



- . GIIB IN A NUTSHELL
- . DRONES & MOTORWAY O&M : A GAME CHANGER
- . WHAT'S NEXT
- . CHALLENGES
- . CONCLUSION



GIIB IN A NUTSHELL.

GIIB IN A NUTSHELL





433 Km	Gebze-Orhangazi-İzmir Motorway (Include the Izmit Bay Suspension Bridge and Access Roads) Build – Operate – Transfer Project
52,1 Km	Gebze (K1) – Gemlik (K5) Section is opened to operation on June 30, 2016
18,9 Km	Kemalpasa (K22) – Karasuluk (25) Section is opened to operation on March 8, 2017
26,5 Km	Gemlik (K5) – Caglayan-Bursa North (K7) Section is opened to operation on March 12, 2017
102,2 Km	Balikesir North (K13) – Balikesir West (K14) and Akhisar (K18) – Saruhanli (K19) – Kemalpasa (K22) Sections are opened to operation in 2018
184 Km	Bursa West (K10) – Balıkesir North (K13) and Balikesir West (K14) – Akhisar (K18) Section is opened to operation in August 4, 2019
21	Toll Collection Centres
25	Intersections
4	Operation and Maintenance Centres (Altinova, Susurluk, Balikesir West, Turgutlu)
1	Suspension Bridge [the Osmangazi Bridge] (2907m)
3	Tunnels Orhangazi Tunnel (3.591m-3.586m) Selcukgazi Tunnel (1.303m-1.192m) Belkahve Tunnel (1.556m-1.652m)
33	Motorway Service Areas (in 17 locations)





DRONES & MOTORWAY O&M:

A GAME CHANGER FOR ASSET MANAGEMENT!

Bridge inspection



Osmangazi Suspension Bridge Inspections



Main rope inspection





Elongation measurements of main cable clamp rods

Traffic Management



Traffic Management Control



Traffic jam



Asset Inspection & Monitoring



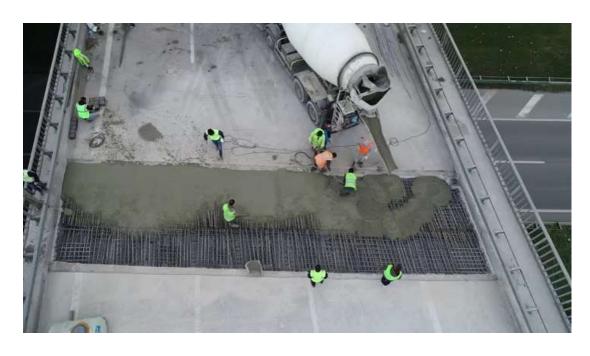
Reaching inaccessible places



Monitoring of the Right of Way



Monitoring of Maintenance Progress



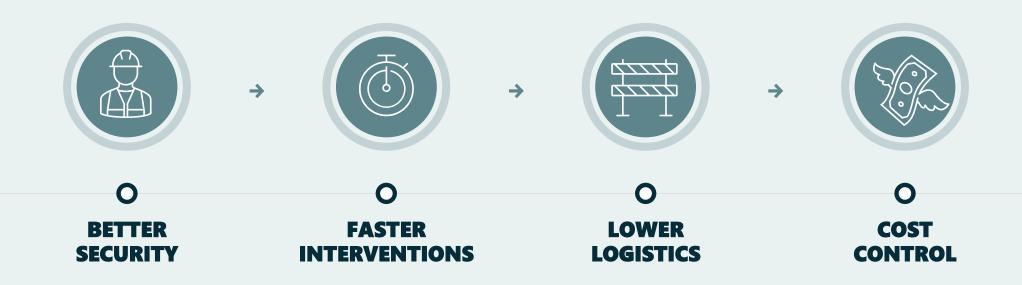
Monitoring of Maintenance Works



Earthworks working progress monitoring



Strong advantages & benefits



Innovation & technology for greater efficiency in asset management!





WHAT'S NEXT?

New applications







Technical Choice







CHALLENGES.

