



PIARC Online Seminar

COVID-19 and roads

12 May 2020



Welcome!

From the start time,
Please keep microphones and
cameras off





Introduction to the Seminar

Miguel Caso Flórez

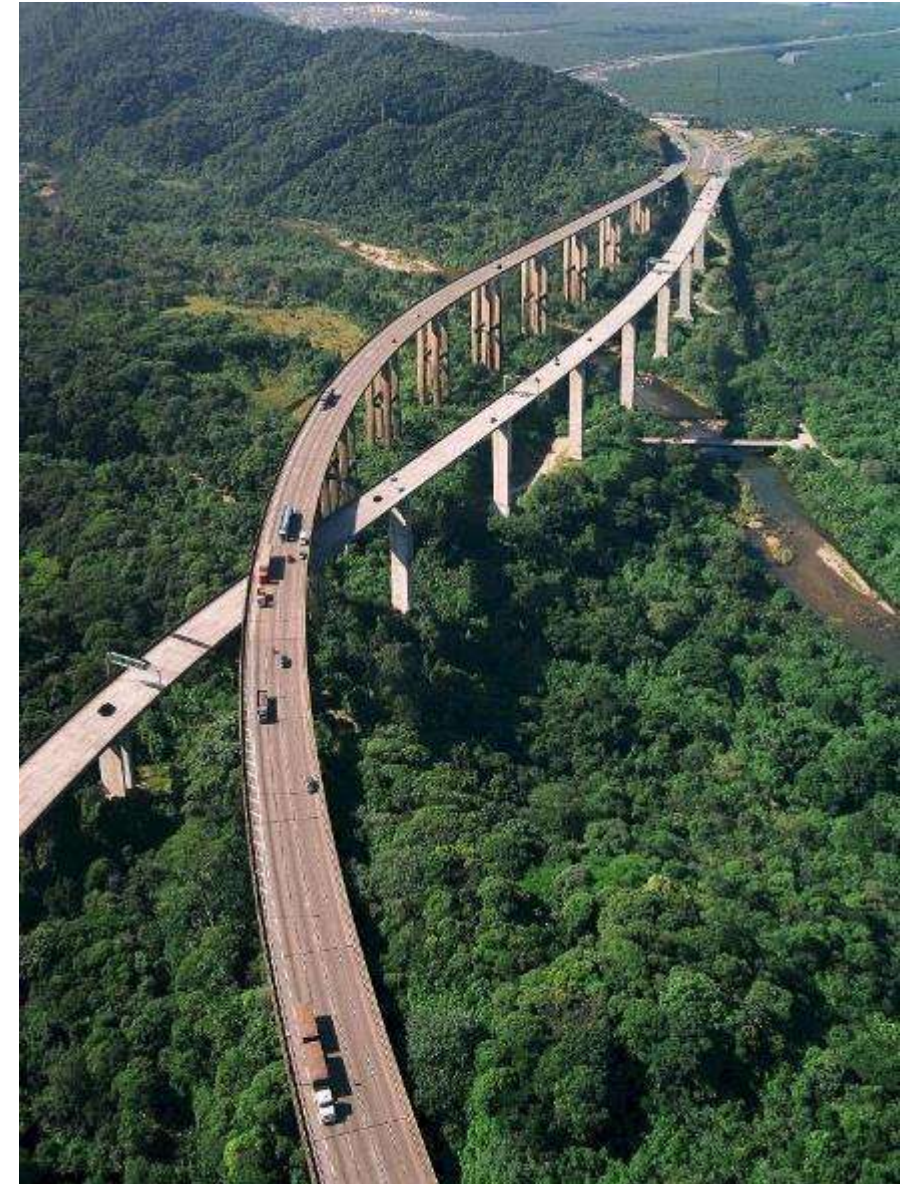
PIARC Technical Director

#PIARCCOVID19

12 May 2020

Index of the presentation

- Participation in this seminar
- Objectives and limits of the seminar
- Seminar program
- Presentation of PIARC
- Key issues on COVID-19 and roads



Participation in the seminar.

- Your camera and microphone must remain off.
- If you wish you can ask questions in the chat. They will be answered at the end. Veronica Arias (PIARC Technical Advisor) checks the chat and will ask the questions to the speakers.
- A limited number of questions can be answered.
- Close the chat to see the full presentations.

This Seminar is being recorded and will be made public on the PIARC website.

Further seminars will be held in the coming weeks. The next one in Spanish will be on May 24th (to be confirmed).

Limits of the seminar

Disclaimer:

Since speed is of the essence, it should be noted that the knowledge and practices shared here may not have been formally approved by the official authorities in each country.

The ideas and examples shared here are for illustrative purposes only. They do not necessarily represent official policy. The ideas presented will be evaluated in more detail and used, in due course, for policy and practice recommendations. While care has been taken in the preparation of this material, no liability will be accepted for any damage that may be caused.

Objectives of the seminar.

- **Offering answers in the short term:** the world is going through a crisis and every day counts.
- To urgently share knowledge and practices among PIARC member countries to provide near real-time support.
- This is knowledge and practice in the process of being confirmed.
- What works in one country may not work in another, but it can inspire you.
- A good idea at this time can save lives, increase the capacity of the economy and/or reduce the disruption of services.
- **Note:** PIARC is also working on the medium and long term, but is not the subject of this seminar. Many changes will come to stay.

Program of the seminar.

- **Welcome, presentation of PIARC and objectives of the seminar**, Ing. Miguel Caso Flórez (6 minutes)
- **COVID-19 and highways in Mexico - Aspects of its impact on highways**, Ing. Salvador Fernández Ayala (15 minutes)
- **COVID-19 and roads in Italy - Toll roads response**, Emanuela Stocchi (15 minutes)
- **COVID-19 and roads in Spain - Implications in Urban Transport**, Ing. Andrés Monzón de Cáceres (15 minutes)
- **COVID-19 and roads in Argentina - New reality of roads in the Province of Buenos Aires**, Ing. Héctor Hugo Escalada (15 minutes)
- **COVID-19 and roads in Paraguay - Impact of public works on the economy after pandemic**, Ing. Fabio B. Riveros P. (15 minutes)
- **Questions and answers**, moderated by Ing. Verónica Arias Espejel (30 minutes)
- **Conclusions of the Seminar**, Ing. José Manuel Blanco Segarra (6 minutes)
- **Closing of the Seminar**, cameras and microphones open to participants

Duration approximately 120 minutes

What is PIARC?

- **PIARC** is the new name of the **World Road Association**
- It was **founded in 1909** as a non-profit, non-political association
- It has 124 member countries, regional members, groups and individuals.
- It is the first global forum for the exchange of knowledge, policy and practice on roads and road transport.

PIARC's four key missions

- To be a **leading international forum for the analysis and discussion of the** whole spectrum of transport issues related to roads and related transport.
- To identify, develop and disseminate **good practices** and **facilitate better access to international information.**
- Take due and full account in its activities of the needs of **countries with developing economies and economies in transition.**
- To design, produce and promote **efficient tools for decision making** in matters related to roads and transport.

The Association mobilizes the experience and knowledge of 1,200 experts from more than 80 countries in 22 Technical Committees and Study Groups.

PIARC COVID-19 website

<https://www.piarc.org/es/actualidad-agenda-PIARC/Coronavirus-PIARC-y-COVID-19>

- The recordings of the Online Seminars "COVID-19 and roads", 7 in English -2 more this week-, 2 in Spanish -1 more today- and 2 in French).
- The presentations of these seminars.
- A summary report of the situation "COVID-19 and roads".
- PIARC Technical Reports related to the management of the pandemic.



Key issues on COVID-19 and roads 1/2

1. Ensure as far as possible the health and safety of employees and road users.
2. Maintain activity and continuity of service.
3. Response to transport impacts.
4. Managing impacts on the economy and supply chains and reviving the economy after the health crisis.
5. Relationships and collaboration with customers, users and other stakeholders.
Border control.

Key issues on COVID-19 and roads 2/2

6. Security (including cyber security).
7. How well the road sector is complying rules.
8. Impact of enforcement (police checks) on road transport
9. Technology support (ITS, computer applications) for road management during the crisis

Thank you for your attention!



Miguel Caso Flórez

PIARC Technical Director

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World Road
Association PIARC



World Road
Association PIARC



World Road
Association PIARC

www.piarc.org



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COVID-19 Aspcts of its impact on roads in *Mexico*

Salvador Fernández Ayala

Director General of Road Maintenance

#PIARCCOVID19

12 May 2020



Roadmap

Salvador Fernández Ayala

Currently: General Director of Road Conservation of the Secretariat of Communications and Transport (SCT) of Mexico

Previously, always an official in the SCT in the following positions:

Director General of SCT Center in the States of Jalisco and Yucatan

Deputy Director General of Federal Roads

Deputy Director General of Rural and Feeder Roads

Deputy Director of Works

Resident Engineer

Index of the presentation

- COVID 19 impact on the Road Program
- Road network role after the crisis
- Planned measures that have come to stay
- The role of roads in the economic crisis
- The change coming after the health crisis



Passenger



Cargo

By roads **travel annually** more than **96%** of

By roads **travel annually** more than **55%** of

PASSENGERS TRANSPORTED per year

4 BILLION PASSENGERS

NATIONAL CARGO TRANSPORTED per year

1 BILLION TONS



- **COVID 19 Impact
on the Road Program**



■ COVID 19 Impact on the Road Infrastructure Program

Investment 2020

Program	Amount , MDP
Federal Network Conservation	15,414.4
Rural and feeder roads	8,235.0
Const. and Modernisation of Federal Roads	5,986.3
Road Development	4,685.5
Technical Services	140.9
Total	34,462.1 MDP

1.45 billion USD

■ COVID 19 Impact on the Road Infrastructure Program

DIARIO OFICIAL

Miércoles 8 de abril de 2020

SECRETARIA DE COMUNICACIONES Y TRANSPORTES

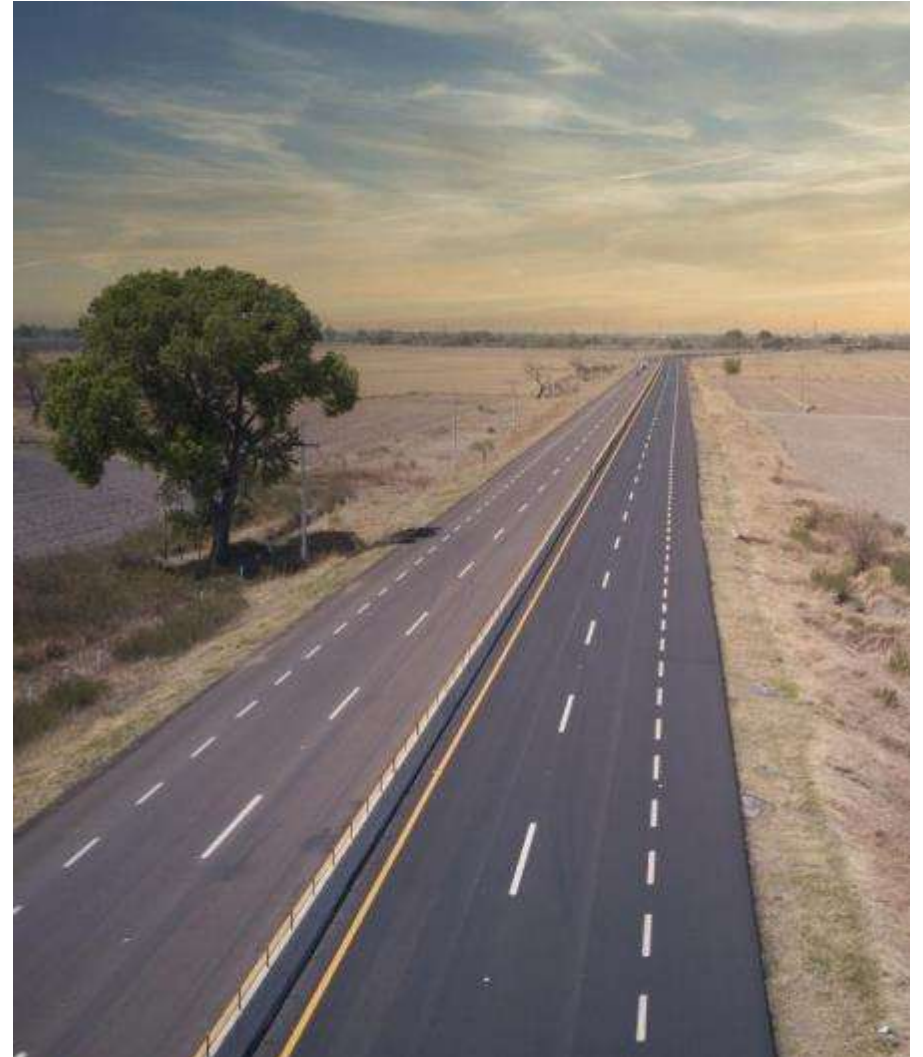
ACUERDO por el que se precisan las actividades esenciales competencia de la Secretaría de Comunicaciones y Transportes, en el marco de atención de la emergencia sanitaria generada por el virus SARS-CoV2.

