



# COVID-19 Online Discussion Session

**8 April 2020, 13 h (Paris time)**

# How to raise an issue, ask a question or share a practice?

- **Participants' microphone and camera should be turned off**
- **Use the “Chat” feature of Zoom (bottom right of the main window)**  
⇒ Send a message to “All participants” (this is one of the “chat” options)
- **Note: only questions that are specific to roads or road transport**
- That channel is monitored by Christos Xenophontos (Chair of PIARC TC 1.1)
- Christos will raise the questions to relevant panelists

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# This session is being recorded

- The resulting video will be shared on [www.piarc.org](http://www.piarc.org)

# Disclaimer

Since time is of the essence, it is likely that knowledge and practice that is shared will not have been officially approved by each country's official authorities.

**“The ideas and examples shared here are for illustration only. They do not necessarily represent official policy. Ideas presented will be subject to further evaluation and use in deriving recommendations on policy and practice in due course. While care has been taken in the preparation of this material, no responsibility is accepted for any damage that may be caused.”**

# Key Concept: Focus on the short-term.

## The world is going through a crisis and every day counts.

- **Share knowledge and current practice between PIARC members urgently in order to support responses to the pandemic in near real-time.**
- Such knowledge and current practice are not yet confirmed as valid or effective, and what works in some parts of the world may not be relevant elsewhere.
- However, inspiration can be found anywhere, and a good idea now could save lives, improve business resilience and could minimize disruption of services.
- Note: In parallel, PIARC is planning medium- and long-term actions for when the pandemic is in a manageable state and substantially under control.

# PIARC COVID-19 Response Team



## Summary Terms of Reference

- To explore rapid sharing of knowledge and practice between PIARC members in respect of COVID-19 & the associated socio-economic crisis
- To propose and implement short-term actions to support PIARC members and transport professionals in mitigation and response
- To track the course of COVID-19 over time and advise on further actions to be taken by PIARC and others during the crisis and into the recovery
- To advise on medium- and long-term implications of COVID-19 on the roads and transport sector and how these should be tackled and studied

Currently established to 1<sup>st</sup> December 2020, extendable as required

## Current Membership

- Patrick Mallejacq, Secretary General, PIARC (Chair)
- Christos Xenophontos, Rhode Island DOT, TC 1.1 Chair (USA)
- José Manuel Blanco Segarra, Ministerio de Transportes, Movilidad Y Agenda Urbana, TC 1.1 Spanish Secretary (ES)
- Jonathan Spear, Atkins Acuity, TC 1.1 WG 2 Leader (UAE/UK)
- Valentina Galasso, Deloitte Consulting, TC 2.4 Chair (IT)
- Yukio Adachi, Hanshin Expressway Engineering Co, TC 1.5 Chair (JP)
- Saverio Palchetti, ANAS S.p.A. TF 3.1 Chair (IT)
- Andrea Peris, Paraguay National Committee (PA)
- Others as invited

For more information, contact [info@piarc.org](mailto:info@piarc.org)

# Agenda and Structure

- **Brief introduction to PIARC**
- **Issues faced by Road Operators and Administrations**
  
- **Country Presentations on the Current Situation:**
  - Summary of previous PIARC Webinars
  - Current Consequences & Future Threats for the Tollway Sector In Greece
  - Current Consequences & Future Threats for the Tollway Sector In Australia
  - “Public” versus “mass” transport when exiting the Covid-19 emergency
  
- **Q&A**
- **Conclusion and Next Steps**

# Our Speakers today

- Patrick Malléjacq, Secretary General, PIARC
- Jonathan Spear, Committee on Performance of Transport Administrations (TC 1.1)
- Miguel Caso Florez, Technical director, PIARC General Secretariat
- Bill Halkias, Managing Director & CEO, Attica Tollway Operations Authority, Attikes Diadromes SA, Greece
- Alan Colegate, A/ Executive Director Strategy and Communications directorate, Main Roads Western Australia
- Eng. Tommaso Bonino, Technical director of SRM (Public Transport Authority of Bologna Metropolitan Area), Italy



# Introduction

## What is PIARC?



# What is PIARC?

- **PIARC** is the new name of the **World Road Association**
- We were founded in 1909 as a **non-profit, non-political** Association
- Our goal is to organise exchange of knowledge on all matters related to roads and road transport

# PIARC's Four key missions

- Be a **leading international forum for analysis and discussion** of the full spectrum of transport issues related to roads and related transport;
- Identify, develop, and disseminate **best practice** and **give better access to international information**;
- Consider within its activities the needs of **developing countries and countries in transition** fully; and
- Design, produce, and promote **efficient tools for decision making** on matters related to roads and related transport.
- The Association mobilizes the expertise of its members
- Through operations guided by a **4-year Strategic Plan**

# COVID-19

## Issues faced by Road Operators and Administrations



# Issue 1: Ensuring employees' health and safety

- In general
- For customer-facing, frontline or direct care 24/7 staff who work with customers - toll booth operators, etc.
- For staff working in the offices and staff working in other facilities or on the road itself

## Issue 2: Maintaining activity and business continuity 1/2

- With limited human resources
- When staff are required or advised to work from home
- How to support employees with high-risk concerns (people with chronic health or underlying conditions, people with autoimmune issues, etc.)
- When a proportion of the workforce are forced to self-isolate or are sick
- Indirect impacts (e.g. of school closures on staff availability, staff morale)

## Issue 2: Maintaining activity and business continuity 2/2

- How to prioritise between “essential” and “non-essential” activities
- Opportunities for maintenance during a period of low demand
- Deployment of technology (e.g. teleconferencing)
- Maintaining strategic links between ministries, road administrations, operators and supply chain partners

## Issue 3: Impact on transportation 1/2

- Facing major decrease within and between many countries
- Maintaining critical links and essential flows of goods while regulating movement of people
- Cancellations or reductions in public transport
- Giving advice (VMS, etc.) against making non-essential journeys
- Wider economic, social and environmental impacts (for example, it has already been observed that reduced transport has resulted in reduced emissions, terrestrial and marine pollution, while reduced travel has also resulted in reduced revenues in lower gasoline taxes and fares)



## Issue 3: Impact on transportation 2/2

- Checking whether any limitations on the maximum number of people in the vehicles are enforced
- Checking whether appropriate services are provided to freight transporters and buses

## Issue 4: Business Relations

- Relationship with supply chain partners, contractors and Small to Medium Size Enterprises (including their own business continuity planning and execution)
- Supporting businesses, especially solvent or essential ones
- Exercising contractual provisions (e.g. Force Majeure)
- Implementing concession contracts
- Dealing with added costs and delays

# Issue 5: Customer and stakeholder relations and joint working

- Providing timely and accurate information from a user perspective
- Taking coherent and effective actions across a complex collective of public agencies
- Balancing technical planning and delivery with directives from civil authorities
- Managing relations with the media and communicating key messages

# Issue 6: Security

- Increase in cyber-attacks
- Changes in roles of frontline operational staff
- Maintaining security in the face of increased access to teleworking employees
- Relationships with emergency services, army, civil defense etc.

# Presentations

## Summary of previous PIARC webinars



# Jonathan H. Spear

BA (Hons), MSc (Eng), DMS, FCIHT, CTPP



- **Organisation:** Atkins Acuity (Private Sector, UAE and WRA UK)
- **Current Role:** Director and Atkins Fellow, Transport Policy and Planning, Dubai
- **Associations:** CIHT (Fellow and Chair of Dubai Group)
- **Main Interests:** Organizational Development, Governance Structures and Processes, Emerging Technologies and Service Models, Transport Policy, Planning for Uncertainty
- **Current PIARC Role:** Co-Chair of TC 1.1 Theme 2 (Role of Transport Agencies in Shaping Disruptive Technologies and Service Models) and Terminology Correspondent
- **Previous PIARC Areas of Focus:** Integrity, Multi-Modal Governance, Change Management

# PIARC COVID-19 Webinars – Contributions to Date

## 25<sup>th</sup> March

- The COVID-19 and Road Situation in **Italy** (*Saverio Palchetti*)
- Approach and Measures Taken in **Spain** in Response to COVID-19 in the Roads & Transportation Sector (*Jose Manuel Blanco Segarra*)
- Business Continuity Planning in Expressway Management in **Japan** (*Yukio Adachi*)

## 1<sup>st</sup> April

- The Impact of COVID-19 on Transport in the **United States of America** (*Jim Tymon*)
- COVID-19 – A Private Sector Perspective from the **United Arab Emirates** (*Jonathan Spear*)
- COVID-19 – The Role of **Road Network Operations** and ITS (*Valentina Galasso*)
- Actions & Experience of Road Authorities in **China** during the COVID-19 Outbreak (*Jian Wang*)

# PIARC COVID-19 Webinars – 10 Key Emerging Issues

- Tracking changes in demand for transport & associated implications (e.g. falls in revenues)
- Changes to the role, mandate and powers of transport agencies during a time of crisis
- Keeping key road networks and facilities open and operational
- Regulating and maintaining the movement of essential goods and workers
- Ensuring the health & safety of transport agency staff, especially those in operational roles
- Connecting, managing & maintaining effectiveness of office-based staff working from home
- Continuing, postponing, or bringing forward road construction and maintenance activities
- Personal mobility management during COVID-19 travel restrictions (inc. smart applications)
- Relations with supply chain, including contract management, continuation and variation
- Longer-term implications beyond the immediate crisis, including user behavioral change, business resilience planning and accelerated development of technology and automation



# Miguel CASO FLOREZ

- Technical Director at PIARC General Secretariat





# Webinar in Spanish language COVID-19 and roads

**Miguel Caso Flórez**

Director Técnico de PIARC

#PIARCCOVID19

Abril 2020

# Webinar “COVID-19 and roads” in Spanish language

- Held on April 7<sup>th</sup>.
- Presentations from: Spain, Colombia, Chile, Paraguay, Argentina and Mexico.
- Topics analyzed from the road sector perspective:
  - Ensuring employee’s & users health and safety
  - Maintaining activity and business continuity
  - Managing impacts on transportation
  - Managing impacts on economy & supply chain. Preparing economy reactivation after the crisis.
  - Road maintenance and freight transport are essential
  - Customer and stakeholder relationships and collaboration. Border control.
  - Security (including cyber security)
  - How road sector is following emergency rules
  - Impacts of enforcement on road transport
  - Support of technologies (ITS, smartphone applications)

Available at: <https://www.piarc.org/en/News-Agenda-PIARC/Coronavirus-PIARC-and-Covid-19>

# COVID-19 & roads in Spain

- Declaration of the national state of alarm on March 14<sup>th</sup>, reinforced on 29<sup>th</sup> to suspend for two weeks all nonessential works & activities. Road maintenance, freight and passenger transport are essential
- Exercise of the alarm functions by 4 Ministers, one of them of MITMA in which roads, infrastructure and transport are integrated. No need of administrative procedures. Border control.
- Confining the population. No movement (mobility) even in active modes, but for essential activities
  - Suspension commercial activities
  - Drop of light traffic up to 10%, trucks up to 40%
  - Suspension of administrative deadlines
  - Measures for protection and care of transport drivers and dislocated workers
  - Spread of teleworking and e-administration
  - Instructions from General Directorate of Roads for Employees and Works. Determination of critical or priority positions. Determination of priority aspects of maintenance.
  - Transport administrative control: reduction
  - Dynamically adjust offer-demand of transport
  - No toll exception. Importance of Service Areas

# COVID-19 & roads in Colombia

- Colombia has taken in parallel measures to **fight health crisis and to reactivate economy.**
- Infrastructure has been identified as a priority sector.
- Measures for workers & users, for companies, for road projects and for road administration:
  - Restrictions on road use.
  - Biosecured points for professional drivers.
  - Employees keep full salary (subsidy for others).
  - Protocols for biosecurity for workers & projects.
  - New tax calendar, partial suppression of VAT.
  - Advance payments to road companies.
  - Temporary change of activity to health sector.
  - Road works suspended except operations, emergencies and works unable to stop.
  - Review of economic balance of contracts.
  - Plan de reactivation for road works.
  - Continuity of road administration services through home working.
  - Exemption of road tolls.
  - Creation of a Logistic and Transport Center.

