sincerely work on TCCM, PCM, and ECM with the Secretariat. Second, the ACECC should support selected TCs. Active online and offline seminars are encouraged, and the results should be shared on the web. Third, all the member societies hold an ACECC session in each society’s annual conference. The session can be held with TC seminars concurrently. Local members will get more exposure to our ACECC activities. Fourth, we should give more support to the FLC activities. It is needless to say that next generation civil engineers are very important to all of us. We definitely need your support and participation to work on these plans.
Message from the PC Chair

It was a great pleasure to see you in person in Jeju, South Korea, but also a regret for some of our colleagues who could not make it happen due to unexpected situations. I would like to take this chance to summarize what we have discussed and shared in the 38th PCM. Since 2020, we have been working on strategic planning for a better ACECC, and had a chance to check the progress we made so far in this PCM. Every goal leader did a wonderful job and made great success in implementing the action plans. And we were lucky enough to welcome a new ACECC member of IESL(Sri Lanka). I would give my warm welcome to IESL once again. ICE (I) prepared a good final report on CECAR 9, but was asked to revise it with a couple of items. I would deeply appreciate the chair of Award Sub-committee, Prof. Chang from CICHE, and the Future Leaders Forum Chair, Engr. Bashir from IEP for the dedication that they have made to ACECC during the last 3 years. Engr. Sikder from IEB will serve as the new chair of Award Sub-committee and Engr. Ram from EA as the new Future Leaders Forum Chair for the next 3 years. I would thank them for their efforts and time in advance. LOC Chair of CECAR10, Prof. Cho from KSCE presented the progress of CECAR10 preparation. And Secretary General, Dr. Singh proposed an ebook on a pictorial history of ACECC for the 25th anniversary in Fall 2024. I hope we could meet all in person in the next PCM, Taipei this Sep., celebrating the CICHE’s 50th Anniversary.
Message from the TCC Chair

I am happy to provide you with an update on our recent activities of the technical committees (TCs) of ACECC. We have 12 active TCs through international cooperation. I would like to announce the addition of a new committee, TC-31, which focuses on Sustainable Infrastructure Capacity Building. The new committee, proposed by Dr. Chris B. Liban (ASCE), will play a critical role in enhancing technical capacity for sustainable and resilient infrastructure across Asia. In terms of recent accomplishments, I am proud to say that TC-14 and TC-17 have successfully concluded their activities. TC-14 focused on promoting sustainable infrastructure, while TC-17 addressed ethical practices to reduce corruption. These are both crucial areas, and I want to thank the chairs (Dr. Bill Kelly, ASCE; Ms. Robin A. Kemper, ASCE) and members for their hard work and dedication. I would also like to acknowledge the excellent TC seminars organized by Dr. Ho-Kyung Kim (TC-18 chair, KSCE) and Dr. Benito Pacheco (TC-27 chair, PICE) during the last ECM. Dr. Ho-Kyung Kim organized a session to demonstrate state-of-the-art applications for the resilient operation of long-span bridges, while Dr. Benito Pacheco organized a session to promote futures thinking, futures literacy, and strategic foresight competencies among civil engineers and societies. These seminars were highly informative and provided valuable insights into the latest developments in our field. I would like to thank all of TC chairs and members for their leadership and active participation in promoting and distributing infrastructure technologies in ACECC members. I am confident that, based on our TC activities of ACECC, we can tackle challenges and critical issues in Asia.
Message from the 1st Deputy Secretary General

I am elated and honored to have been selected as 1st Deputy Secretary General of the Asian Civil Engineering Coordinating Council for the term 2023-2025.

My physical presence at the 44th Executive Council Meeting in Jeju, South Korea is my first attendance to an international forum right after the outbreak of the COVID-19 pandemic.

As an advocate of cross-border collaboration among professionals, my active participation in the secretariat of ACECC would indeed enhance not only my personal career advancement but as well as contribute to the sharing of knowledge in the practice of Civil Engineering.