ACUERDO POR EL QUE SE PRECISAN LAS ACTIVIDADES ESENCIALES COMPETENCIA DE LA SECRETARÍA DE COMUNICACIONES Y TRANSPORTES, EN EL MARCO DE ATENCIÓN DE LA EMERGENCIA SANITARIA GENERADA POR EL VIRUS SARS-CoV2

ARTÍCULO ÚNICO. Las **actividades esenciales** referidas en el Acuerdo de Emergencia Sanitaria que corresponden al ámbito de competencia de la Secretaría de Comunicaciones y Transportes, son las siguientes:

A. En materia de Infraestructura:

- (i) La conservación de las carreteras federales libres de peaje;
- (ii) El Programa de Conservación y Rehabilitación de Caminos Rurales y Alimentadores, y
- (iii) La operación de la Red de Autopistas de Cuota, las libres de peaje, así como todos aquellos caminos y puentes entregados a los gobiernos de las entidades federativas y municipios para su operación, mantenimiento, conservación y vigilancia.



■ COVID 19 Impact on the Road Infrastructure Program

a) Status of activities in the Road Program

Conservation is a substantial activity

- 40,590 km of Federal Network
- 10,000 km of Toll Roads

Toll-free Federal Highway Maintenance



Conservation and rehabilitation of rural and feeder roads



Operations, maintenance and surveillance of toll and toll-free motorway network



■ COVID 19 Impact on the Road Infrastructure Program

(b) The construction and modernization of roads, rural and feeder roads is temporarily suspended

From 30 March to 30 May 2020

Suspension of Federal Government works

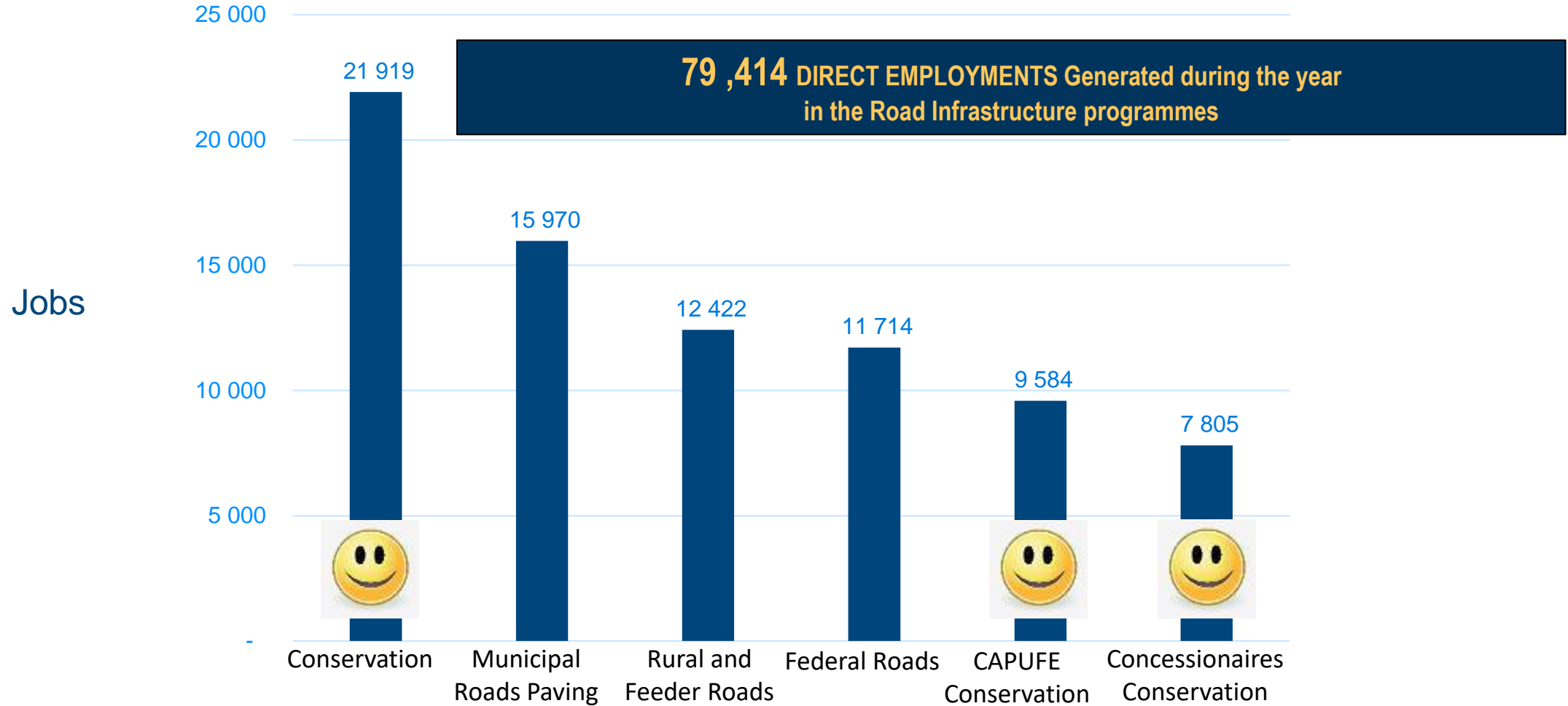
196 Works

349 million USD



COVID 19 Impact on the Road Infrastructure Program

(c) Employment and temporary unemployment



- **The role of the road network after the crisis**



■ The role of the road network after the health crisis

- a) **The availability of** a good road infrastructure is a guarantee of connectivity and transport of goods, medicines, services and users
- b) **The carrier** must continue to observe safety in the transport of goods: surveillance, safety and maintenance
- c) **Neglecting the** maintenance of the road network would result in a more **vulnerable** position to risk groups and conditions



- **Planned measures that have come to stay**



- **Planned measures that have come to stay**

- a) **Encourage** users to pay through electronic TAG to reduce cash payments at toll booths

- b) **Rethinking** coexistence in convenience store stands and recreational areas as lookouts

- c) **The Home Office** demonstrates that in many cases it is not necessary to go physically to offices thanks to communications technology



- **Planned measures that have come to stay**

- d) **Continuing to comply with** healthy distance health measures, among others

- e) **Adapt** the "Emergency Assistance" document for controlling crowding around incidences

- f) **Strengthen** the inter-institutional powers of governments with regard to joint measures to be implemented



- **The role of roads in the economic crisis**



■ The role of roads in the economic crisis

- a) **Ensures** connectivity and transportation of goods, medical products, services and users
- b) Road **maintenance** is an essential and strategic activity at all times
- c) **They activate** the economy and generate jobs in regions of the nation
- d) Roads in **good conditions** increases the affluence of tourists, thus reducing the crisis in this sector
- e) **It will encourage** the authorities to reflect on the importance of conserving one of the most important heritage assets of their nation: the road infrastructure



- **The change coming after the health crisis**



■ The change coming after the health crisis

Change in Public Policy on Road Infrastructure Investment

- a) How much will infrastructure investment be affected?
- b) Will the criteria of profitability and execution of new projects be **modified**?
- c) **Differential policies to address structural inequality**
- d) **We can't go back to where we were a few months ago**

All this will depend on the economic strength of each country after the crisis.

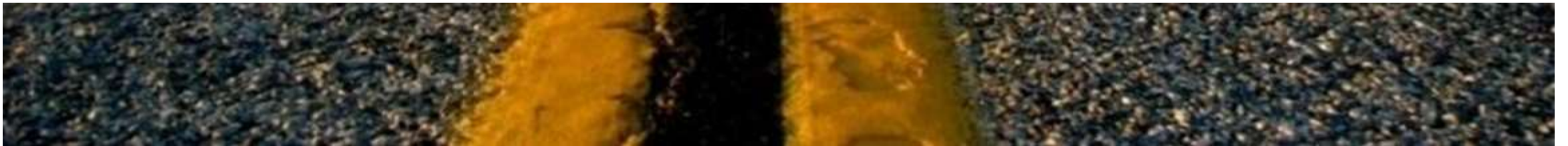
And from the lessons we might have learnt.



■ The change that comes after the health crisis

Changes in the way of balancing the mechanisms of action

- a) Aimed at **ensuring** availability of critical infrastructure for different scenarios
- b) **Balanced** impact of health, economic and infrastructure decision-making
- c) **To share** the future best practices that each country member of PIARC has in the new forms of political, economic and social coexistence and in the development and maintenance of infrastructure
- d) Improve **attitudes that** seek collective well-being



■ Final Reflection

Confinement

has forced us to evaluate the distance between that we aspire to and our possibilities.

The pandemic

has prevented us from projecting the future as before.

Ariel Dorfman
Novelist and Playwright



Thank you!

Email: sfdezay@sct.gob.mx



SalvaFdezAyala



- 
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COVID-19 and roads in Italy

Emanuela Stocchi

Director of International Relations AISCAT

#PIARCCOVID19

12 May 2020

An aerial photograph of a coastal city and port area. The foreground shows a large container yard filled with colorful shipping containers. In the background, there's a harbor with many boats, a city built on a hillside, and a highway. A large, semi-transparent white circle is overlaid on the left side of the image, containing the title and a list of topics.

Index of the presentation

- Introduction
- Italy and COVID-19
- Europe and Italy road sector responses
- Lessons learned for the future

Introduction

Emanuela Stocchi

- Director of International Relations at AISCAT
- B.A. in Political Science with specialization in European Union law
- Work experience in Brussels for eight years
- Current position at PIARC: French-speaking secretary of CTERM (Terminology Committee)

- AISCAT is the Italian Association of toll motorways and has 18 full members, i.e. concession companies that manage more than 4,800 km of toll motorways; the Association also has 6 adherent members, i.e. companies producing goods or providing services connected to the construction and operation of motorways
- International activities: AISCAT is an active member of PIARC (international and Italian National Committee), ASECAP (www.asecap.com) and IBTTA (www.ibtta.org)



Italy and COVID-19

DATA 10.05.2020 (Source: Ministry of Health and Civil Protection)

- 219,070 total cases (81,507 in the Lombardy region only)
- 83,324 positive
- 105,186 recovered
- 30,560 deceased

GOVERNMENT MEASURES: total *lockdown* as of March 9. Restrictive measures for the entire population (closure of businesses that do not produce basic necessities, travel restrictions, closure of schools, teleworking, etc.) immediately after the spread of the pandemic

DECREE "Cura Italia" n. 18/2020: specific measures for the maintenance of health, provisions for workers and families, measures for the banking and corporate sector In particular: suspensions of the terms of administrative and fiscal procedures, aid to businesses and the self-employed

May 4: partial reopening of some activities and waiting for a new Decree on aids to families and companies



The responses of the Italian road sector to managing the epidemiological emergency, despite the drastic drop in traffic, about -80% across the network since the spread of the pandemic

OPERATION AND SERVICE AREAS: in the "red areas", reorganization of the service to guarantee the safety of the operators and the road. The service stations and service areas are always open; close cooperation with the Traffic Police to control respect to the new rules by the citizens.