# COVID-19 & roads in Chile

- Disaster State has been declared on March 19<sup>th</sup>. It allowed to protect supply chain, transport of health supply and patients, protect borders and ensure production and distribution of goods.
- Restricted use of roads (including walking and actives modes).
- Ministry of Transport must ensure connectivity for allowed activities.
- Road freight transport is not restricted.
- **Priority tasks for road administration:** safety and security activities, IT and communications.
- Road employees: employees in risk condition (including pregnant women) strict home working.
- Road employees on the field: for operations and maintenance works.
- Emergency contract management: rapid process for publishing call for projects, awarding, rescheduling, reception of works and suspending works (weekly review of contracts).
- Priorities: keep connectivity, respond to accidents, tunnels operations and winter service.

# COVID-19 & roads in Chile



Mobility control checkpoints



Disinfection barriers on the roads



Public transport in Santiago

# COVID-19 & roads in Paraguay

- Ministry PWC issued Guidelines to keep road works running (restrictions in the capital region).
  - Ministry PWC is building 2 emergency hospitals in less than a month.
  - Coordination and communication efforts with representatives of road private sector.
- Most road works are open (except capital region) to keep economy active.
  - Biosecurity protocol for toll and weight stations.
  - Biosecurity education campaigns for workers.
  - Restrictions on vehicle occupancy, e-ticketing.
  - Biosecurity protocols for taxis and uber drivers.
  - Disinfection barriers on roads.
  - MPWC cooperates with firemen for disinfection of public places.
  - Police road controls to enforce lockdown.
  - National Police and Army support transport of citizens during hours with road traffic ban.

**Road sector is seen as an alley during crises to ensure accessibility to health supplies and care, and to enhance economy**



# COVID-19 & roads in Paraguay



Mobility control checkpoints



Disinfection barriers on the roads and bus terminals



MPWC equipment disinfecting streets



Emergency hospitals under construction



Disinfection of road stations



Health controls on roads

Road works under new biosecurity protocol



# COVID-19 & roads in Argentina

- Health emergency declared on March 17<sup>th</sup>.
- Economy cannot be over people's lives (President of Argentina said).
- Compulsory use of COVID-19 App for each person entering the country.

## Measures for the road sector:

- Road freight transport is promoted, temporary suspension of restrictions.
- Toll (and checkpoints) lines reserved to freight, health and security personnel.
- Vehicles retention when violating lockdown.
- Reduction of road injured offered additional hospital beds.
- Promotion of private vehicles (free parking) and active modes.

**This crisis must be seen as an opportunity to rethink connecting people, and road design, operation, safety, security and maintenance. After crisis we will not go back to previous situation.**

# COVID-19 & roads in Argentina



Mobility control checkpoints and retention consequences



Road freight control



Health controls on buses



Use of ITS for COVID-19 crisis management

# COVID-19 & roads in Mexico

- Ministry and research Institute (IMT) published recommendations for road transport during COVID-19. Including: communication with employees and clients, transport operators and drivers, home working, health and mental care.
- Rapid Guidelines for public transport and COVID-19: cleaning and disinfection, minimum service during pandemic, new passenger capacity, biosecurity protocols, workers and communication.
- On toll roads: requirements on operations and maintenance (only to preserve infrastructure integrity), new biosecurity protocols for toll stations, toll gates open limited until 200m queue.
- On toll free roads: building and upgrading works are suspended, only maintenance works to ensure connectivity and integrity of the infrastructure. Suspension on bidding processes and extensions of works schedules.
- **Good practice:** Close work with Mexican Association for Mobility Authorities.
- **Challenges:** Federal structure vs. homogeneity, municipalities closing roads, rentability balance of road passenger operation by reducing fleet.

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# **SUMMARY OF CONCLUSIONS OF THE WEBINAR IN SPANISH HELD ON 7 APRIL 2020**

- **The global COVID-19 pandemic is disruptive. It will leave a deep permanent mark.**
- A future pandemic will find us better prepared for the phases of prevention, containment, mitigation and return to a (new) normalcy and with a battery of measures aimed at people in general, workers in general, those in the road sector and transport, organizations / agencies, companies, and works and actions on infrastructure and general reactivation.
- It is too early to know what specific changes it will bring, but it will certainly bring them, in all areas, including our way of working in public bodies/agencies.
- **We must think about the reactivation and how to carry it out**
- It is time to take immediate action and to adapt with agility and skill to the circumstances, but without losing sight that afterwards we will have to re-evaluate everything, draw conclusions and manage the changes that are necessary to be even more resilient and effective in our service to society.

# Thank you for your attention!



**Miguel Caso Flórez**

Director Técnico de PIARC

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# Presentations

Approach, measures taken and considerations on the virus/road situation in Greece





# **Covid-19**

## **Current Consequences & Future Threats for the Tollway Sector In Greece**

**Bill M. Halkias, PE, F. ASCE, F. ITE**

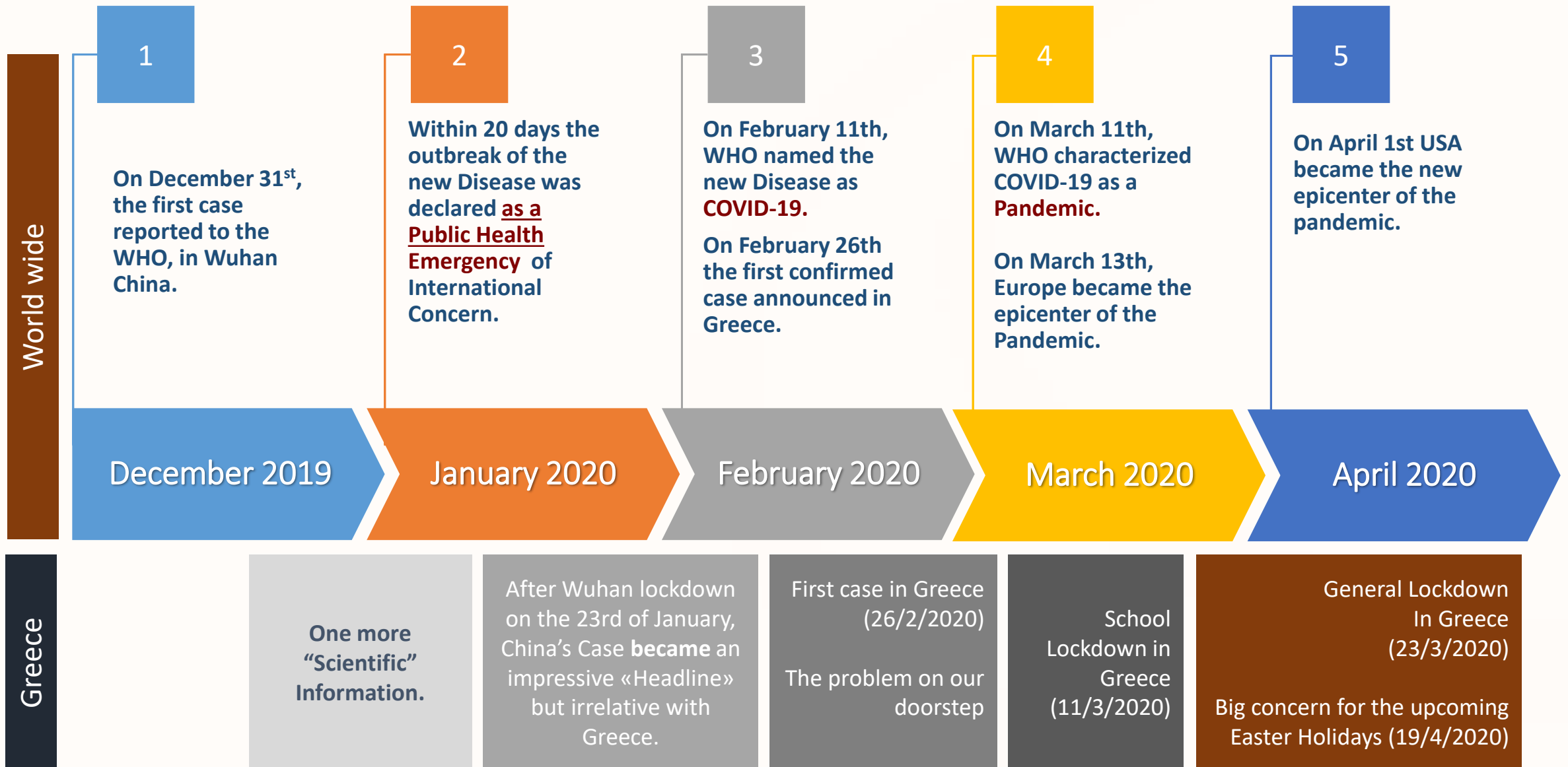
**President, International Road Federation (IRF), Geneva Programme Centre**

**Immediate Past President, European Association of Toll Road Concessionaires, ASECAP**

**Immediate Past President, Hellenic Association of Toll Road Network, HELLASTRON**

**Managing Director & CEO, Attica Tollway Operations Authority, Attikes Diadromes SA**

# Hellenic Association of Toll Road Network "HELLASTRON"



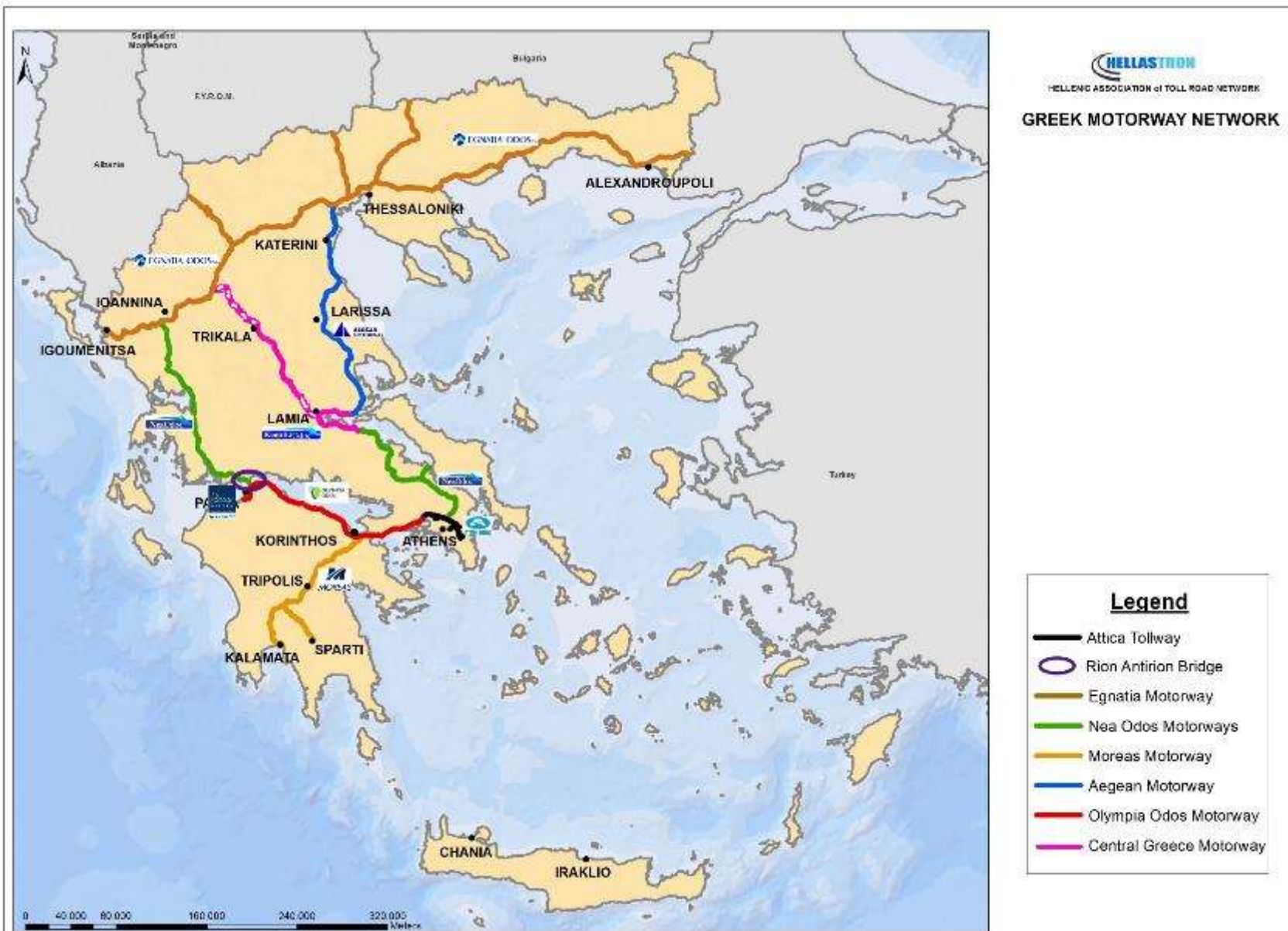
The Greek government's spontaneous response was aimed at virus spreading reduction

On February 27<sup>th</sup> just one day after the first confirmed COVID-19 case, among other measures, all the Famous Carnival Festivals in Greece were cancelled (with **more than 250.000** participants and visitors).