I look forward not only insofar as my personal contribution via the tasks assigned to me but as well as the support of PICE to ACECC. MABUHAY

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<th>ACECC Related Event Calendar (as of June 2023)</th>
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<td>Date</td>
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<tr>
<td>June 9-10, 2023</td>
<td>PICE Mid-Year National Convention</td>
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<td>MACE Annual Conference</td>
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<td>September 20-22, 2023</td>
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<td>October 14-19, 2023</td>
<td>ASCE Annual Convention</td>
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<td>October 21-24, 2025</td>
<td>CECAR 10</td>
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Feature Article: The EDSA Carousel – Philippine Experience on Bus Rapid System

The EDSA Carousel is a bus rapid transit (BRT) line that is part of the bus routes in Metro Manila. The line has an exclusive right-of-way on a dedicated bus lane called the EDSA Busway which is separated from the normal road traffic in EDSA by concrete barriers and steel bollards.

Interim operations began on June 1, 2020, serving as a replacement of the former bus routes along EDSA, acting as an augmentation service to the MRT Line 3 due to the limited capacity restrictions put in place by the general community quarantine in Metro Manila as a result of the COVID-19 pandemic in the Philippines. Full operations began later on July 1, 2020. Intended to be largely served by bus stops along the median, some stops are temporarily served by bus stops on the curbside.

The line is operated by the Mega Manila Consortium Corporation and ES Transport and Partners Consortium under the supervision of the Department of Transportation (DOTr) and Metropolitan Manila Development Authority (MMDA).

Background

Epifanio de los Santos Avenue is the main thoroughfare of Metro Manila. Traffic congestion has always been a concern in the area and since 2007, the MMDA ordered buses to stay on the two right-most lanes of the road. Plastic barriers were later added in 2016.

A proposal for a bus rapid transit (BRT) system, using funds from the World Bank was approved in 2017. EDSA was intended to be the second phase of the implementation of the bus rapid transit system, following Quezon Avenue. Line 2, known as the Central Corridor, will be eventually realized as the EDSA Carousel.

Development

On March 16, 2020, the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF-EID) imposed a community quarantine due to the COVID-19 pandemic, which halted almost all public and private transportation using EDSA. This paved the way for the immediate construction of the EDSA Busway. Traffic in the EDSA Busway is restricted to authorized buses as well as emergency vehicles such as ambulances. The EDSA Carousel line is distinct from the World Bank-funded BRT project.
Opening
On July 1, 2020, the EDSA Carousel line, also designated as Route E, started its interim operations with a total of fifteen stops in a dedicated bus lane completed by the Metropolitan Manila Development Authority.\(^{17\text{[18]}}\)

Proposed privatization and resumption of free rides[edit]
Due to the increasing amount of passengers as restrictions are slowly being relaxed, volumes of passengers began to increase as well. In the wake of increasing inflation and world market movements affecting currency values, free rides for the EDSA Carousel was announced for the remaining months of then-President Rodrigo Duterte's term. Upon Bongbong Marcos's assumption of the presidency, free rides were extended until the end of 2022, in spite of budgetary concerns.\(^{19\text{[20]}}\) However, the free rides introduced problems of ridership capacity and the amount of buses available to serve passengers during rush hours.

Proposals to privatize the operations of the EDSA Carousel to further improve its services were explored. Transportation Secretary Jaime Bautista is open to such proposals, adding these must be "explored expeditiously."\(^{21}\)

The line initially had 15 bus stops on its interim launch,\(^{11}\) with additional stops added in the following months.\(^{22\text{[23]}}\) On June 20, 2022, the Department of Transportation announced an additional 11 more stops would be added to the EDSA Carousel, which would bring the total number of stops to 29.\(^{21}\) As of December 31, 2022, 21 bus stops are currently operational. There are 550 authorized buses that serve the entire route.