RULES OF DISINFECTION, SANITARY, COMMON BEHAVIOUR: supply of masks, detergent and gloves for personnel; increase in cleaning / disinfection period of the toilets for users in the service areas; installation at the entrance to the toilets of hydro-alcoholic disinfectant solution distributors available to consumers; respect for at least 1 meter of distance between people, both users and employees.

TELEWORK: mandatory restrictions for all types of business travel and for all workers, development of teleworking to reduce staff presence in offices to minimum levels.

TOLL COLLECTION AND USER RELATIONSHIPS: suspension of manual toll collection to avoid staff being physically at the toll booths; the Operating Centers take care of any necessary support for users through direct calls.



! ESENZIONE
per **EMERGENZA**
COVID19

As of April 3, 2020:

- exemption from payment of tolls for doctors, medical and health personnel;
- the AISCAT Secretariat is dealing with the numerous requests every day (over 22,000!) of those users through a centralized email.



In Europe, very similar situations

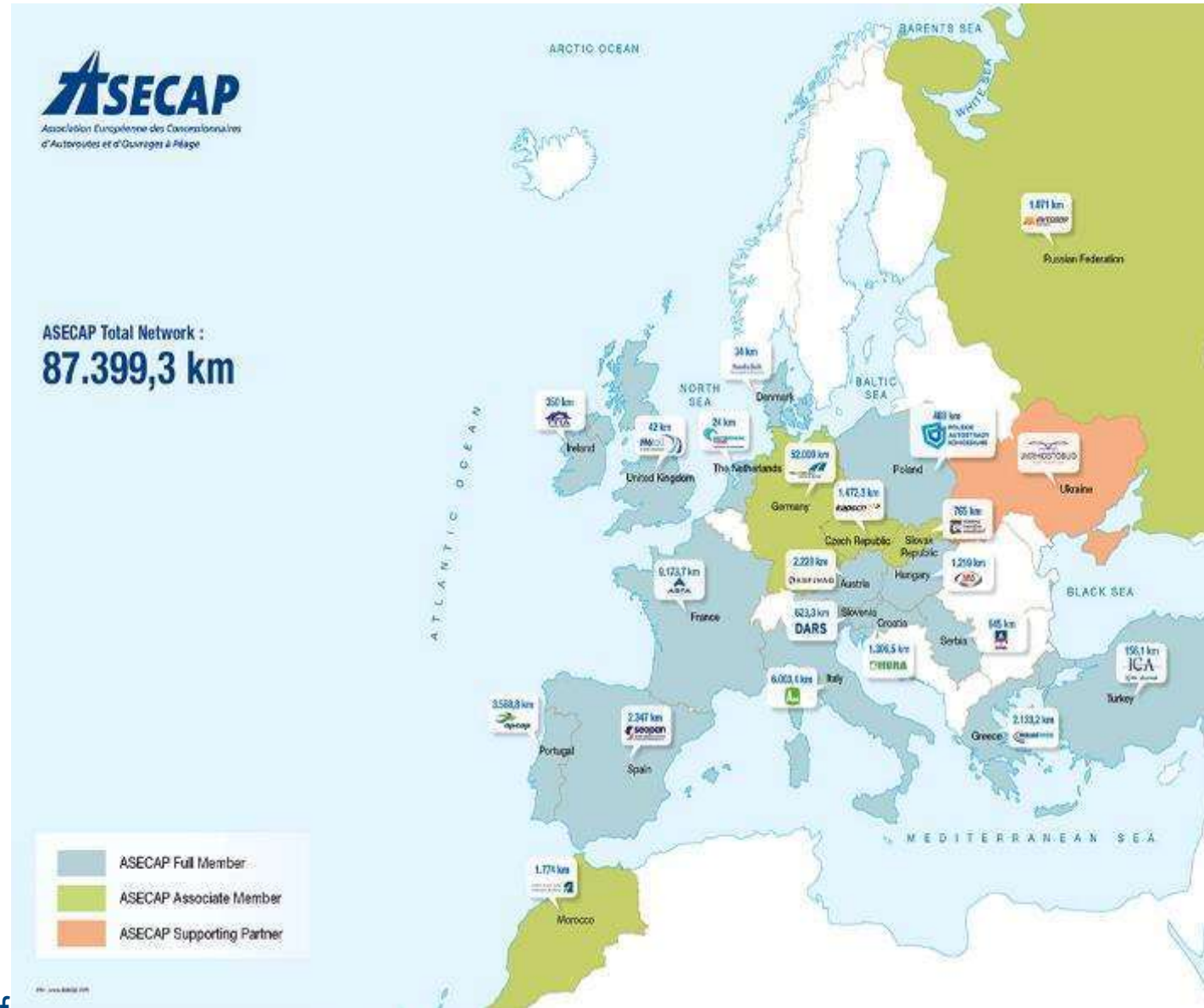
80/85 % drop in traffic in all ASECAP countries

➤ Main objectives of the concessionaires:

- ensure the health and safety of employees and users;
- maintain mobility and continuity of service;
- keep service areas open and running throughout the network;
- collaborate with the road transport sector (e.g. trucker associations)
- collaborate between countries on border controls;
- collaborate with the traffic police to control compliance with road transport regulations;

➤ Representing the positions of the sector in the European Union

- call for measures to ensure the operational continuity of businesses in the sector during the pandemic crisis;
- stress that motorway concessionaires are making long-term investments in services and infrastructure of public interest and that their role will contribute to the economic recovery of Europe.



Lessons learned for the future

- Change of habits in daily life and in the work environment: more frequent videoconferences, development of teleworking, etc.
- More collaboration between national and international societies and associations
- Even more attention to the needs of the users, to be more "*customer-centric*"
- From transport to mobility: thinking about transport not only as a physical transport of cars and trucks over a physical infrastructure, but as a wider concept, the concept of **MOBILITY**





**Thank you for
your
attention!**

Emanuela Stocchi
Director of International Relations
AISCAT www.aiscat.it
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[@EmanuelaStocchi](https://www.instagram.com/EmanuelaStocchi)

Photo credits: AISCAT multimedia archives (photos of Italian concessionaires), ASECAP map, "Eco di Bergamo" twitter photo.

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COVID-19 and Urban Transport in Spain

Andrés Monzón de Cáceres

Professor of Transport Engineering
Polytechnic University of Madrid

#PIARCCOVID19

5 May 2020

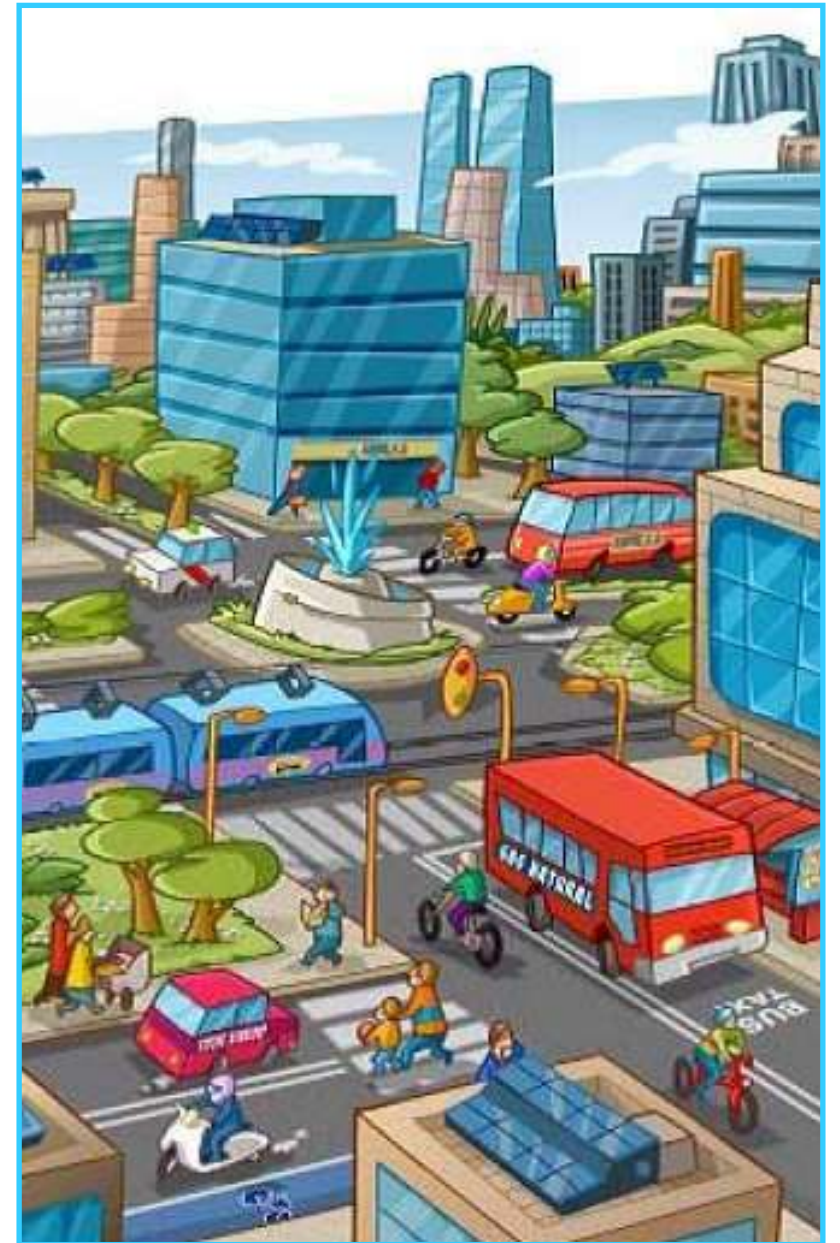
Andrés MONZÓN DE CÁCERES



- Department of Transport Engineering, Urbanism and Territory
School of Roads, Canals and Ports Engineering, Polytechnic University of Madrid
- Transport Research Centre - **TRANSyT** (Director 2005-2018)
- Member of the **Advisory Council** of the Ministry of Transport, Mobility and Urban Agenda (MITMA)
- President of the **Transport Engineering Forum (Foro de Ingeniería del Transporte)**
- Chairman **Urban Mobility** Group of **ERTRAC** (European Road Transport Advisory Council)
- Director of the **International Doctoral School of the UPM** (Polytechnic University of Madrid)
- Director of the **Metropolitan Mobility Observatory** in Spain
- Founder of **ECTRI**- European Conference of Transport Research Institutes
- Scientific committees of congresses: Transport Engineering, International Highway and Urban Pollution, Pan-American Transport, World Conference on Transport Research.