**But these measures have Severe Economical Consequences:**

- More than 600.000 Small Business are closed
- 90% of the economy has been in quarantine
- Support measures estimated to 12 billion Euro
- The main economic sector: Tourism is in danger (25% of Greek GDP)

# Hellenic Association of Toll Road Network "HELLASTRON"



## Members

Project	Length in operation (Km)
ATTIKI ODOS	70
GEFYRA	3,5
EGNATIA ODOS	887,2
NEA ODOS	366,1
MOREAS	205
AEGEAN MOTORWAY	262,6
OLYMPIA ODOS	202,3
KENTRIKI ODOS	136,5
<b>TOTAL</b>	<b>2.133,1</b>

## Socio-economic contribution of HELLASTRON



**€ 89 millions / year**  
*As Investments from  
Concessioners*



**€ 186 millions / year**  
*Spend for the operation and  
road maintenance*



**More than  
400 Actions**  
*In the scope of  
Corporate Social Responsibility*

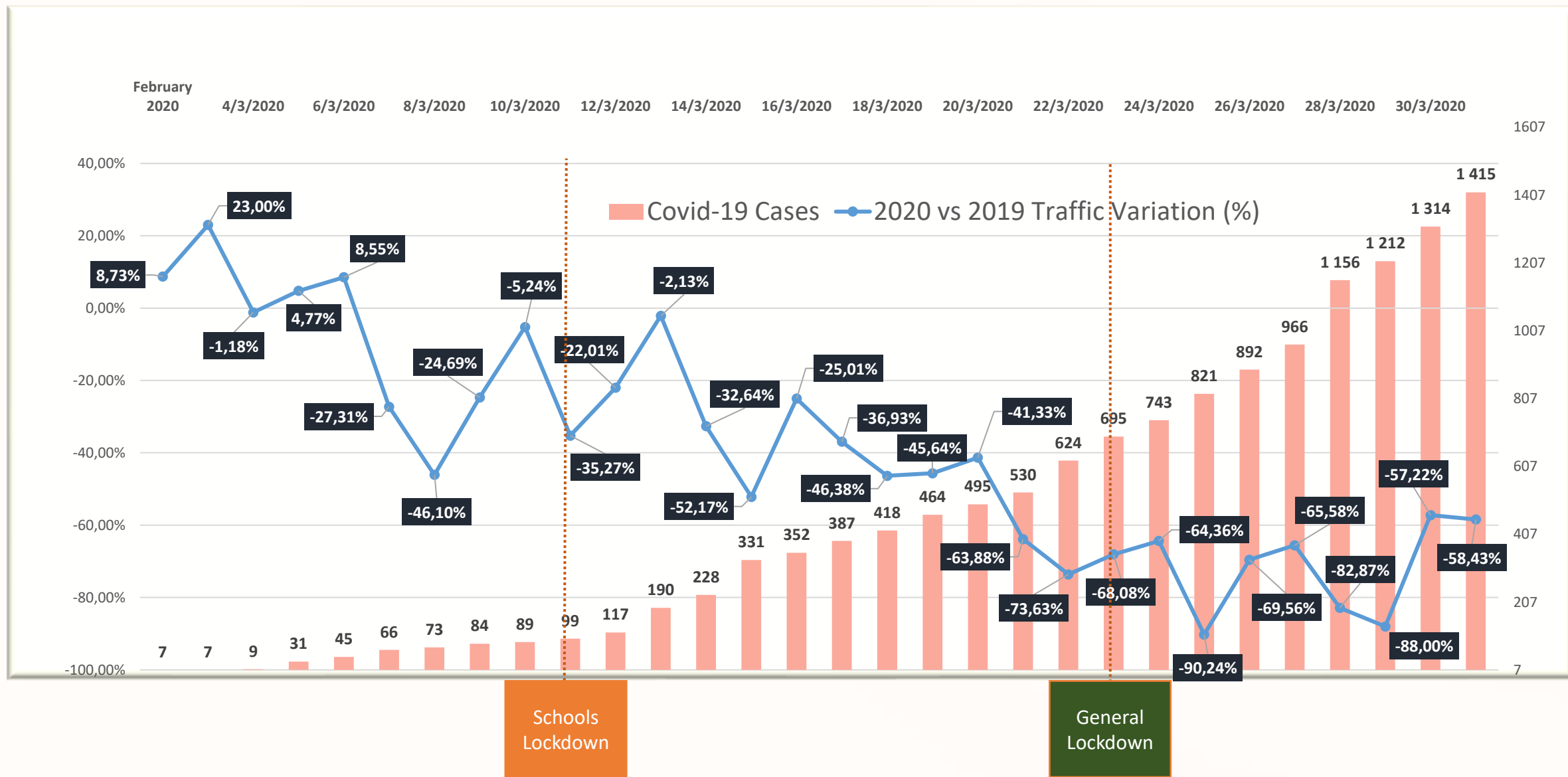


**More than  
€ 158 millions/ year**  
*Payed to the Greek State  
As VAT tax*



**4.530**  
*Is the total number of  
HELLASTRON members  
Personnel*

# Consequences of the Covid-19 on the HELLASTRON Network



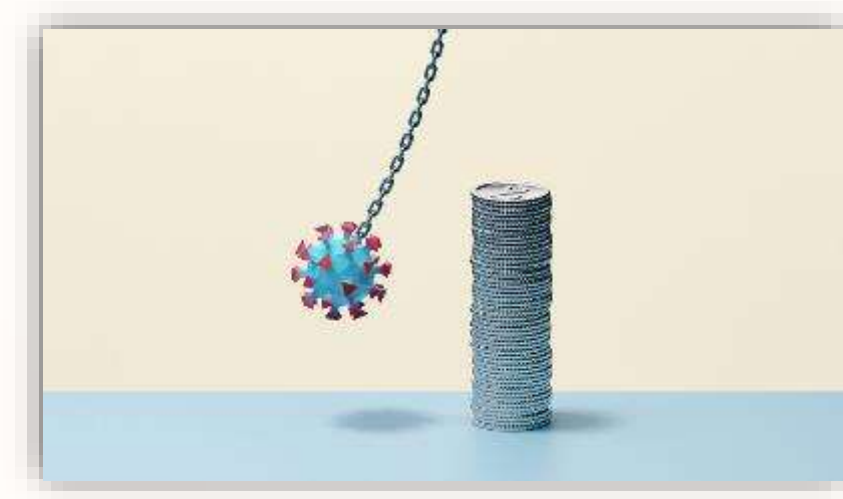
# Consequences of the Covid-19 on the HELLASTRON Network: Details

Traffic Variation (in comparison with 2019)									
	Egnatia Odos	Attiki Odos	Olympia Odos	Moreas	Aegean Motorway	Kentriki Odos	Nea Odos	Gefyra	Total Network
January 2020	15%	4%	10%	11%	20%	16%	12%	9%	10%
February 2020	8%	4%	10%	10%	20%	13%	12%	4%	9%
1-11 March 2020 (Light quarantine)	-12%	-4%	-19%	-17%	-5%	-12%	-10%	-18%	-10%
12-22 March 2020 (Schools lockdown)	-37%	-52%	-37%	-41%	-27%	-35%	-31%	-40%	-41%
23- 31 March 2020 (General Lockdown)	-72%	-72%	-78%	-82%	-64%	-72%	-68%	-73%	-73%
March 2020 (total Month)	-38%	-40%	-42%	-44%	-29%	-37%	-33%	-41%	-39%

## Consequences of the Covid-19 on the HELLASTRON Network:

### Traffic Reduction has a significant impact on the:

- Revenue of the projects
- Liquidity and continuity
- Loans and Tax obligations
- Scheduled constructions and heavy maintenance.





# Consequences of the Covid-19 on the HELLASTRON Network

**March 5th 2020 (08:57)**

**Attica Tollway, Metamorfosi East Plaza**



**April 2nd 2020 (08:57)**

**Attica Tollway, Metamorfosi East Plaza**



## Consequences of the Covid-19 on the HELLASTRON Network

**March 2019,  
Attica Tollway-Vrilissia Tunnel**



**April 2nd 2020,  
Attica Tollway-Vrilissia Tunnel**



# Consequences of the Covid-19 on the HELLASTRON Network

**Sunday, February 9th 2020 (17:59)  
Nea Odos Tollway, Afidnes Plaza**



**Sunday, March 29th 2020 (20:00)  
Nea Odos Tollway, Afidnes Plaza**



## Measures taken by the HELLASTRON members:

### Operational Plan:

- Alternate work program by using teleworking platform,
- Back-up solutions for the Traffic Management Centres,
- Limitation of maintenance and construction works to those absolutely necessary,
- Suspension or limitation of operation of the Customer Service Centres,
- Back-up solutions for the Customer Call Centres,
- Encourage the drivers to prefer either the ETC lanes (use of transponders) or **contactless transactions on POS.**

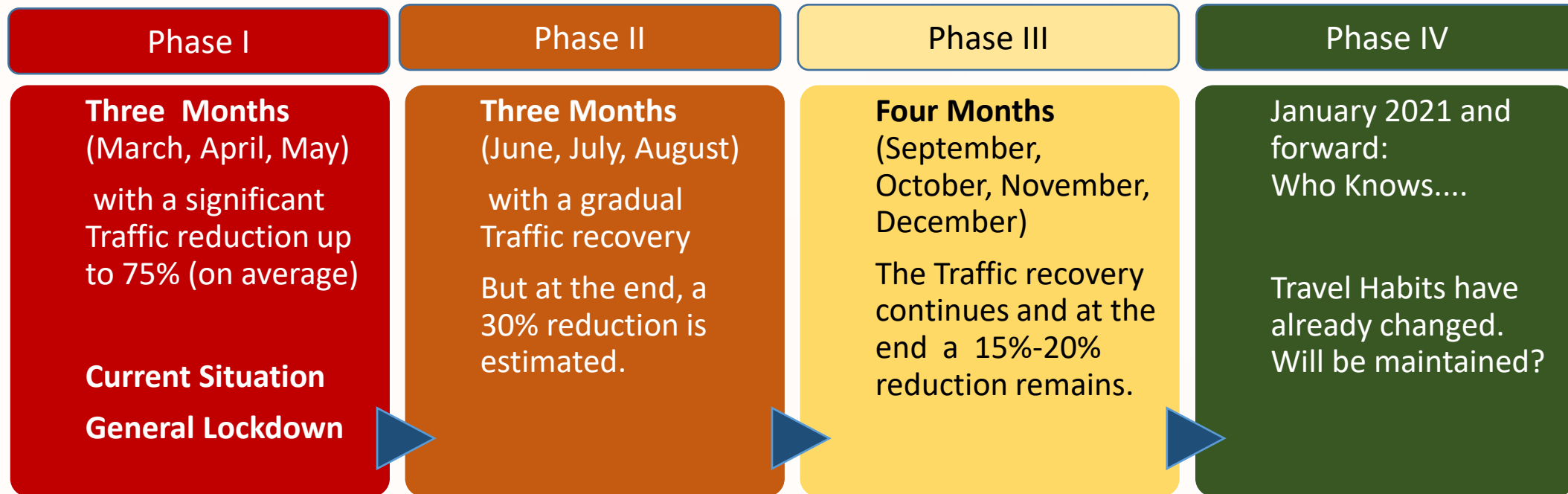


## Measures taken by the HELLASTRON members:

### Preventive measures:

- Provide regularly medical guidelines to the personnel (hygiene & protection)
- Keep away of the workplace vulnerable personnel, provide special purposes leaves (parents with young children, etc.)
- Ensured the necessary antiseptics and personal protection equipment (masks, gloves, etc.) according to WHO and Hellenic public Health Organization guidelines.
- Minimise the interaction in the workplaces (limitation of visits, travel suspensions, etc.),
- Upgrade / intensify the hygiene and cleaning services to all project’s premises (Booths, Stations, TMCs, etc.)