Challenges

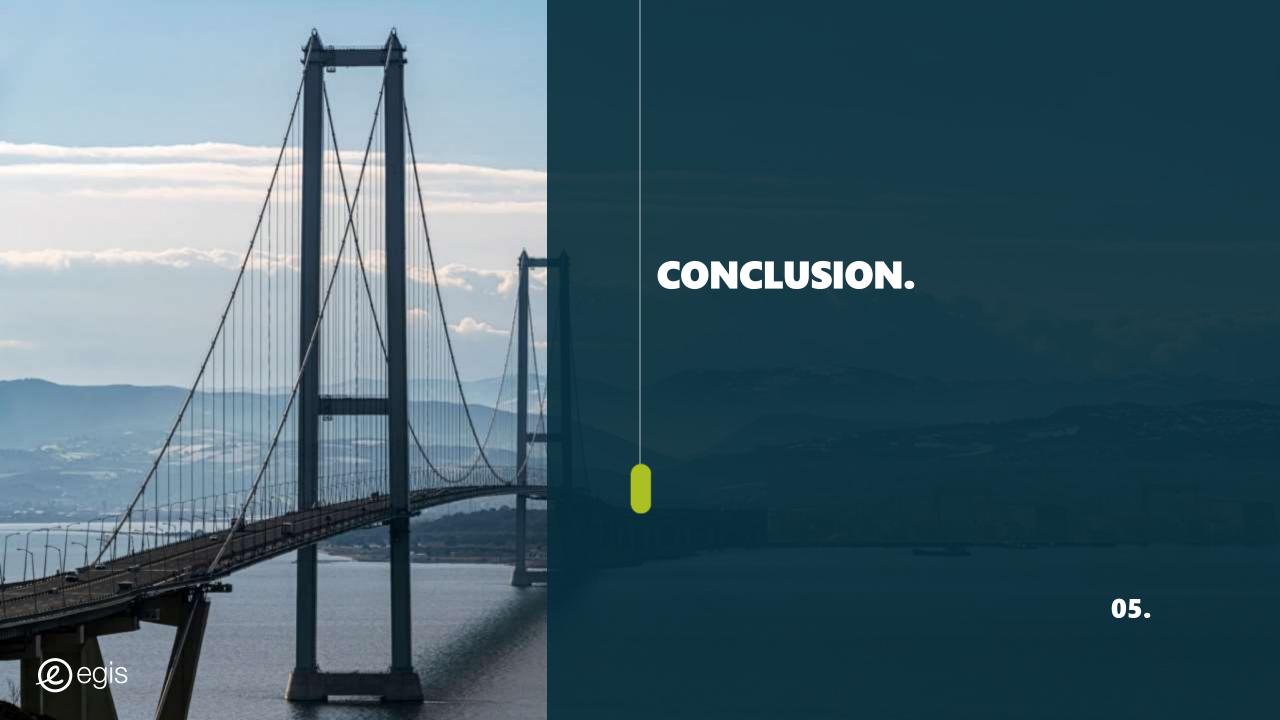


- Flight time and autonomy
- * Real time communication & image transmission
- **Type of drone : helicopter or plane**

- Patrolling with drone allowed by Concession Agreement?
- **Requirements on frequency of patrols**
- License and training for the pilots
- Flight permission over some areas (military)

Challenges can be easily addressed at the beginning of the projects





Conclusion

01

Technology is ready

02

Complementary equipment to current one

03

Pioneering in using drones for motorway O&M

04

Leading to strong efficiency & productivity

05

With more applications to come in the future

DRONE USAGE IS THEREFORE A GREAT OPPORTUNITY FOR ROAD O&M WHILE BEARING IN MIND THAT

Regulations and laws need to be adapted

Concessionaires need to integrate usage of drones in their contracts

Actual operations need to be challenged

Weather conditions, geography and topography can limit drone usage



About Egis



Egis is an international player active in the consulting, construction engineering and mobility service sectors.

We design and operate intelligent infrastructure and buildings capable of responding to the climate emergency and helping to achieve more balanced, sustainable and resilient territorial development.

With operations in 120 countries, Egis places the expertise of its 18,000 employees at the disposal of its clients and develops cutting-edge innovation accessible to all projects. Through its wide-ranging fields of activity, Egis is a central player in the collective organisation of society and the living environment of citizens all over the world.