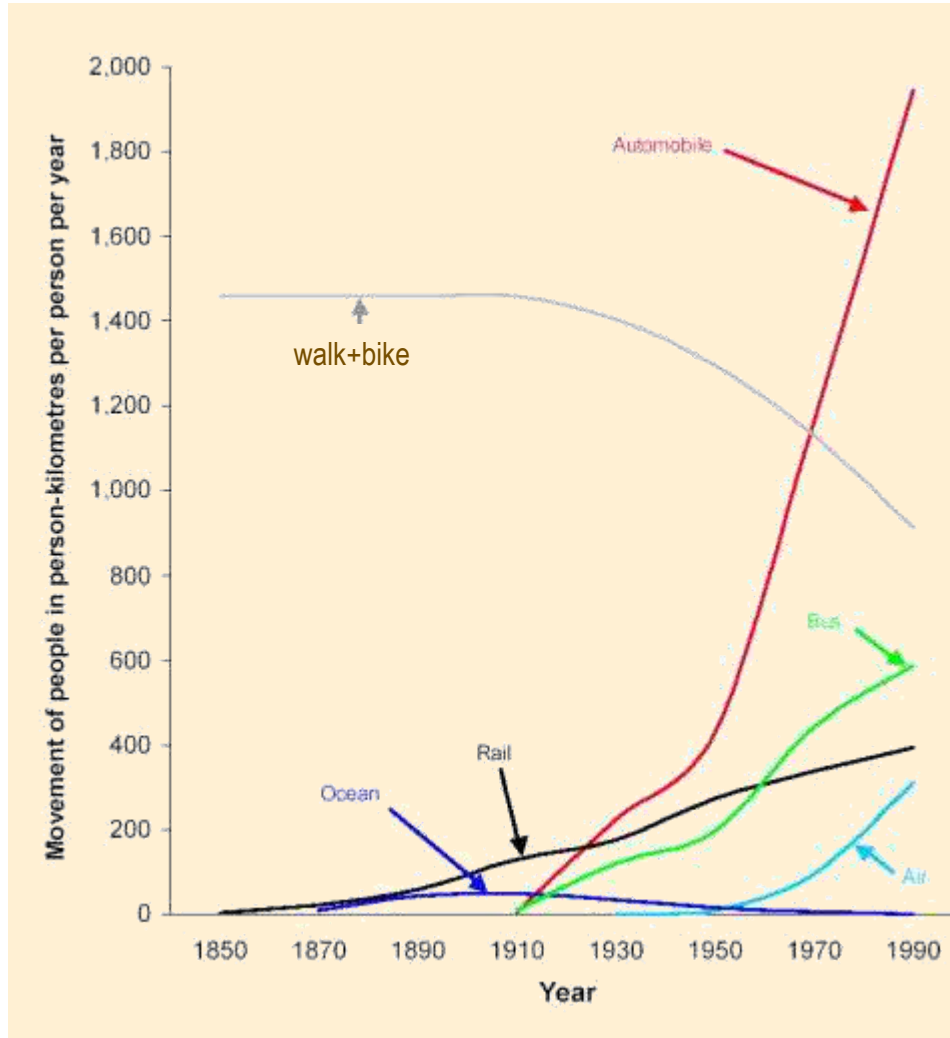
Index of the presentation

- Importance of cities
- What motivates displacement and its impacts
- Possible impacts of the Covid-19 pandemic
- Sustainable road planning criteria
- A systemic approach: packages of measures to achieve sustainability goals

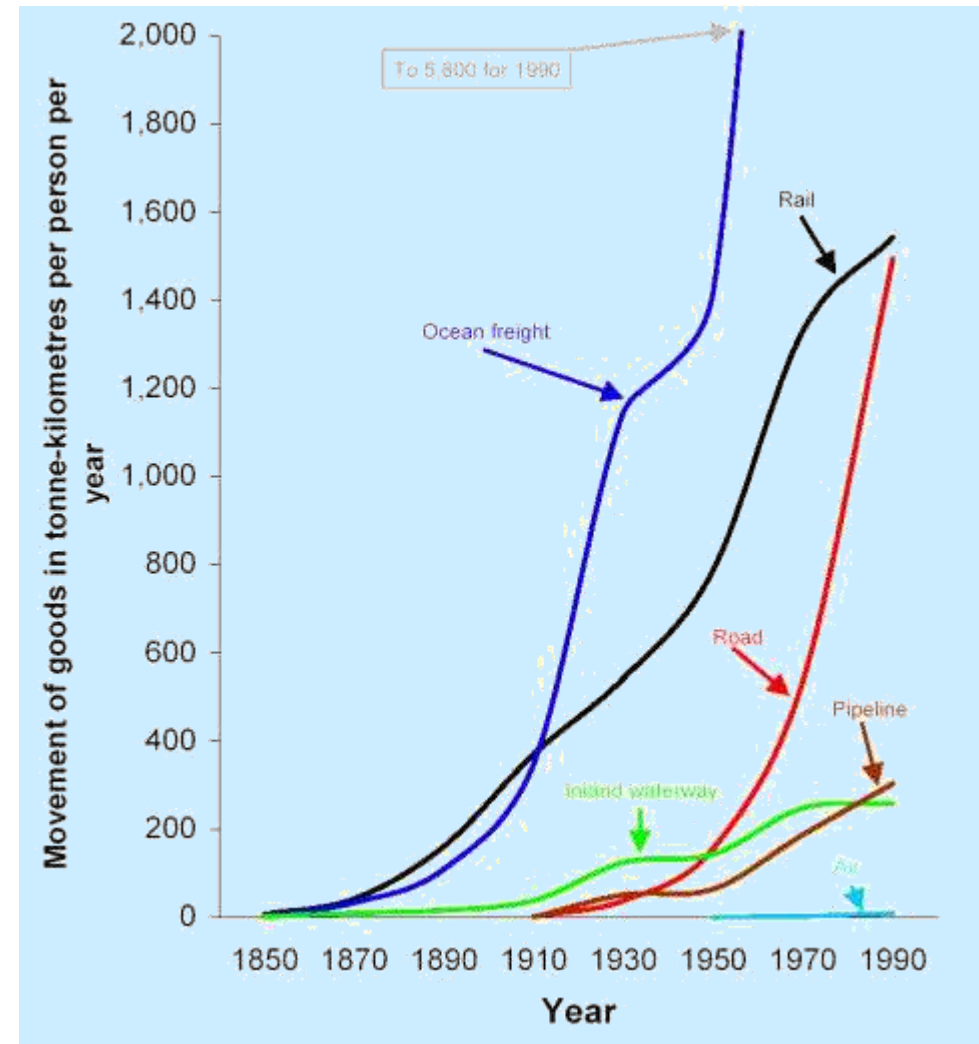


The use of transport modes has changed throughout history

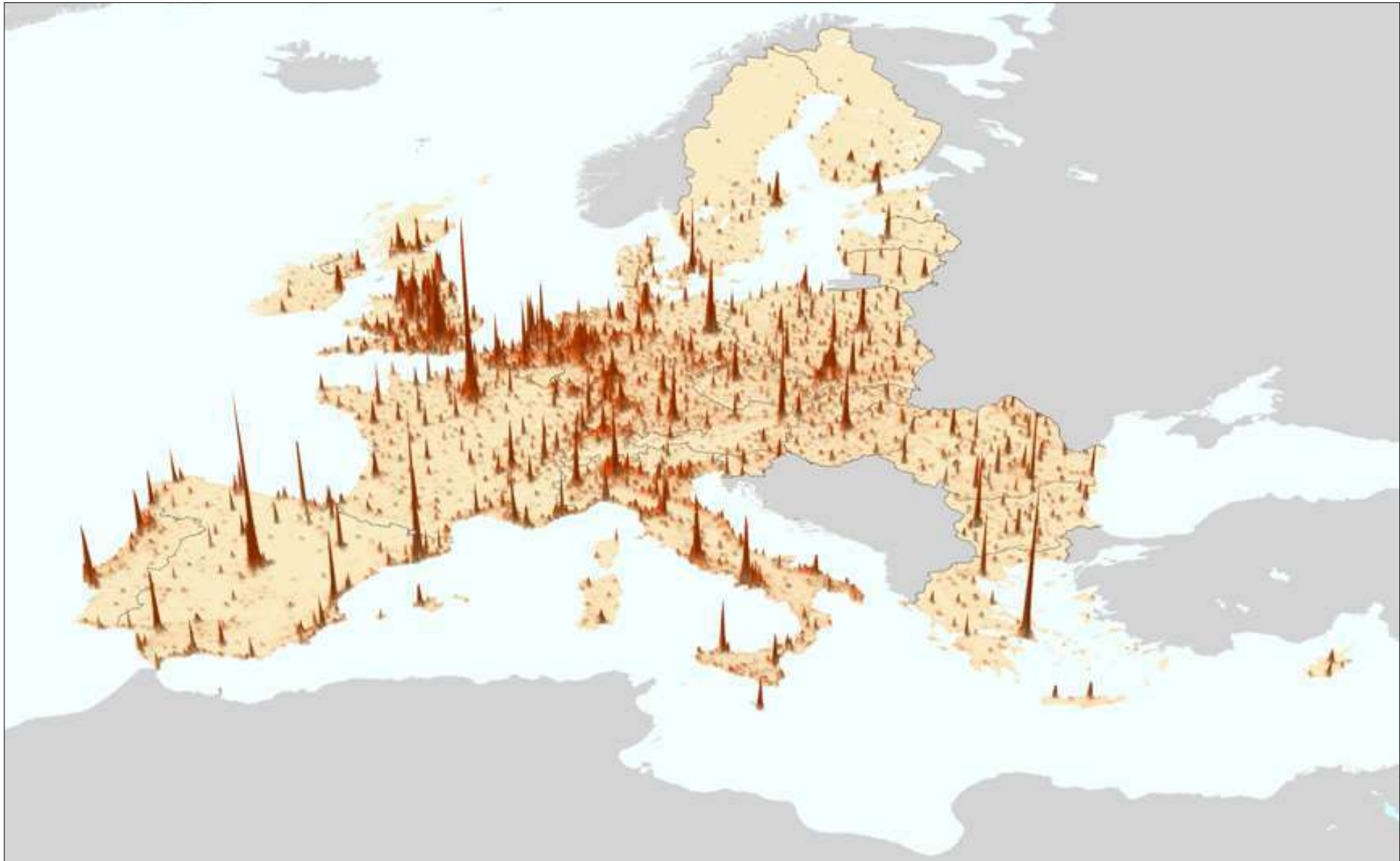
Travellers



Goods

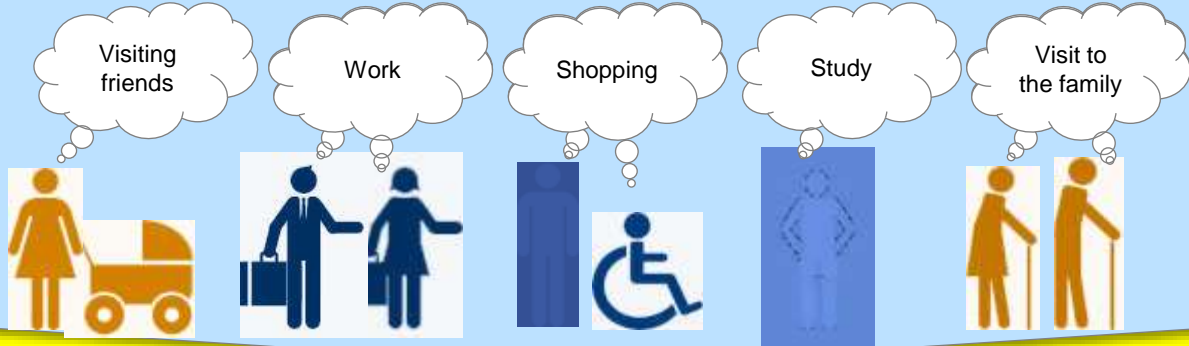


EU - Population is concentrated in cities



URBAN TRANSPORT NEEDS

(conditioned by socio-demographic factors)



MEANS OF TRANSPORT



social distance
contagious fear

POSSIBLE IMPACT COVID-19?

- Teleworking / studying
- Online shopping
- Fewer visits

DISPLACEMENTS?

- ↓ occupation public transport
- ↑ car / motorcycle / taxi
- ? walk / bike

CONSUMPTION OF RESOURCES



CONSUMPTION OF RESOURCES

- ↑ energy, space
- ↑ economic resources
- ? Technology - ICTs, CA



- Quality of life
- Efficiency and Competitiveness
- Improves relationships
- Accessibility: services and offer

- Contamination, Noise, etc.
- Traffic Congestion
- Economic Inefficiency
- Accidents, social exclusion

- Contamination, Noise, etc.
- Traffic Congestion
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COVID IMPACTS

- Lack of resources
 - ↓ economy
- Change planning goals
- Market intervention?
 - Subsidize Public Transport
- ↓ Air quality
- ↑ Accidents
- ↑ Land occupation
- ↓ Economic efficiency
- ↓ Social equity



The vicious circle of urban transport is complex...

One chooses to travel by car.
More cars create more traffic.
There are more traffic conflicts and congestion.

The speed and efficiency of public transport decreases.
The use of public transport is reduced.

The offer of public transport is reduced.