## Covid-19: The next day in Greece? (\*)

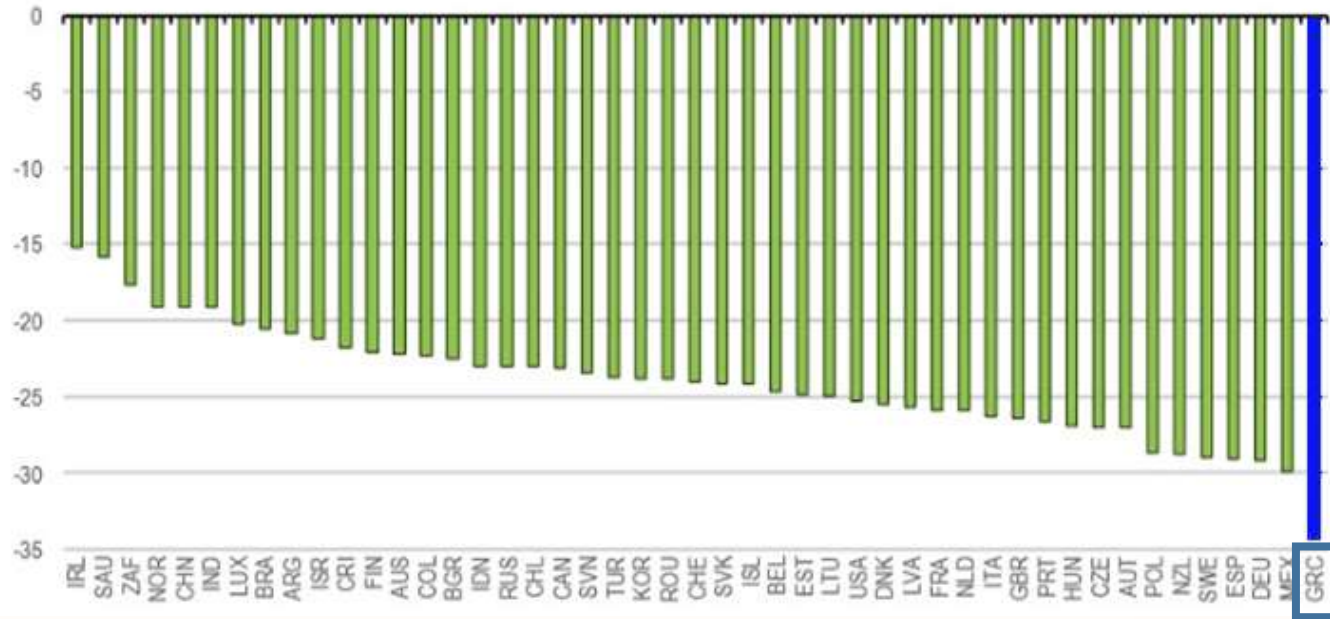


In comparison with the Traffic of 2019....

(\*) Estimations based on the China Case and the peculiarities of our country....but with a great uncertainty

# Covid-19: The next day in Greece?

Figure 2. The potential initial impact on activity of partial or complete shutdowns on activity in selected advanced and emerging market economies



Source: OECD Annual National Accounts; OECD Trade in Value-Added database; Statistics Korea; Brazilian Institute of Geography and Statistics; and OECD calculations.

- OECD estimates a 35% reduction in the country's GDP, depending of the duration and the extension of the shutdown, the expansion of reduced demand for goods and services and the rate at which fiscal and monetary policy will begin to pay off.
- **Greece** appears to have such a big impact, because tourism and related industries are seriously hit by shutdown.

## Support measures from the European Commission & the Greek Government

***European Commission must publicly declare the Covid-19 pandemic as a case of “force majeure”, that ease Greek Government to:***

- Provide Immediately financial support in order to guarantee the liquidity and continuity of the operators & concessions during the lockdown (Phase I)
- Rebalance the affected toll concession contracts for the following Phases (II to IV)



***Thank you!***



**Bill M. Halkias, PE, F. ASCE, F. ITE**

**President, International Road Federation (IRF), Geneva Programme Centre**

**Immediate Past President, European Association of Toll Road Concessionaires, ASECAP**

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# The Western Australian Perspective and Approach

**Alan Colegate**

**Technical Committee 1.1 (Performance of Transport Administration)**



Perth, Western Australia

8 April 2020



# Alan Colegate



- ORGANIZATION: Main Roads Western Australia  
Austroads representing Australia and New Zealand
- Function: A/Executive Director Strategy and Communications  
Judge Australasian Reporting Awards  
Corr Member TRB ABC 30 (Perf Mgt) and AS0010 (Int'l Cooperation)
- Areas of interest: Outcome Based Performance Management, Strategic Planning, Customer Experience, Innovation, Communication and Annual Reporting
- Role in TC1.1: Joint Lead Working Group 1
- Family/Hobbies: Married, one child, swimming and travel

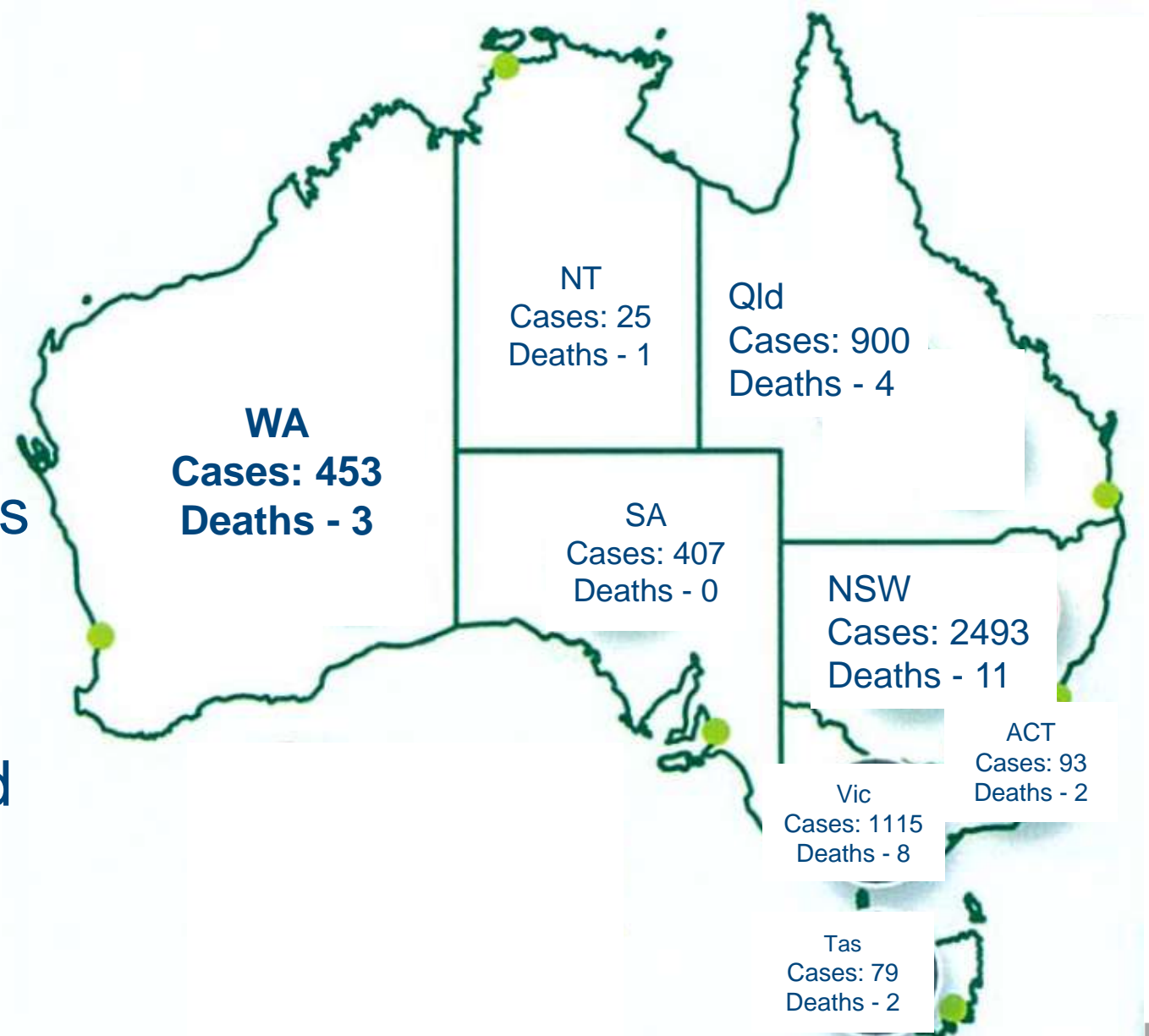


18,500 kms road over  
2.5 million square kms

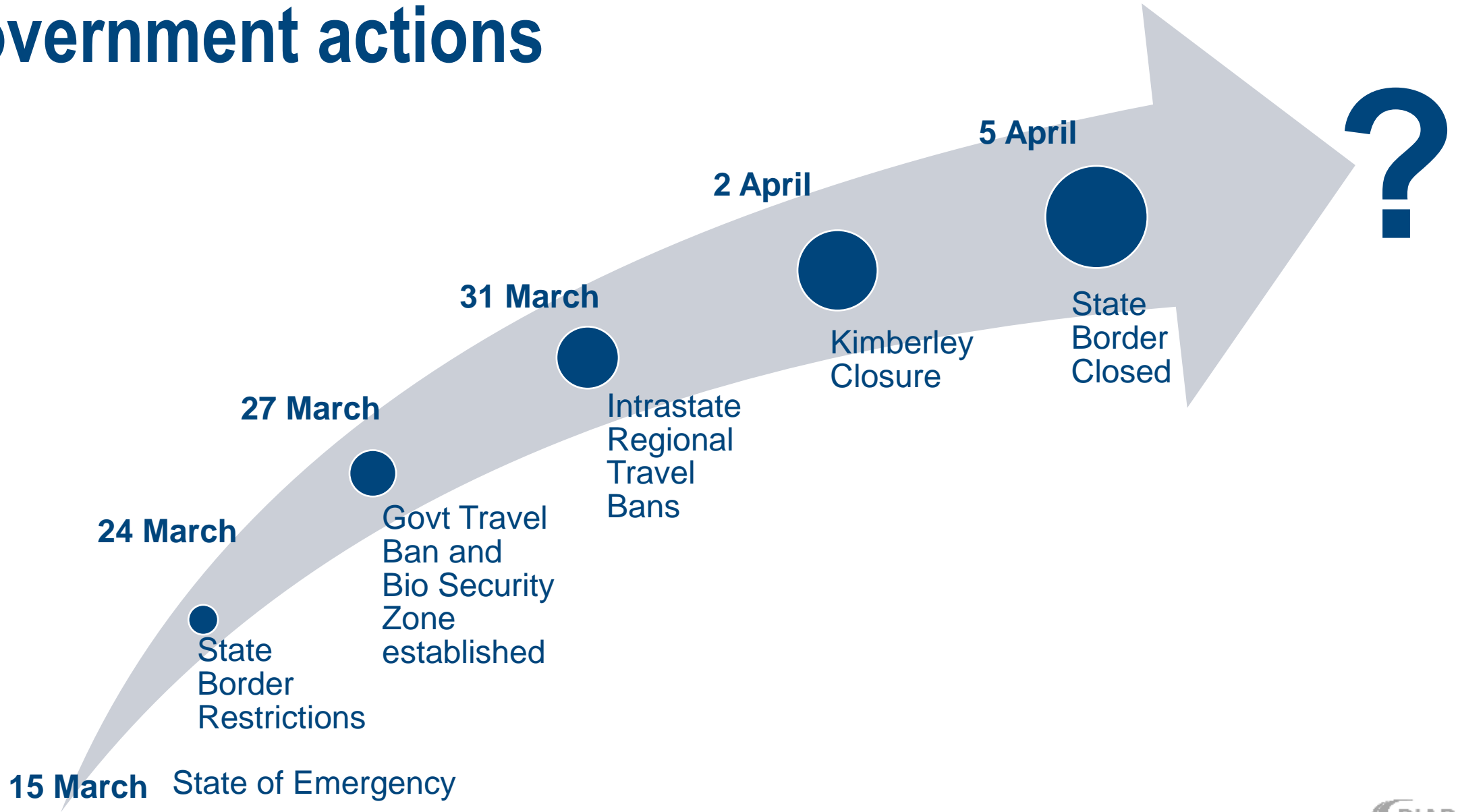


# Current situation

- National Cabinet created
- Euro 118 b stimulus
  - GFC – Euro 38b
- Euro 50b emergency loans
- Evictions on hold
- Banks freezing loans
- Social welfare rules eased