Station Layout
The line utilizes existing footbridges along EDSA by constructing additional stairways to the center island of EDSA. It also uses some stations of the MRT Line 3 and LRT Line 1 by making use of the train stations’ emergency exit stairways.\(^{24}\) Some bus stops, such as the ones at Ayala (northbound), SM Mall of Asia, and Macapagal Boulevard, still use the existing stops on the curbside, while the Ayala southbound bus stop is located inside One Ayala.\(^{25}\)
Future
On November 16, 2020, the Department of Transportation (DOTr) signed an agreement with SM Prime Holdings, DM Wenceslao and Associates Inc., and Double Dragon Properties Corp. for the construction of EDSA busway bridges. The bridges will be shouldered by the three companies, seeking to provide safer, convenient, and PWD-friendly walkways for the riding public using the EDSA Carousel stops, and for pedestrians crossing EDSA. The pedestrian bridges were conceptualized with concourses, concierge, ticketing booths, and turnstiles for the automated fare collection system. Ramps and elevators would also be available to provide accessibility for PWDs, senior citizens, and pregnant passengers. The structures will be strategically located at the SM Mall of Asia, SM North EDSA, SM Megamall, Macapagal Boulevard in Aseana City and the corner of EDSA and Macapagal Boulevard. The groundbreaking ceremony for the EDSA Busway Concourse Project was held on May 18, 2021. It is expected to be completed in March 2022.

Issues
- On October 1, 2020, the "No Beep card, No entry" policy has been implemented to minimize physical contact between commuters and public transport personnel to reduce their risk of getting COVID-19 and to allow for more seamless and faster transactions to trim down the queuing of passengers. The new policy has drawn flak from commuters due to the current price of the card and its immediate implementation. Within the first week of its implementation, the Department of Transportation (DOTr) suspended the mandatory use of beep cards after AF Payments Incorporated refused the government's request to waive the P80.00 cost of Beep cards.
- When the bus stops from Monumento to North Avenue were opened, the U-turn slots were closed, causing heavy traffic at the said portion. U-turn slots were reopened after a few months to ease traffic flow. In November 2021, traffic lights were installed at the U-turn slots.

Incidents and Accidents
- Multiple concrete barrier-related accidents were recorded since the EDSA Carousel's operations started. According to MMDA traffic czar Edison Nebrija, most of the drivers who crashed their vehicles against the barriers were speeding, drunk, or asleep behind the wheel. Some of the concrete barriers have already been replaced with steel bollards following a series of accidents.
- On April 13, 2022, the LRT-2 and MRT-3 were closed for its annual Holy Week maintenance from April 13 to 17. For the MRT-3, the EDSA Carousel filled in as an augmentation service. Despite being the third day of free rides under the government's service contracting program, the EDSA Carousel failed to keep up with the influx of demand as April 13 was still a work day and had higher ridership than in 2021 due to offices requiring workers to return to the workplace. As a result, many commuters struggled to go home as queues for the EDSA Carousel spilled out onto the road and its adjoining streets on all stops along the bus line. Many commuters remained stranded at the stops beyond midnight, and many opted to walk home instead. The lack of buses has also been attributed to a slow rollout of service contracting subsidies and high gasoline prices which influenced drivers and operators not to ply their routes, in fear of operating at a loss. Later that night, the LTFRB has since deployed skip buses to decongest the EDSA Carousel stops. Motorists along EDSA had also offered to give stranded commuters a ride. Commuters criticized the intensified anti-colorum operations that took place on the same day, disturbing any attempts for private individuals to rescue the stranded commuters. On April 14, the day after, Department of Transportation Secretary Arthur Tugade issued a formal apology for the situation, acknowledging the lack of buses, and promising not to allow the incident to happen again.
References:

10. Peter Uckung (February 22, 2012). "History in Asphalt (Epifanio de los Santos Avenue (Edsa) is the longest road in Metro Manila. Peter Uckung, senior researcher at the National Historical Commission of the Philippines (NHCP), explains how this thoroughfare came to be)", BusinessWorld. Retrieved August 20, 2012.
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