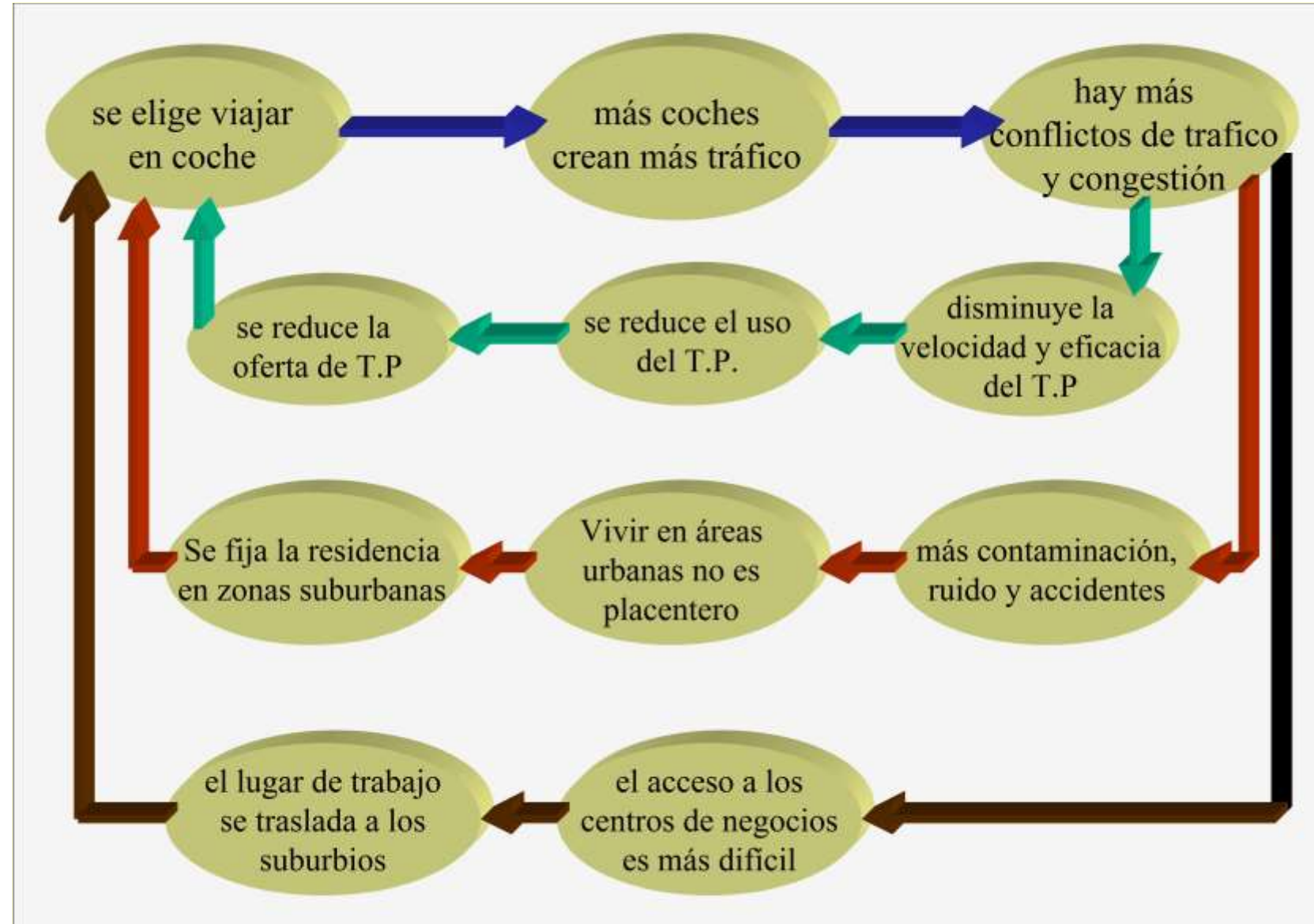
More pollution, noise and accidents.

Living in urban areas is not pleasant.

Residence in suburban areas is settled.

Access to the business centres is more difficult.

The workplace moves to the suburbs.



Mobility Observatory - economic crisis and public transport - 24 cities

We already have the experience of the 2007-13 economic crisis

↓ Public Transport trip loss

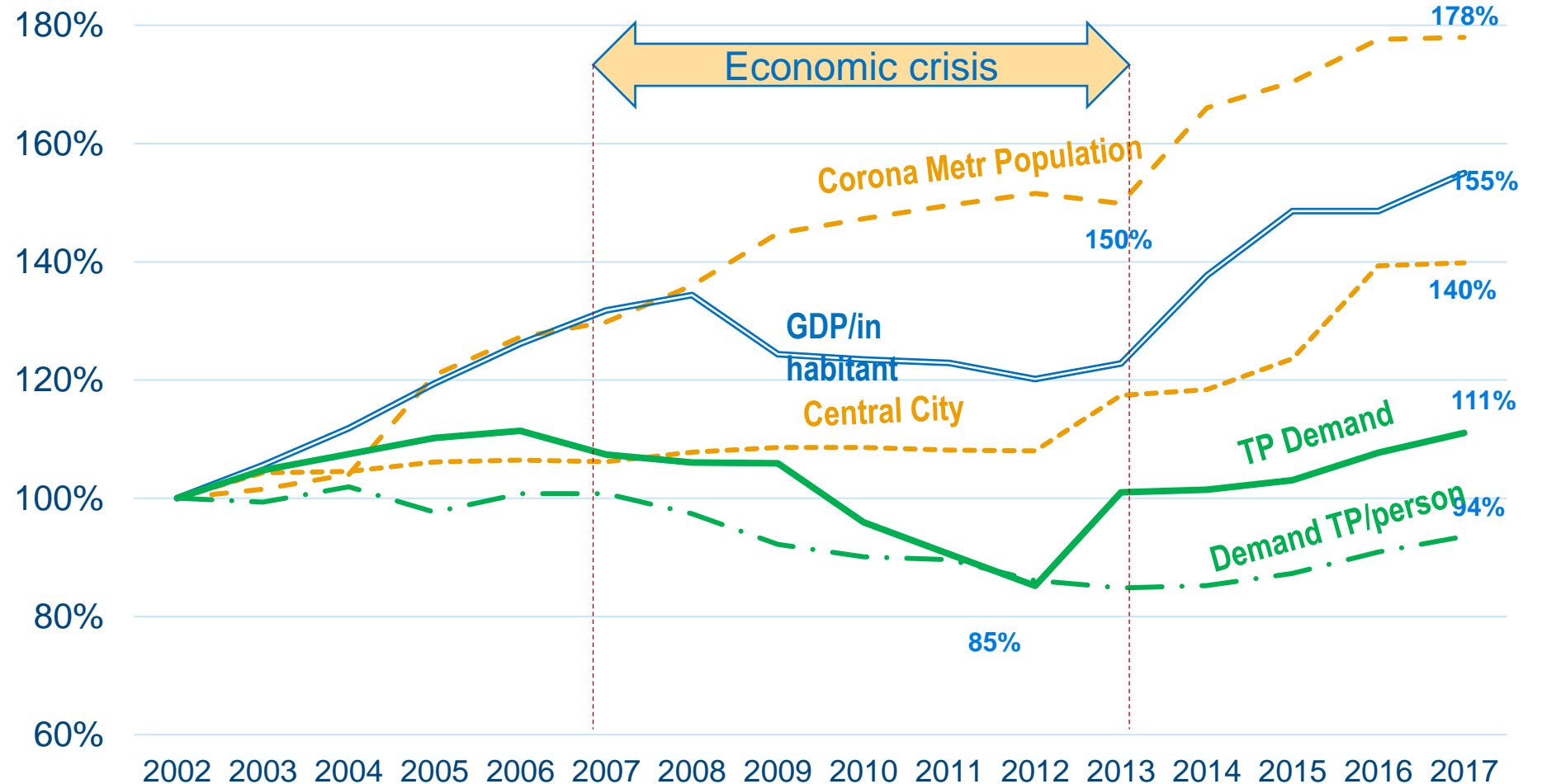
↑ Urban sprawl

↑ Car dependency

↑ Economic, social and environmental costs

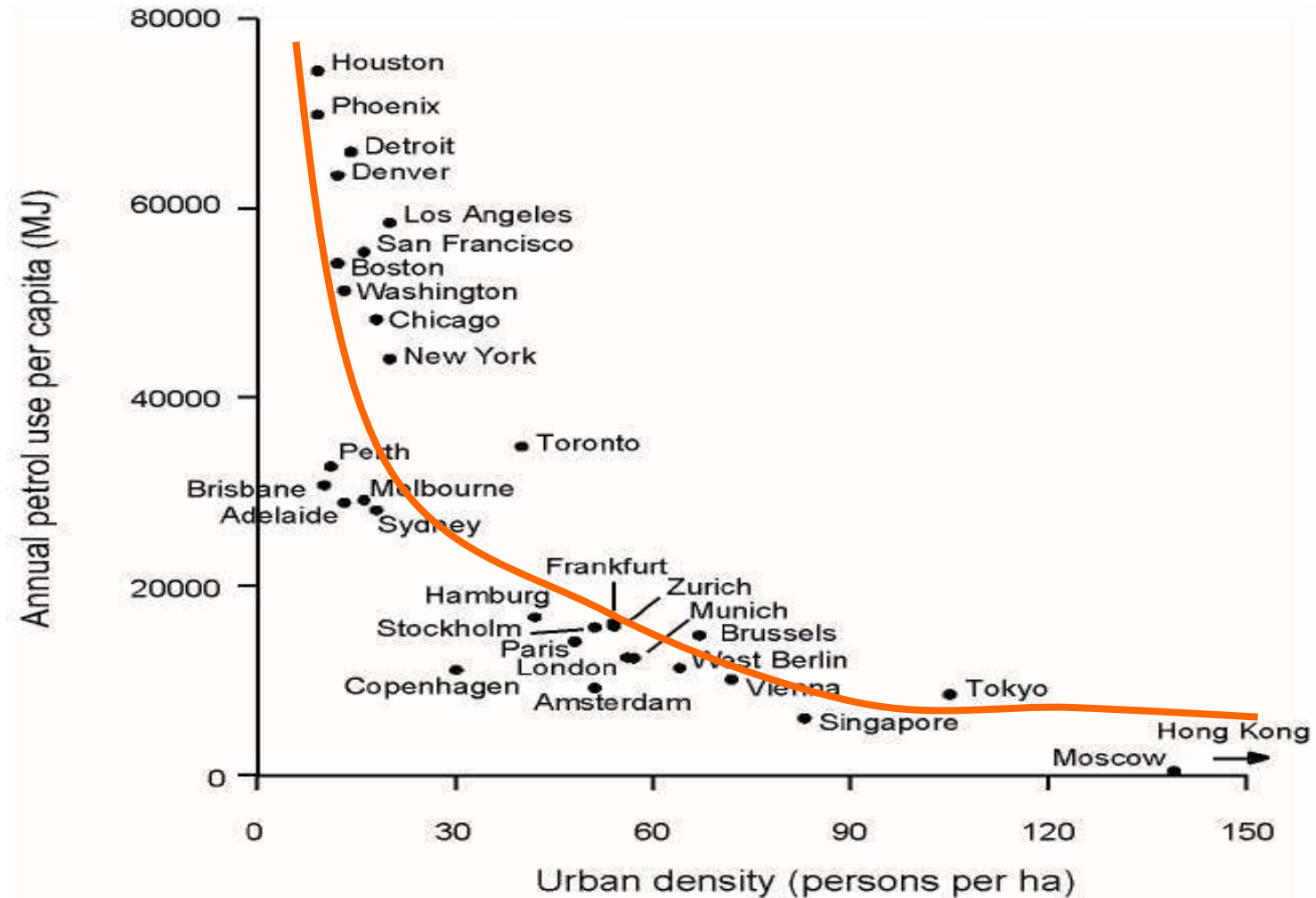
Economic Crisis (2007/13):
↓ Public Transport demand