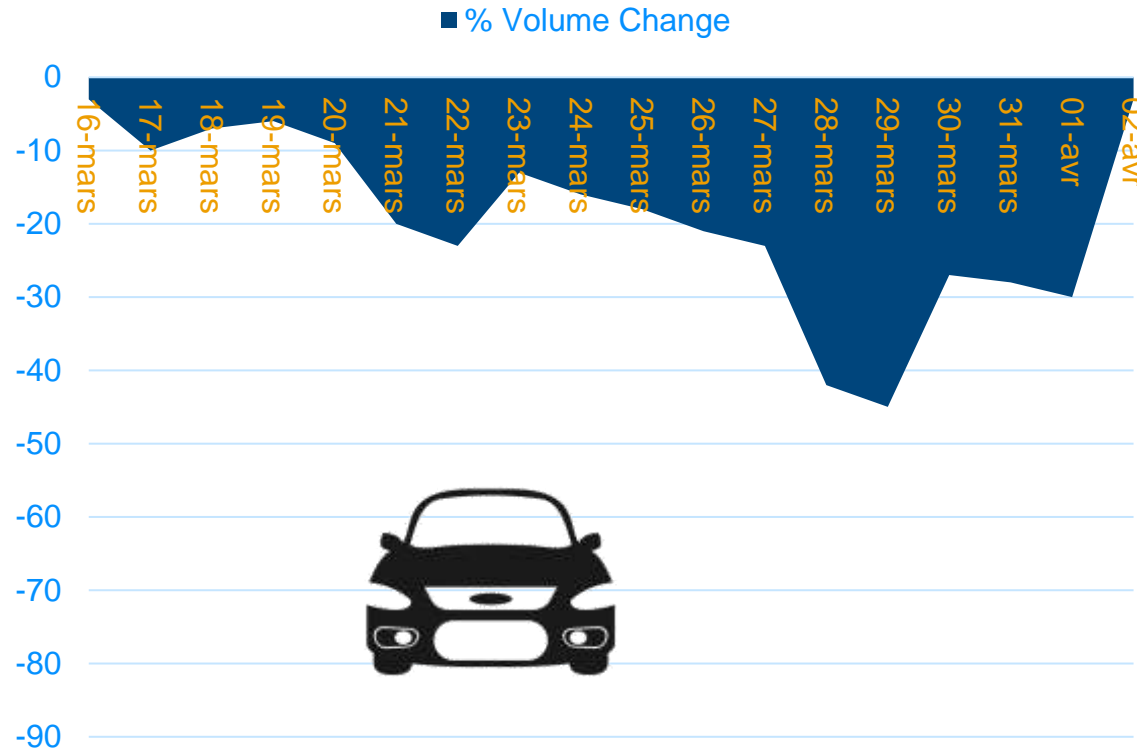


# Government actions

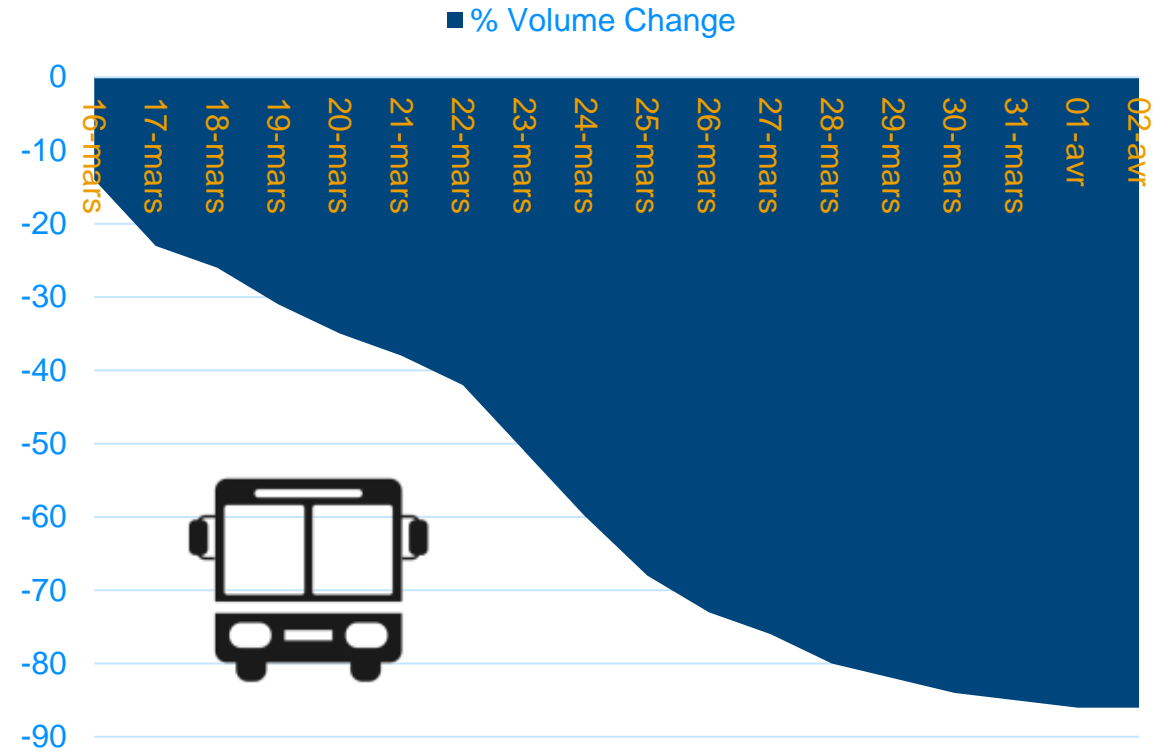


# Transport Volumes

## Daily Freeway Volumes v's 2019

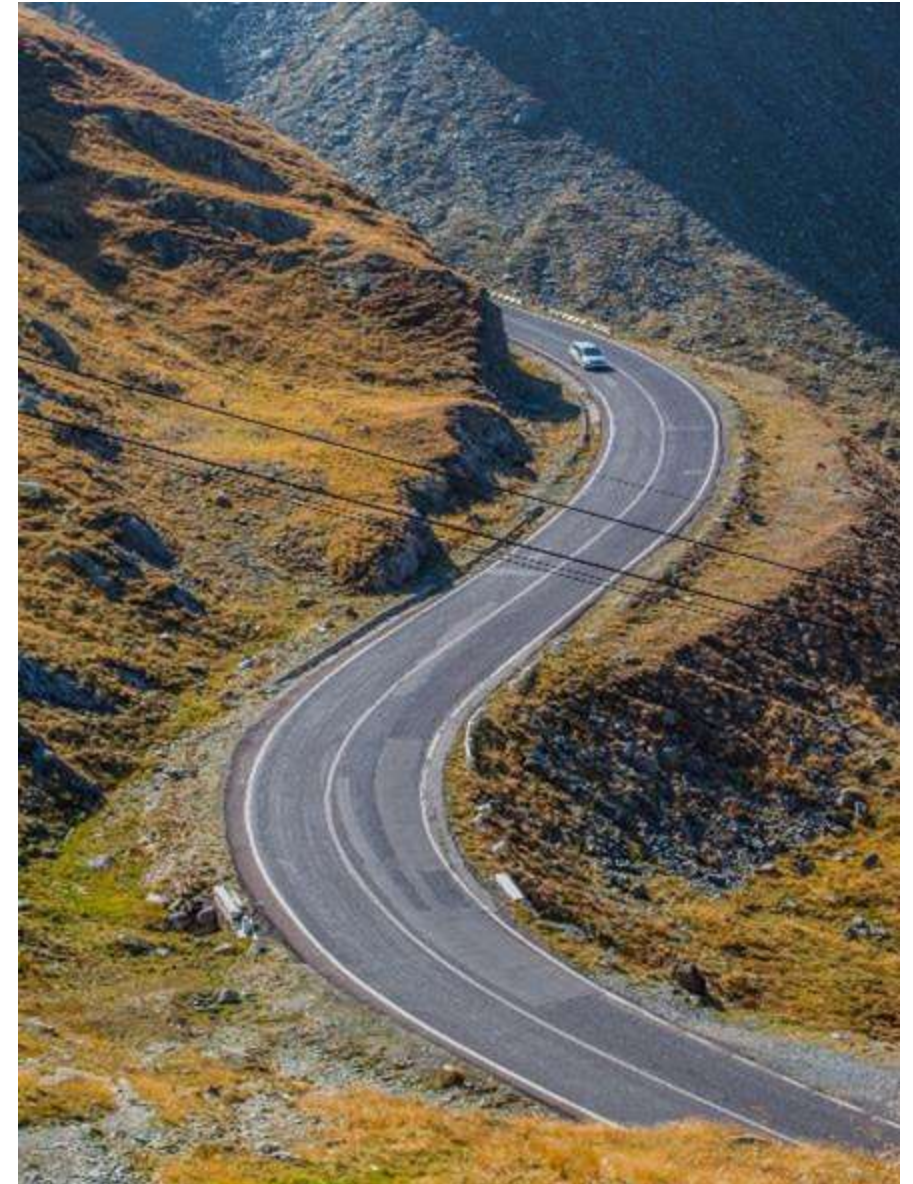


## Daily Passenger Volumes v's 2019



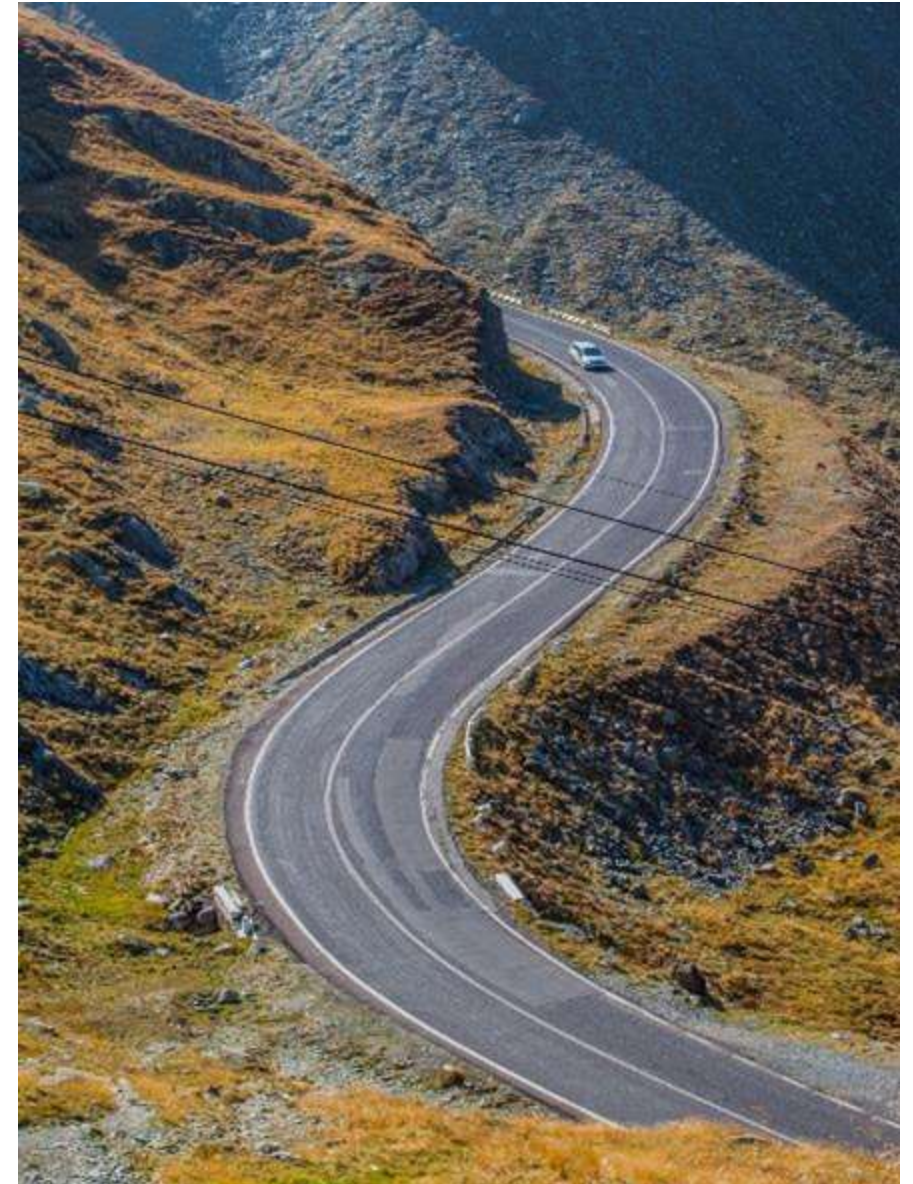
# Freight & Logistics

- Freight treated as a national priority
- All freight and transport exempt from restrictions in all jurisdictions
- Issue for access to fuel and accommodation
- Special exemptions for resources industry
- Looking at whole supply chain
  - Port, Air, Rail and Road



# Other modes

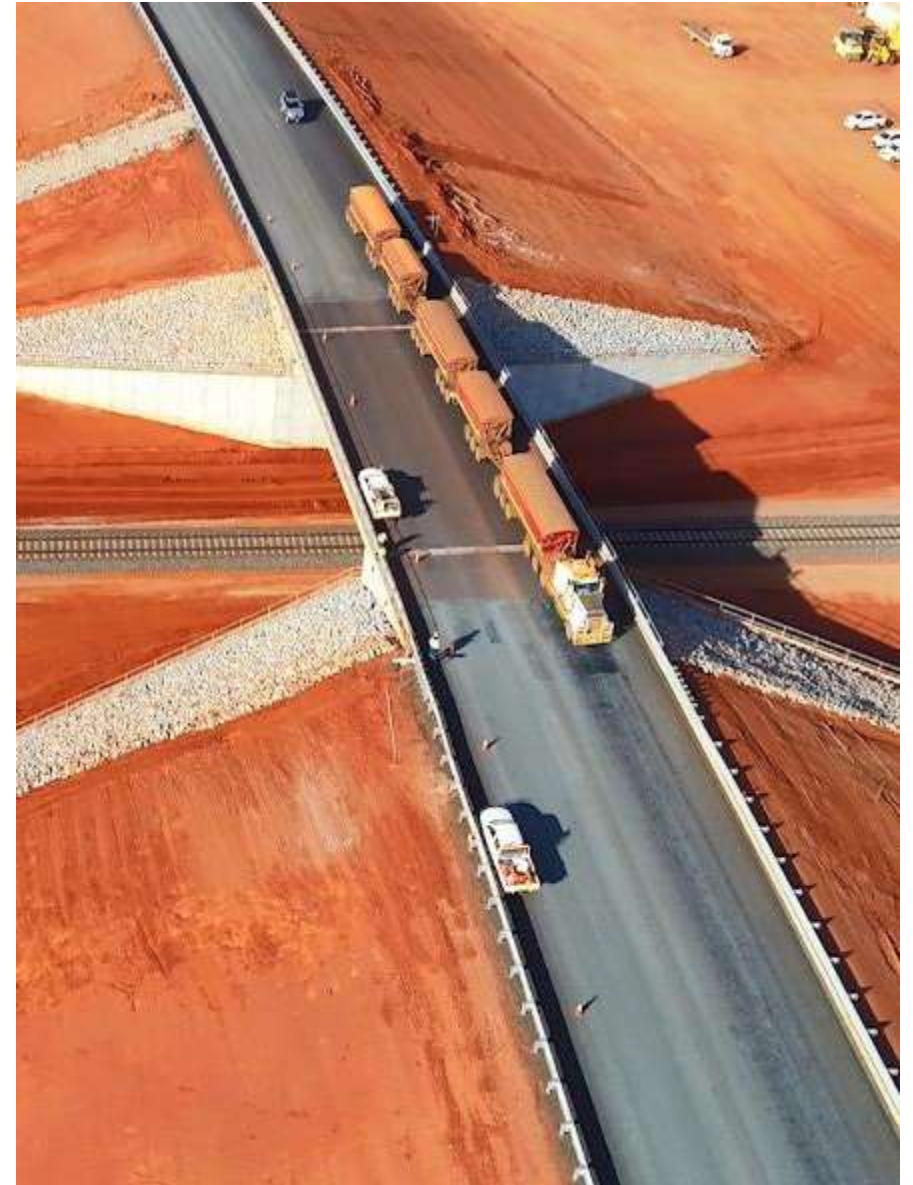
- Aviation
  - Economic support from Government
  - Exemption for crews and resources
  - Huge impact on primary producers
- Ports
  - Impacts of 14 day quarantine
  - Pilot function, scarce resource, high risk
  - Cruise ships
- Rail freight
  - Border exemptions, health restrictions





# Construction projects

- “Open for business”, maintain the spend
- Viability of contractors to continue
- Protecting our remote vulnerable communities
- Authorisation to travel included in exemptions
- Business Continuity Plans for contractors
- Looking to bring contracts on line if possible
- Looking to advance works where possible



# Thank you



[www.piarc.org](http://www.piarc.org)



**Alan Colegate**

Executive Director  
Strategy and Communications  
Member TC 1.1

[alan.colegate@mainroads.wa.gov.au](mailto:alan.colegate@mainroads.wa.gov.au)



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Landmarks light green to recognise Health Workers





Transport demand will be affected?

**‘PUBLIC’ VS ‘MASS’ TRANSPORT WHEN YOU  
CONSIDER EXITING THE COVID-19 EMERGENCY ...**

**Tommaso BONINO**

Online ...

March 2020



**SRM**  
RETI E MOBILITÀ

Transport demand will be affected?

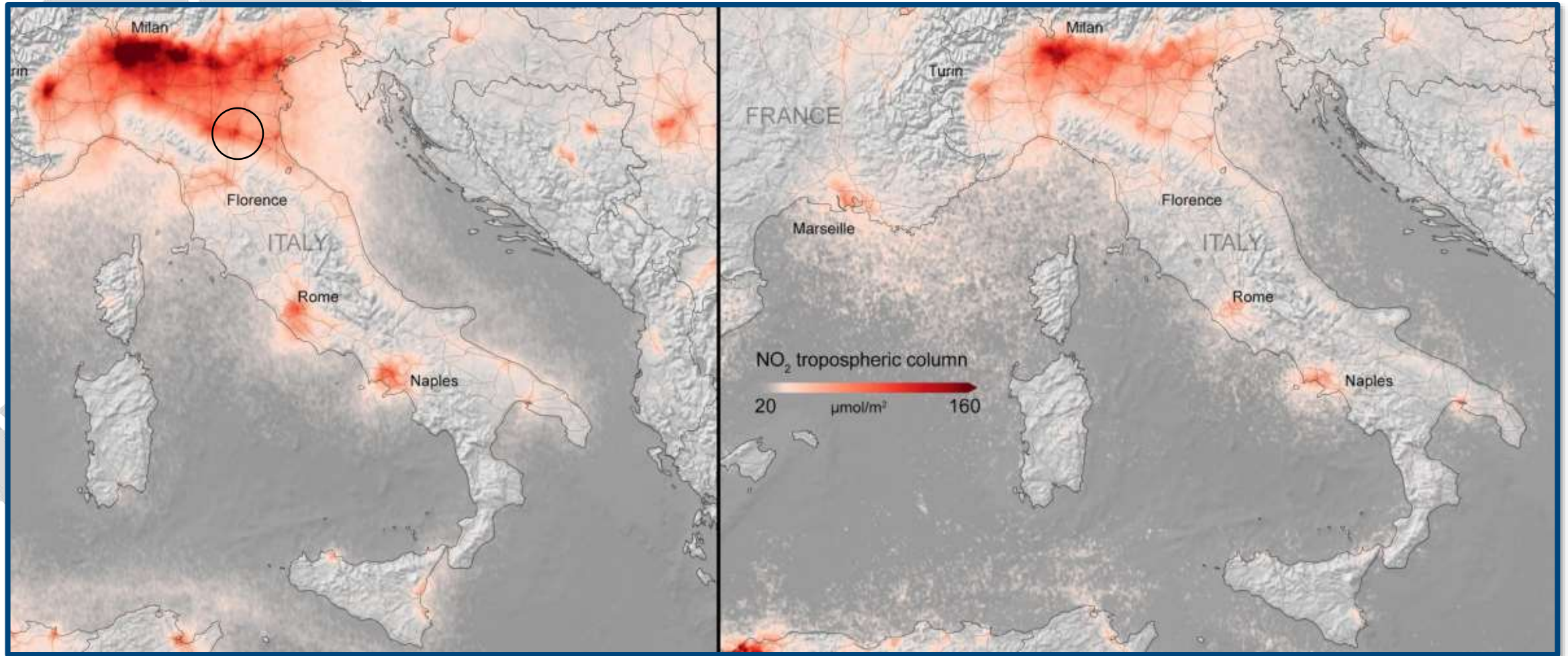
**‘PUBLIC’ VS ‘MASS’ TRANSPORT WHEN YOU  
CONSIDER EXITING THE COVID-19 EMERGENCY ...**

by **Tommaso BONINO**

Technical Manager at SRM – Reti e Mobilità  
Bologna, Italy



No mobility, no issues!

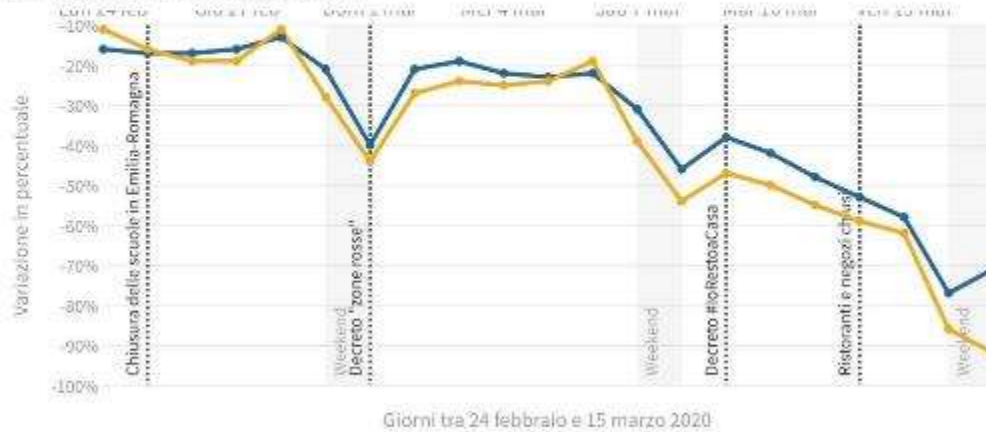


## RETI E MOBILITÀ

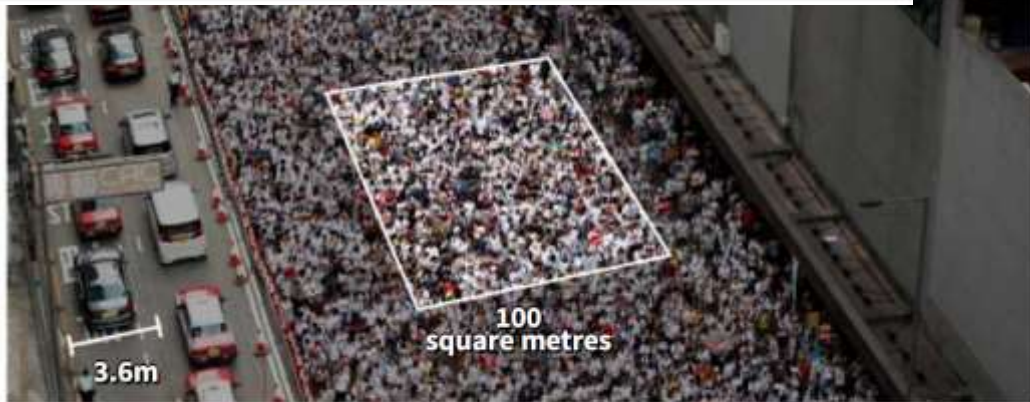
## EMILIA-ROMAGNA

Impatto COVID-19 sulla mobilità: variazione del **numero di tragitti** e **km percorsi** al giorno