Urban Dispersion (2002/17):
grows car use and long trips



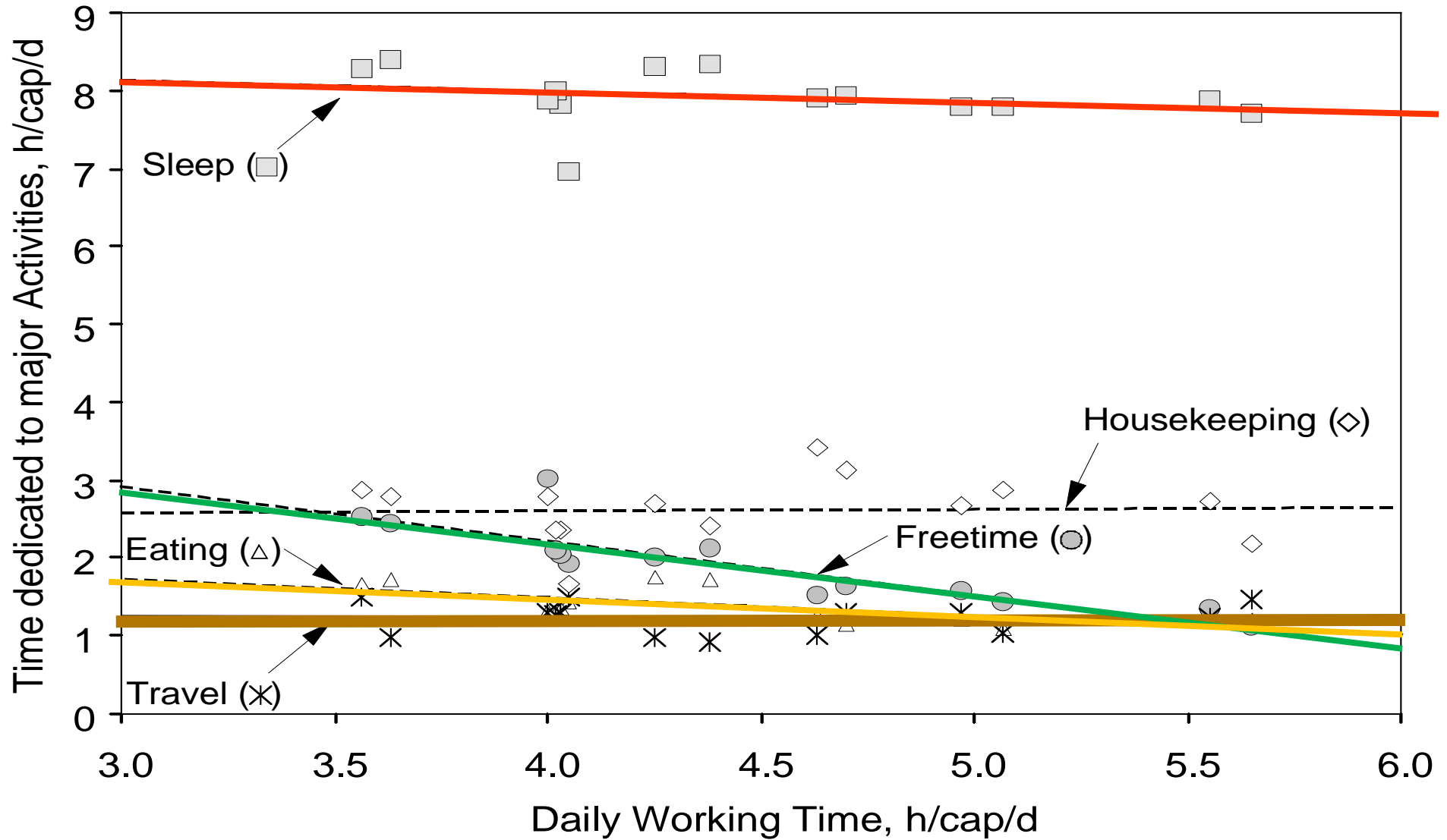
URBAN SPRAWL

→ increased energy consumption / GHG: more dependence on the car and more distant travel



1980 (Newman and Kenworthy, 1989)

Time budgets: various daily activities



The creative "destructions"

Zahavi's Revolution (1984): *budget-temps*

"The user does not try to reduce the distance of travel, but the time spent"

→ sets 2 limits:

- Temporary: 60-90 minutes/day
- Cost: 5-15% of the family income

Faster travel means **more distance,**
not less time:

→ activities are located further away:
housing, employment



Balanced and multimodal mobility is necessary

El hombre tiene necesidad de algo que no es muy tangible, que es el transporte. El sistema de transporte es una necesidad, **como el sistema respiratorio** lo es para el cuerpo. No apreciamos su valor cuando está funcionando bien. Pero no podemos ni imaginar lo que puede pasar si falla.

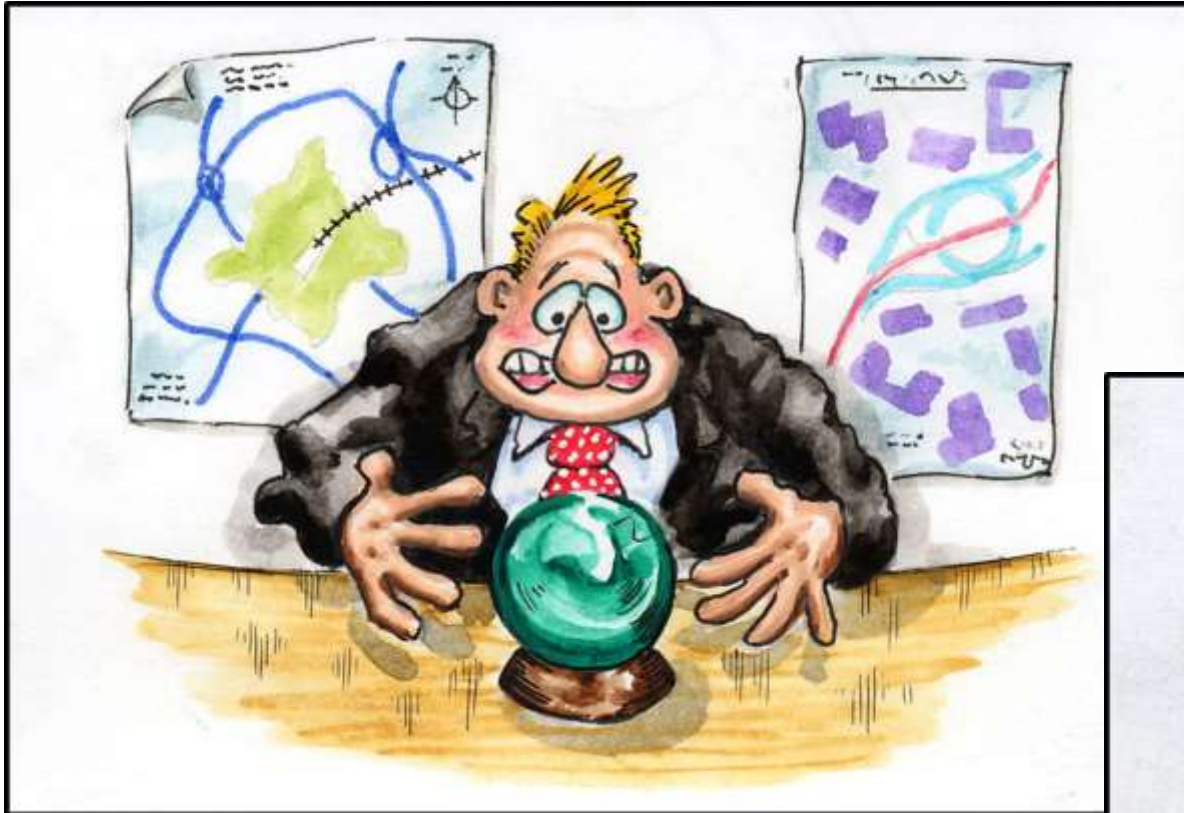
Sin transporte es difícil hasta imaginarse un vida humana plena.

"We reflect all too little on man's need for a less tangible implement, namely transport. A system of transport is a necessity which, like the **respiratory system** of the body, we take entirely for granted as long as it is working well. Our imagination just fails to tell us what would happen if it broke down.

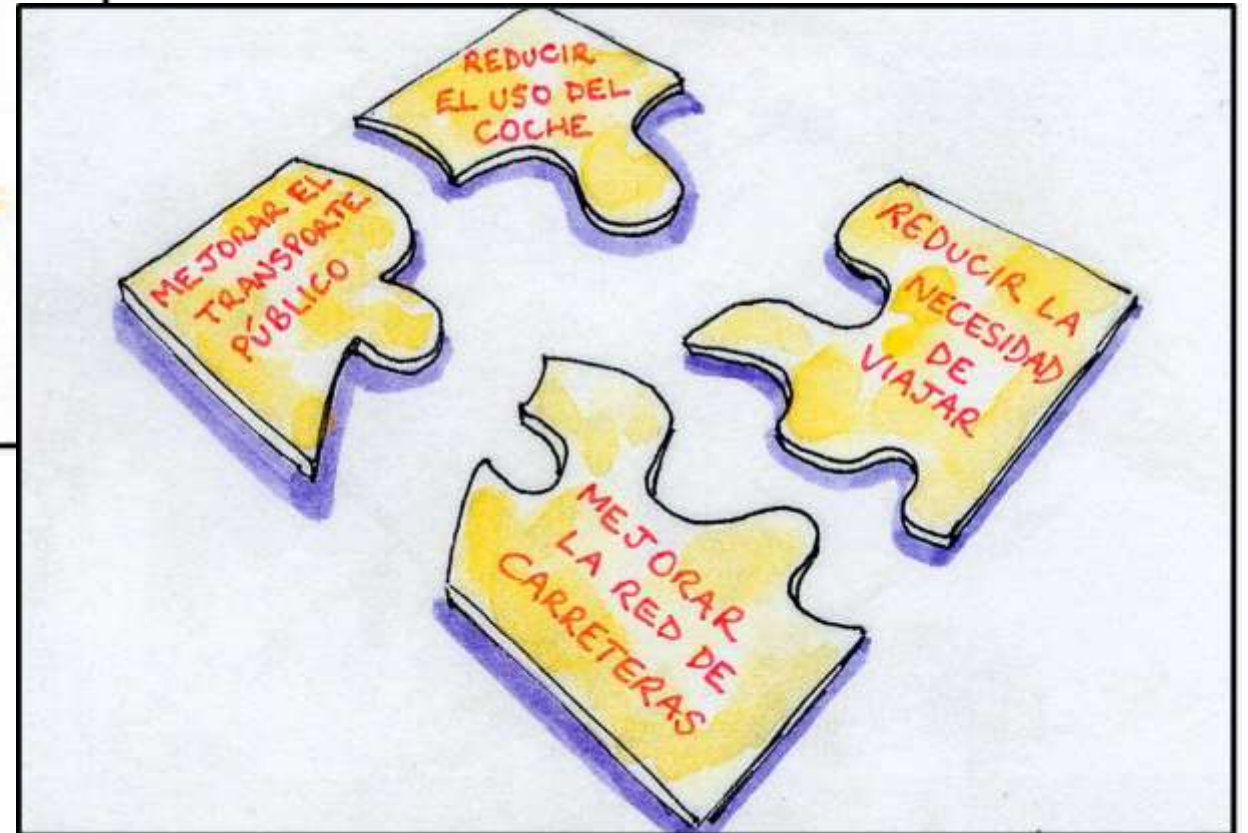
Without some form of transport indeed it is hard to conceive human life at all"

Colin Clark, 1958

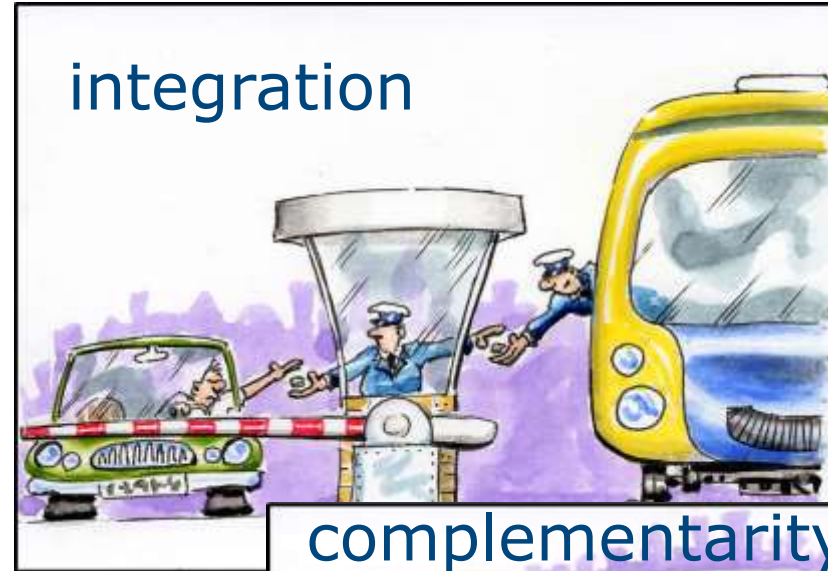
Establish long-term integrated strategies



Reduce car use
Reduce the need to travel
Improve the road network
Improve public transport



Measurement packages: goal-oriented coordination of sustainable transport planning





Efficient vehicles



Intelligent traffic management



Better infrastructure
(Junctions/intersections)

The only win-win strategy will have to rely on a comprehensive vision:

- All modes and intermodality
- All transport services
- Communication technologies
- Intelligent vehicles and infrastructure



Public transport
and intermodality



Improved logistics
(Load Factors/Routing)



Infrastructure for
Connected
& Automated Vehicles



Decarbonised
Energy / fuels



Flexible and
shared
mobility services

Thank you for your attention!



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POLITÉCNICA

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@PIARC_Roads



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- 
- **Welcome, presentation of PIARC and objectives of the seminar**, Ing. Miguel Caso Flórez
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 - **Closing of the Seminar**, cameras and microphones open to participants



COVID-19 and roads in Argentina

Eng. Hector Hugo Escalada



Province of Buenos Aires Roads Deputy Administrator

Webinar PIARC - Situation after the Health Crisis - COVID-19

12 May 2020



Ing. Héctor Hugo Escalada

Province of Buenos Aires Roads Deputy Administrator



DIRECCIÓN DE
VIALIDAD



- **Civil Engineer**, National University of La Plata.
 - **Specialist in Safety, Hygiene and Environmental Protection**. Catholic University of Buenos Aires.
 - Specialist in Tele-Relevation. **Italian-Argentine Satellite System for Emergency Management (SIASGE)** *Univercità degli Studi di Napoli Federico II*, Italy.
-
- **TEACHING ACTIVITY** 1997 to 2003. Teacher of the Academic courses of the Basic Cycle Faculty of Engineering UNLP (National University of La Plata).
 - **PROFESSIONAL ACTIVITY:**
 - **2000-2003** -Member of the Commission of Professionals for the implementation of the G.I.S. of D.V.B.A. (Buenos Aires Roads Directorate).
 - **2003-2007:** Member of the Works Inspection Body of the Sub-Management of Pavement Construction and Conservation Works. Management and inspection tasks of various works, bridges, highways and roads.
 - Participation in **The Commission of Territorial Ordering ACUMAR** - representative of the Ministry of Infrastructure of the Province of Buenos Aires. - Provincial Roads.
 - **2012-2015: Head of Department Zonal I DVBA Arrecifes.** Maintenance tasks of road network by administration, management of technical and operational areas.
 - **2015 - 2019: Technical Manager of Roads Province of Buenos Aires.** Preparation of work plans, preparation of bidding documents and technical environmental documentation for the Directorate's projects. Technical advice to other departments and municipalities. Research and development for the implementation of new technologies.
 - **2019 - 2020: Executive Coordinator of the Coordination Unit for Projects with Multilateral Financing of the Buenos Aires Province Roads Directorate.** Preparation of financing profiles and programs, planning and structuring of projects, IDB (Inter-American Development Bank), FONPLATA, CAF (Development Bank of Latin America).
 - **CURRENTLY: Deputy General Administrator of Roads of the Province of Buenos Aires.**

Aspects of the COVID-19 theme and roads covered by this presentation

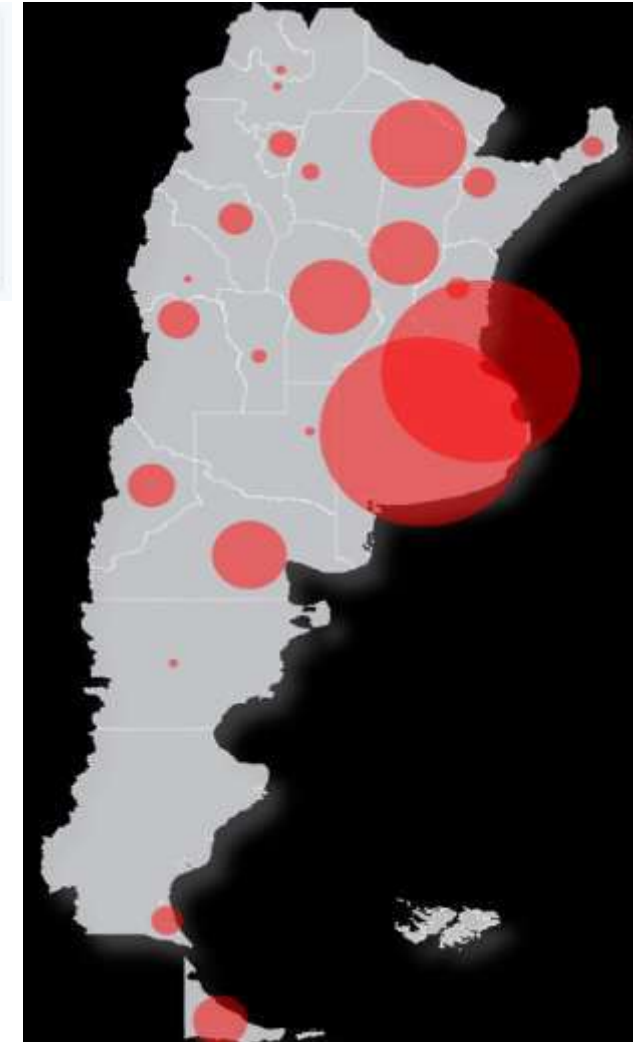
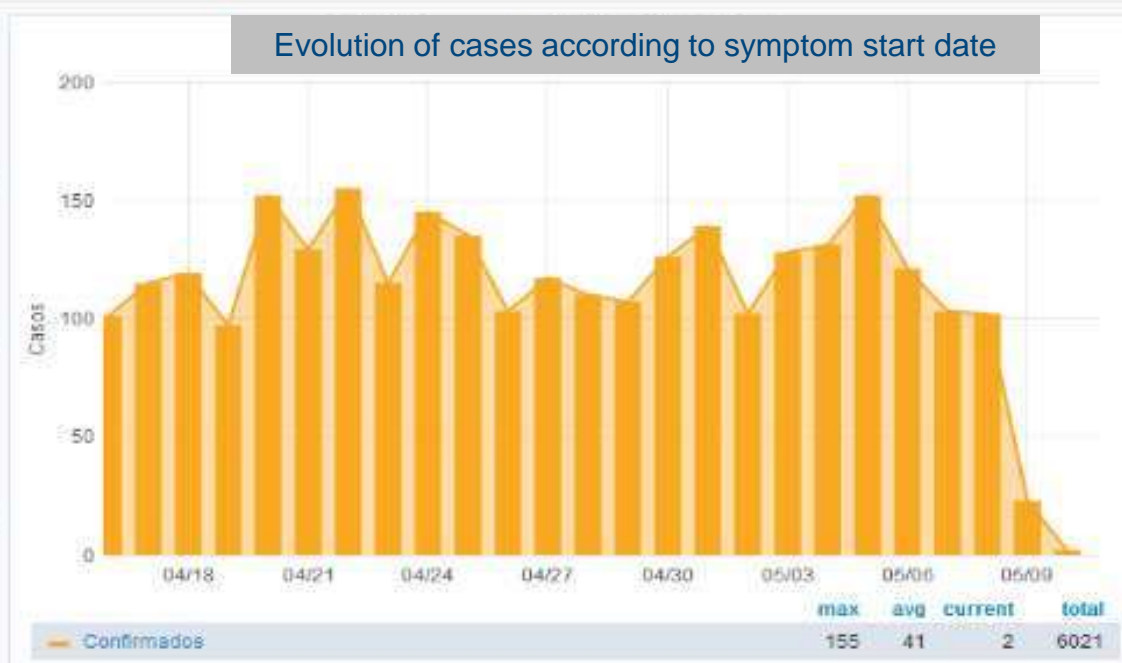
- a) *Situation after the health crisis.*
- b) *Semi-Permanent and permanent measures.*
- c) *The role of roads in mitigating the economic crisis and reviving the economy.*
- d) *How to prevent the spread of the coronavirus or future pandemics*



State of the situation in Argentina as of 10/05/2020

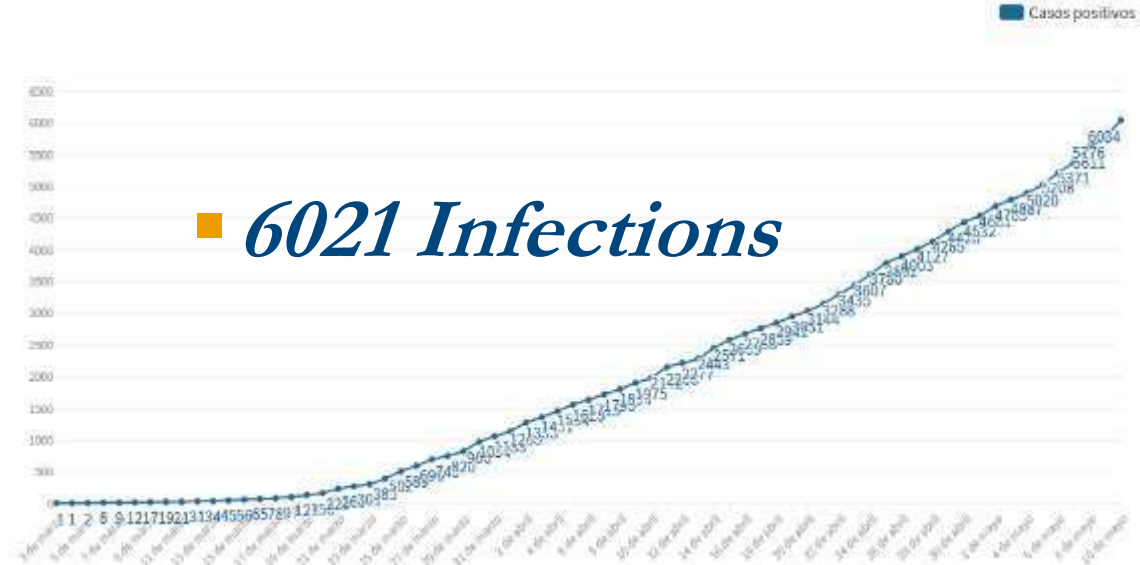
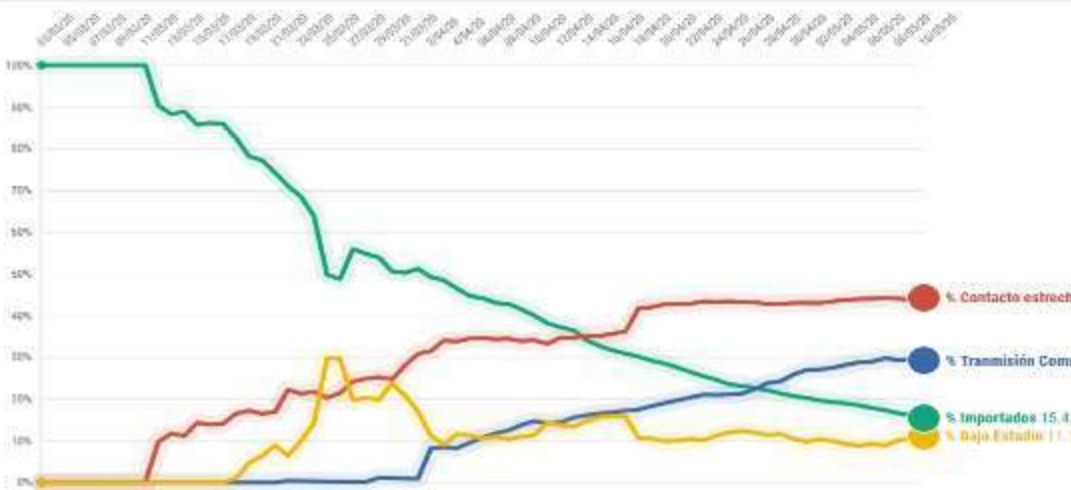