Il numero di tragitti e km percorsi è paragonato ad un "giorno ideale" (la media tra i giorni infrasettimanali per 4 settimane tra gennaio e febbraio 2020)



GED VISUAL Fonte: TERALYTICS



4 per sq m - Hennessy Road / Canal Road West, Wan Chai

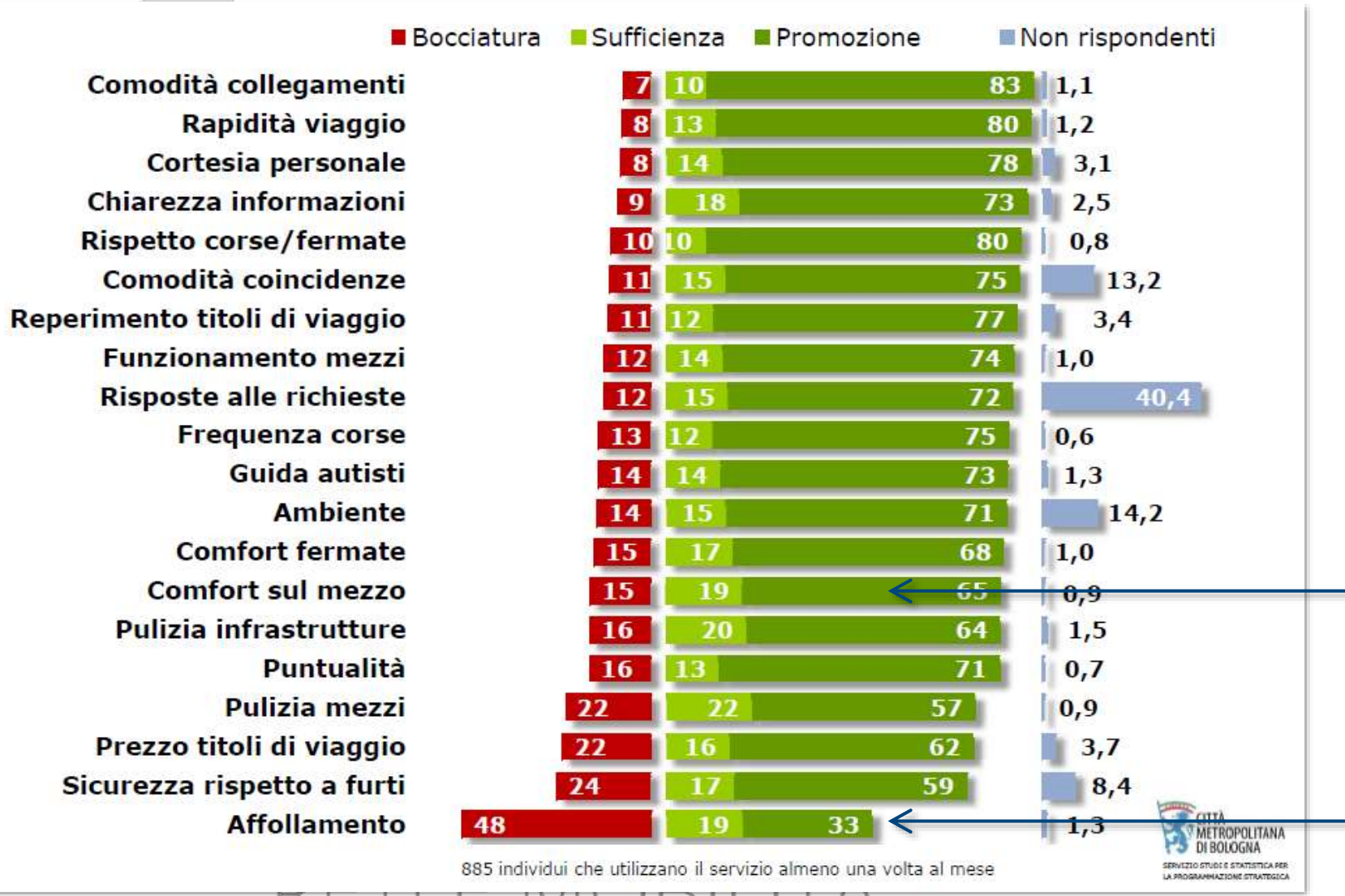
**Bologna PT:** 36 Mkm, 138 Mpax /year,  
> 40% from fares.

March 2020: reduction of services below average  
(about -20% vs -40~50%);  
average loss of passengers (about -90%).

**Crowd** (recurring issue): from 90% to 11%.

From 4 pax/m<sup>2</sup> to 1 pax/3,12 m<sup>2</sup> means 8%.

11% is close to 8%, but what comes **next?**



RETE MOBILITÀ



Stima degli occupati che lavorano in settori attivi o sospesi (valori %)



Consumi elettrici italiani (MW), 2019\*-2020



**Inactive:** 51% of the companies (based upon ATECO codes), 34% of the workers.

**Frozen/postponed:** 48% of the expenses (mobility is 9,3% of total expenses, 20% of the frozen/postponed ones).

**Saving mode ON:** 58% of the population.

**Higher need for information:** 52% of the population.

**Sheriffs wanted:** 67% ask for punishment for those not respecting emergency rules.





**Now:**  
sanitation and increase of commercial speed, mobility  
limitation measures and police enforcement.

**Then:**  
drop of commercial speed,  
control of hop on/off,  
bigger buses,  
«smaller» stops,  
personal protective equipment (PPE) + hydro-gel + no  
sell on-board,  
limited capacity,  
service 100% on-demand,  
what else?

M  
ILITÀ

# La dimensione emozionale: drammaturgia di un fenomeno traumatico



Stiamo vivendo un trauma collettivo segnato, come ogni evento del genere, da una **drammaturgia** suddivisa in 5 fasi: negazione iniziale, emergere di ansia e frustrazione, riassetamento, rimodulazione delle priorità, nuova normalizzazione.

	Fine febbraio	Metà marzo	Fine marzo
LA PREOCCUPAZIONE PER LA DIFFUSIONE DEL VIRUS	48%		96%
L'ALTA PREOCCUPAZIONE, PERÒ, RALLENTA	15%	58%	52%
LA PAURA DI AMMALARSI	28%	55-59%	49%

## I DATI DI PERCEZIONE

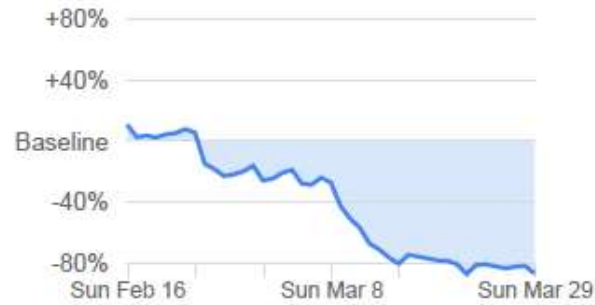


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## Transit stations

# -87%

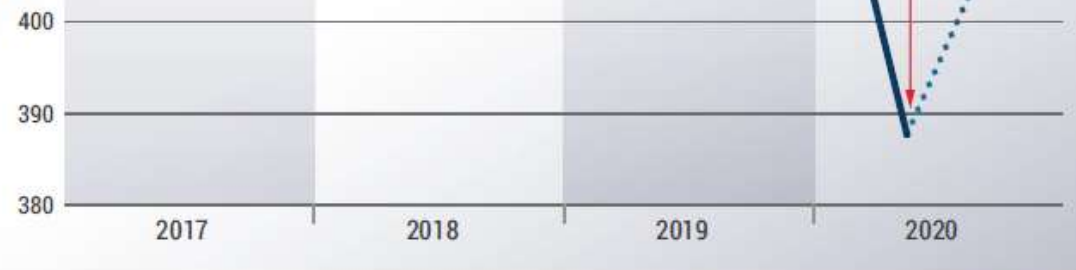
compared to baseline



## Workplaces

# -63%

compared to baseline



### Chart A

#### An enormous loss of GDP in the first half of 2020

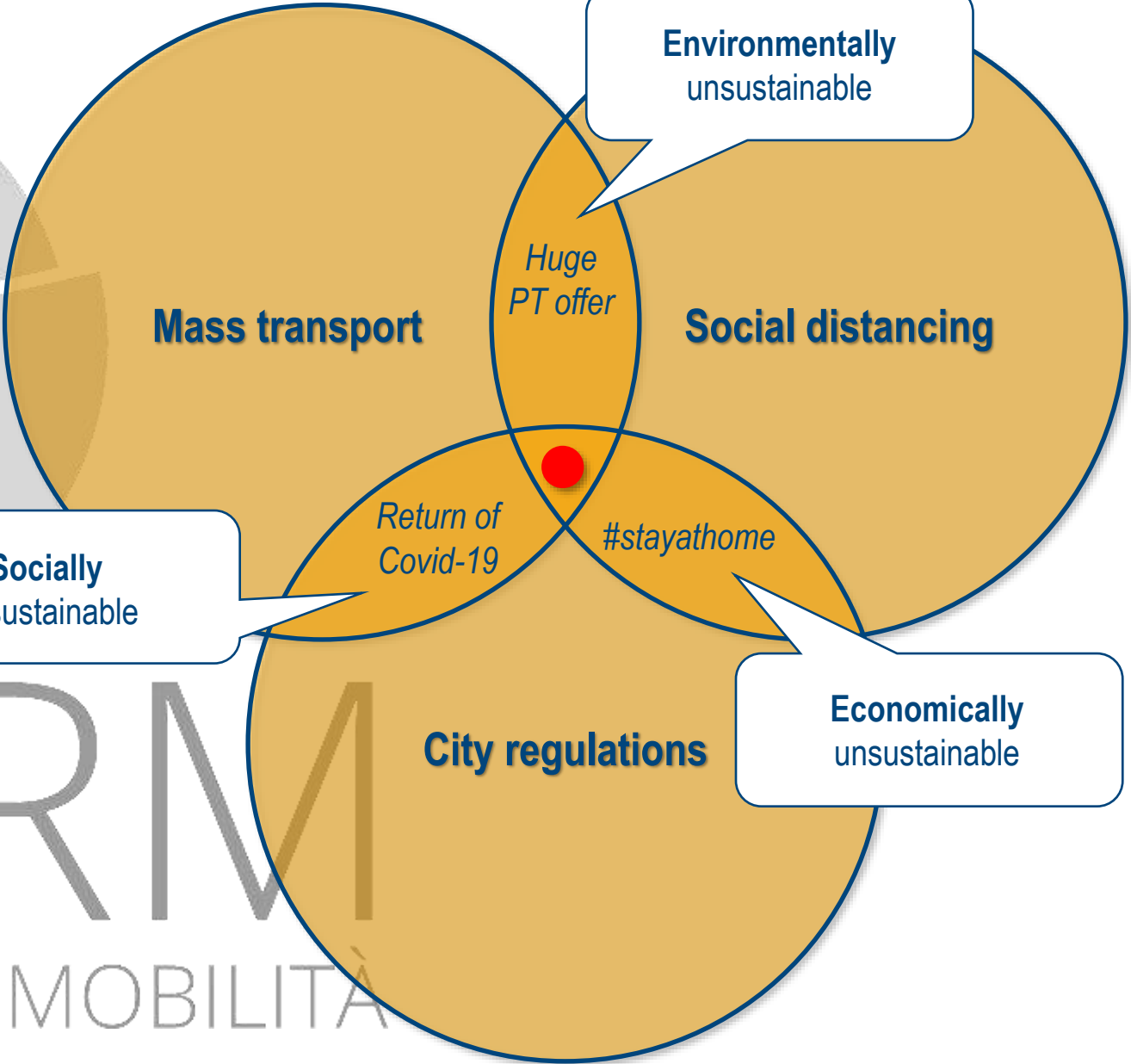
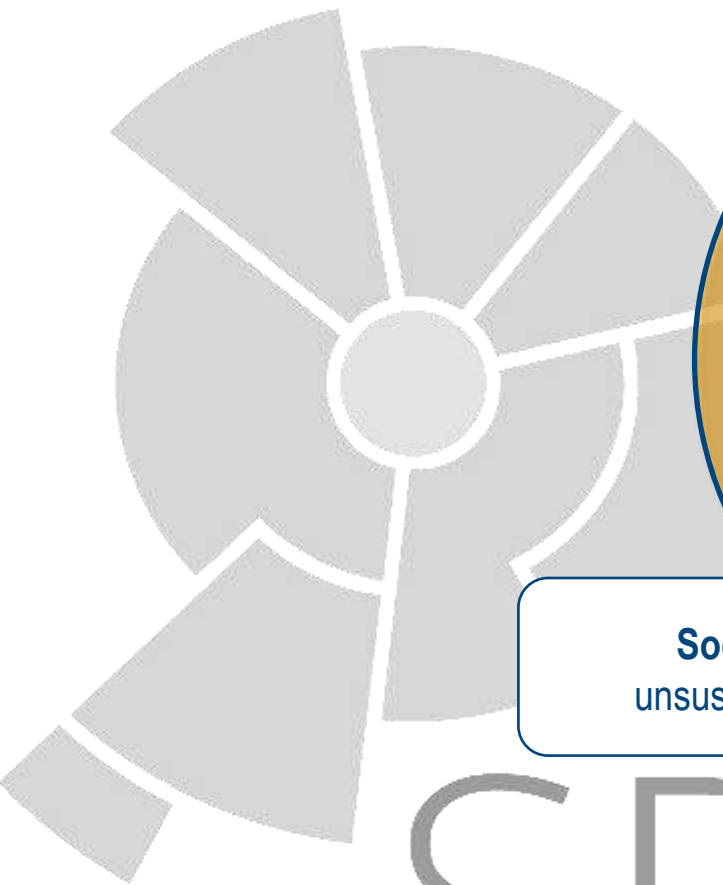
(Italy, quarterly data, billion euros, constant prices, seasonally adjusted)

# SR

## RETI E MC

Note: quarterly GDP at the end of 2019 was equal to 430 billion euros, therefore the cumulated drop in the first two quarters of 2020 is around -10%.

Source: CSC calculations and estimates based on ISTAT data.



SRM  
RETI E MOBILITÀ



**Birgit Hebein**

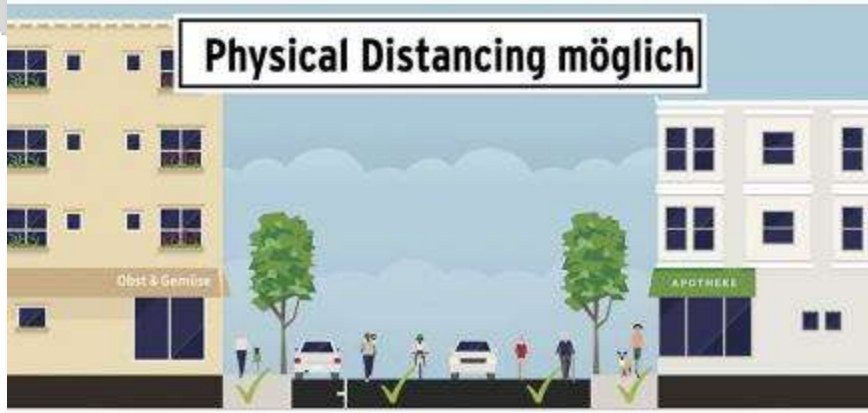
lunedì alle 4:35 PM · 🌐

Der Platz im öffentlichen Raum ist gerade jetzt für die physische und psychische Gesundheit wichtig. Einkaufen oder spazieren gehen und dabei den vorgeschriebenen Mindestabstand von einem Meter auch einhalten zu können, ist in vielen Teilen der Stadt nur schwer möglich. Sich an der frischen Luft zu bewegen darf kein Privileg für Menschen werden, die am Stadtrand bzw. am Land wohnen oder einen PKW besitzen. Deshalb arbeiten wir daran, die vorhandenen Flächen besser nutzbar zu machen. Ein Teil des Puzzles ist die Öffnung der Bundesgärten, ein anderer die Öffnung von Straßenzügen im dicht bebauten Gebiet.

**Kein Ausweichen möglich**



**Physical Distancing möglich**



**THE STAR** [Subscribe Now](#)

### Calgary blocks traffic lanes to help pathway users maintain two-metre separation during COVID-19 outbreak

By Rob Orlowski for The Canadian Press  
Mon, March 16, 2020 · 6:24 AM EDT

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**PERSPECTIVE**

### In a Global Health Emergency, the Bicycle Shines

As the coronavirus crisis forces changes in transportation, some cities are building bike lanes and protecting cycling clubs. Here's why that makes sense.

MARCH 23, 2020

**SmartCitiesWorld**

### Bogotá expands bike lanes to curb coronavirus spread

16 Mar 2020 by Sarah Wray, Editor, SmartCitiesWorld

The quick action is an example of cities re-organising public spaces to tackle the pandemic. Bogotá is also planning a 'lockdown drill' this weekend.

The Colombian capital of Bogotá is opening 75km (47 miles) of temporary bike lanes to reduce crowding on public transport and help prevent the spread of coronavirus (Covid-19), as well as to improve air quality.

**The Better Block**  
of TheBetterBlock

We are reviewing the potential of creating a Neighborhood Greenway with @CityOfDallas and @ChadWestDallas. We'd temporarily convert a street to be ped/bicycle prioritized to help relieve our parks/trails.

Thursday, March 19, 2020

4:10 PM - 010420 - Twitter Web App





## RETI E MOBILITÀ

Public transport has to be delivered anyway, mass transport has to be treated in a concerned way.

We're not talking about 'public' vs 'private', but about 'individual' vs 'collective'.

In the first times post COVID-19 emergency, public transport – within city limitations – will mean 'more individual' and 'less collective', **anyway as much sustainable as possible.**

# Thank you for your attention!



**Tommaso BONINO**

SRM – Reti e Mobilità, Technical Manager

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# Questions and Answers

Moderated by Christos Xenophontos





# Our Speakers today

- Patrick Malléjacq, Secretary General, PIARC
- Jonathan Spear, Committee on Performance of Transport Administrations (TC 1.1)
- Miguel Caso Florez, Technical director, PIARC General Secretariat
- Bill Halkias, Managing Director & CEO, Attica Tollway Operations Authority, Attikes Diadromes SA, Greece
- Alan Colegate, A/ Executive Director Strategy and Communications directorate, Main Roads Western Australia
- Eng. Tommaso Bonino, Technical director of SRM (Public Transport Authority of Bologna Metropolitan Area), Italy

# Conclusion and Next Steps



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# Disclaimer

Since time is of the essence, it is likely that knowledge and practice that is shared will not have been officially approved by each country's official authorities.

**“The ideas and examples shared here are for illustration only. They do not necessarily represent official policy. Ideas presented will be subject to further evaluation and use in deriving recommendations on policy and practice in due course. While care has been taken in the preparation of this material, no responsibility is accepted for any damage that may be caused.”**

# Thank you for your attention

- Further PIARC webinars are planned
- We are planning webinars in French and webinars in Spanish too
- <https://www.piarc.org/en/News-Agenda-PIARC/Coronavirus-PIARC-and-Covid-19>

# Two PIARC polls are now open

In order to allow everyone to contribute, two polls are now open:

- To identify issues of concern:

<https://forms.gle/cgi8WCeQYyCeNFQA>

- To identify stakeholders who wish to share their practices :

<https://forms.gle/8sPYw3qhZoySQueJ9>

Those two links are also available from PIARC's website.

# PIARC's Response Team: Contact details

- [christos.xenophontos@dot.ri.gov](mailto:christos.xenophontos@dot.ri.gov)
- [jmblanco@fomento.es](mailto:jmblanco@fomento.es)
- [vgalasso@deloitte.it](mailto:vgalasso@deloitte.it)
- [jonathan.spear@atkinsacuity.com](mailto:jonathan.spear@atkinsacuity.com)
- [s.palchetti@stradeanas.it](mailto:s.palchetti@stradeanas.it)
- [yukio-adachi@hanshin-exp.co.jp](mailto:yukio-adachi@hanshin-exp.co.jp)
  
- If needed, contact [info@piarc.org](mailto:info@piarc.org)

# Thank you for your attention!



**Patrick Mallejacq**

**PIARC Secretary General**

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**@PMallejacq**

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Grande Arche – Paroi Sud – 5<sup>e</sup> étage  
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# Valentina GALASSO, TC 2.4 Chair

- Valentina GALASSO is a Senior Manager at Deloitte Consulting, where she leads a consulting team within Government & Public Services Industry, with a special focus on transport.
- She has 10 years of experience gained working with major clients in Italy and Europe and in project related with the design of supporting systems for road network management, business process analysis and reengineering in the transportation fields, consultancy on developing ITS solutions and designing monitoring and control systems.
- She holds degree in Industrial Engineering and Systems Engineering from the Federico II University in Naples-Italy and from the École Normale Supérieure Paris-Saclay-France.
- She's an active member of PIARC since 2012, she is now the chair of the TC 2.4 on "Road Network Operations and ITS" for Strategic Cycle 2020-2023.





# Yukio ADACHI (Japan)



- **Executive Director, Hanshin Expressway Engineering Co., Ltd., Osaka JAPAN**
- **Chair of PIARC Technical Committee “DISASTER MANAGEMENT” (2020-2022)**
- 22 Members and 12 Corresponding Members from 23 Countries

***Main goal is : Strengthening management technique for road disaster***

# Jonathan H. Spear

BA (Hons), MSc (Eng), DMS, FCIHT, CTPP



- **Organisation:** Atkins Acuity (Private Sector, UAE and WRA UK)
- **Current Role:** Director and Atkins Fellow, Transport Policy and Planning, Dubai
- **Associations:** CIHT (Fellow and Chair of Dubai Group)
- **Main Interests:** Organizational Development, Governance Structures and Processes, Emerging Technologies and Service Models, Transport Policy, Planning for Uncertainty
- **PIARC Role:** Chair of TC 1.1 Theme 2 (Role of Transport Agencies in Shaping Disruptive Technologies and Service Models) and Terminology Correspondent
- **Previous PIARC Focus:** Integrity, Multi-Modal Governance, Change Management
- **Family/Hobbies:** Married, Travelling, Photography, Hiking



# Saverio Palchetti

- Civil Engineer, Ph.D.
- ANAS S.p.A. , Italian National Roads Authority, Direction Institutional and Media Affairs – International Relations Office – Rome (Italy), [s.palchetti@stradeanas.it](mailto:s.palchetti@stradeanas.it)
- Representative of PIARC NATIONAL COMMITTEES
- Chairman of PIARC Task Force “ROAD INFRASTRUCTURE AND TRANSPORT SECURITY” (2020-2022), 13 Members, 7 Corresponding Members, 15 Countries



***Main goal is : embedding security into other 15 infrastructure and transport-related topics (PIARC Technical Committees and Task Forces)***

# Christos S. XENOPHONTOS, TC 1.1 Chair

- Assistant Director for RIDOT with over 33 years of experience in the transportation field as an Engineer, Project Manager and Administrator.
- Managed a number of critical functions such as, Contract Administration, Civil Rights, Highway Safety, Fleet Management, Performance Management and Professional Development and Training.
- Leads RIDOT's research and innovations areas, including the area of Connected and Autonomous Vehicles.
- Serves as Chair of PIARC's TC 1.1, Performance of Transport Administration, as co-Chair of TRB's A0010 Standing Committee on International Cooperation and as Vice-Chair of AASHTO's Committee on Performance Based Management
- English-Speaking Secretary for the World Road Association's (PIARC) Technical Committee A.1, Performance of Transport Administrations during the 2016-2019 cycle.



# José Manuel BLANCO SEGARRA



- Chair of Spanish Committee “Road Performance and Financing”



(ATC Asociación Técnica de la Carretera)

- Dean in Extremadura Region (Spain) of the National College of M. Eng. Engineers of Roads, Canals and Ports
- Past Chair of National Committee “Roads materials” (2000-2012)
- Past Chief of National Road Demarcation in Extremadura (2006-2019)
- Chair PIARC TC A.1 Performance of Transport Administrations (2016-2019)
- Current PIARC TC 1.1 Spanish-speaking Secretary
- Member of commission for drafting proposal of current Spanish Road Act, and now of its regulations.