Ministerio de Salud
Argentina

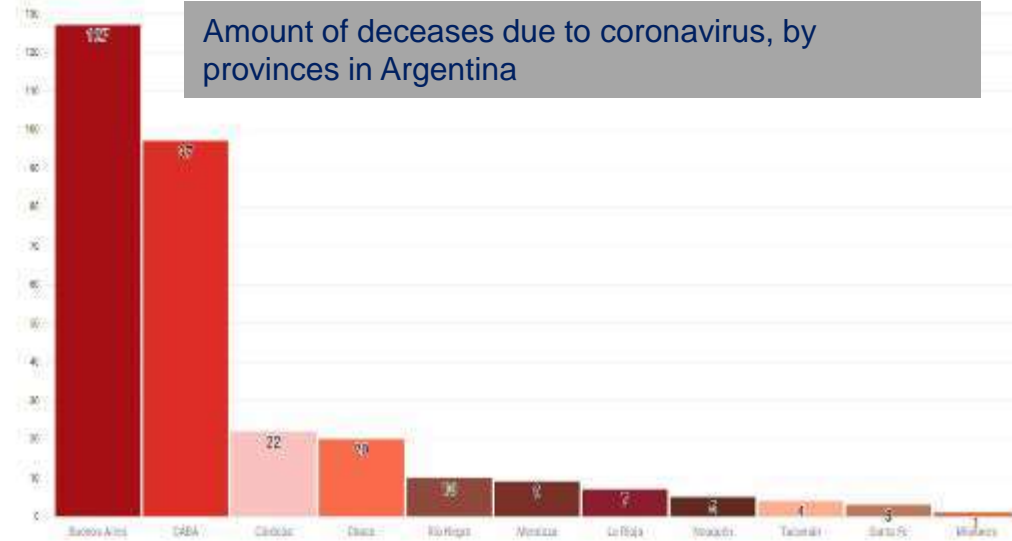


Status as of 10/05/2020

Total cases of infections and diseases



Cantidad de muertos por coronavirus por provincia en Argentina

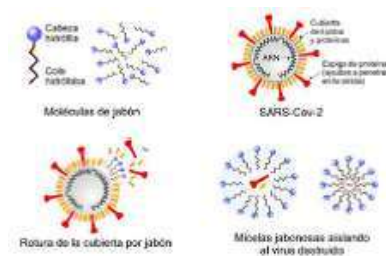


Última actualización: 10/05/2020 a las 13:23
Con datos del Ministerio de Salud de la Nación

THE 10 MOST RELEVANT MEASURES IN TRANSPORT

At the beginning of March, the National Ministry of Transport issued a resolution from which three commissions were created: "Crisis Prevention Committee Covid-19", which included a commission for railway transport, another for automobiles (both dependent on CRNT) and a third for river, sea and lake transport.

- **1- Protocol of health and prevention for workers and passengers.** It was established that the operators of automotive, railway, sea, lake and river transport would have to increase the essential conditions of hygiene in relation to fixed installations, bus terminals, railway, ferro-engines and ports. The same applies to headline terminals under national jurisdiction. Cargo transport operators were required to implement prevention and care measures for personnel. In conjunction with the Ministry of Health, it was established to increase hygiene, disinfection, and inspection measures in terminals and vehicles, both rail and bus, through which the population circulates every day.
- **2- Intervention of spaces and units.** Prevention campaigns are carried out for transport employees in contact with people from different places in the world and/or in risk areas in airports, as well as in Argentine trains and automotive transport. In addition, signs were added on platforms and lines to mark the distance between passengers. As for the automotive transport, it was established that the ascent and descent should be through the rear door of the unit, it was also recommended to disable the first row of seats and maintain a distance of 1.5 meters between passengers.
- **3- Aerolíneas Argentinas flights to China to bring medical supplies.** Aerolíneas Argentinas has made 9 flights so far, in less than a month, to bring critical **medical** supplies to our country from China. The supplies included laboratory material for testing, biosafety suits, surgical masks and medical protection masks. The planes were specially reconditioned to increase cargo capacity by 84%.
- **4- Thermal cameras and sanitary controls in train stations.** A system that detects the temperature of passengers, with the aim of identifying those with fever, one of the symptoms of COVID-19, was put into operation in the main train terminal headings in the city of Buenos Aires. The thermal cameras consist of an infrared system for rapid detection of body temperature, which analyzes the heat emitted by people's faces. The device has the ability to check the temperature without delay and without interrupting traffic, through a non-invasive method. It works with a cooling detector sensor with a focal length of the lens of 6.5 mm. It also supports thermal measurement modes by maximum global temperature, minimum temperature, average temperature monitoring, point, line, rectangle and irregular area. Likewise, together with personnel from the Ministry of Health, the first stage of a health surveillance study was implemented at the Constitución, Once and Retiro stations to evaluate the proportion of people with serology positive for Covid-19 who travel to and from the city of Buenos Aires, from the Metropolitan Area of the Province of Buenos Aires.



- **5 -Disinfection of units and stations.** In accordance with the provisions of the Ministry of Health, hygiene measures, disinfection and inspections are constantly carried out in terminals and vehicles for the transport of passengers and cargo, through which people are circulating due to they are excepted for preventive and obligatory isolation on a daily basis.
- **6 - Hangar at Ezeiza for storage of Red Cross supplies.** As part of the commitment signed by the Minister of Transport, Mario Meoni, and Diego Tipping, President of the Argentine Red Cross, in early April, a collaboration agreement was signed between Aeropuertos Argentina 2000 and the Argentine Red Cross to coordinate actions to strengthen humanitarian assistance and logistics for the mitigation of the COVID-19 pandemic. In this way, it was agreed that the Red Cross would have 860 m2 of physical space at the Argentina Cargo Terminal (TCA) in Ezeiza to facilitate the storage of imported goods to deal with the health crisis.
- **7 - Reinforcement of buses to avoid agglomeration in trains.** Within the framework of the preventive and obligatory isolation dictated by the National Government, the reinforcement of the lines of collectives that operate in the areas of influence of the railways was arranged, as well as the incorporation of alternative buses that make the same routes as the Sarmiento, Roca, San Martín, Mitre and Urquiza lines with the aim of avoiding agglomeration in the railway units.
- **8 -Repatriation flights.** Since March 16, when restrictions began for entry of flights from risk zones, Aerolíneas Argentinas carried out 71 operations from Miami, Madrid, London, Barcelona, Rome, Punta Cana, Cancun, Bogota, Quito, Lima, Montevideo, Santiago de Chile, Salvador de Bahia, Rio de Janeiro, Sao Paulo, Porto Seguro and Florianopolis. Thanks to this, more than 20,000 Argentineans have been able to return to the country so far.
- **9- Controls of circulation permits in accesses to the City of Buenos Aires.** The National Agency of Road Security, dependent on the Ministry of Transport, together with the National Gendarmerie, the Police of the Province of Buenos Aires, the Secretariat of Transport of the Province of Buenos Aires and doctors of the Armed Forces mounted operations of locks in the accesses to the City of Buenos Aires, as well as in tolls such as the one in Hudson, in which the temperature of all drivers and companions is measured, and the permit of circulation is verified. In the event that a fever is detected, the security forces notify the driver of the obligation to return to his home and escort him on the way back. In addition, an alert is issued to the relevant authorities so that during the day it can be verified that the family group has complied with the order and remains in quarantine.
- **10 - Bus service for repatriated people.** The Ministry of Transport of the Nation arranged buses from Ezeiza Airport to facilitate the return of those repatriated people to their provinces and cities, complying with the hygiene and prevention requirements established by the Ministry of Health to prevent the spread of Covid-19.





nuevo
coronavirus
COVID-19

Recomendaciones para el uso responsable del transporte público

- * Limitemos el uso del transporte público a lo mínimo e indispensable.
- * Si podés, viajá en automóvil, bicicleta, moto o caminá.
- * Llevá tu permiso de circulación



Si el tren llega con **capacidad máxima** de pasajeros permitidos durante el aislamiento, **esperá el próximo.**

Considerá tomar colectivo para viajar con más espacio.

Ministerio
de Transporte



Ascendé y descendé por la puerta posterior.

Respetá la **inhabilitación** de la primera fila de asientos.

En combis **respetá el 60%** de capacidad máxima autorizada.

argentina.gob.ar



- ✓ Usá **barbijo casero.**
- ✓ **Mantené la distancia** con pasajeros en fila y andén.
- ✓ En lo posible, sentate con **un asiento** de distancia.
- ✓ **Estornudá** en el pliegue del codo.
- ✓ Lavate las manos con **agua y jabón** o alcohol en gel.

Argentina unida





nuevo
coronavirus
COVID-19

Recomendaciones para el uso responsable del transporte público

- ✓ Para continuar **previniendo la propagación** del coronavirus, necesitamos **reducir** a lo indispensable el uso del transporte público.
- ✓ Si podés, movilizate en **automóvil, bicicleta, moto o caminá.**
- ✓ En caso de tener que utilizar el transporte público, si el **tren o el colectivo** llegan con la **capacidad máxima de pasajeros permitidos** durante el aislamiento, **esperá el siguiente.**
- ✓ Porque lo que **perdemos esperando** un colectivo o un tren, **lo ganamos** previniendo el contagio, te pedimos **paciencia y comprensión.**
- ✓ Algunas **empresas y comercios** habilitados ya implementaron los recomendados **horarios laborales escalonados**, verificá con tu jurisdicción si es tu caso.
- ✓ Es **responsabilidad de todos** evitar que el transporte se convierta en un eventual foco de contagio.
- ✓ Respetá siempre el **distanciamiento social** y seguí los consejos del **Ministerio de Salud.**

Ministerio
de Transporte

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Argentina unida



Situation after the Health Crisis.

NEW NORMALITY

- **DECLARATION OF COVID 19 AS AN UNLISTED OCCUPATIONAL DISEASE IMPACT ON OCCUPATIONAL RISK INSURERS (Aseguradoras de Riesgos del Trabajo) (ART).**
- **NEW PROCEDURAL PROTOCOLS. PRESENTATION PROTOCOL CAMARCO - UOCRA. IMPACT ON PROCEDURES AND TIMES.**
- **NEW CLEANING AND HYGIENE CENTRES FOR CARGO TRANSPORT.**

Ingredientes activos y concentración efectivos sobre SARS-coV-2

Peroxido de Hidrogeno (0,5%)
Cloruro de Benzalconio (0,05%)
Cloroxileno (0,12)
Alcohol Etilico (70%)
Iodo como Iodoformo (50ppm)
Isopropanol (50%)
Iodopovidona (1%)
Hipoclorito de Sodio (0,05-0,5)
Clorito de Sodio (0,23%)

CENTROS ASEO e HIGIENE PARA TRANSPORTISTAS DE CARGA

MADARIAGA - Ruta 56 y 74



Servicios:

- Playa de estacionamiento
- Servicio de vigilancia las 24 hs.
- Estación de Servicio PUMA a 1 km. y AXION 3 km.
- Sanitarios
- Duchas con Agua Caliente
- Supermercado a 3 km.
- Agua caliente para mate
- Salón equipado con mesas y sillas
- Fogón con parrillas
- Hospital a 4 km.
- Sala de primeros auxilios a 1.5 km.

SUBSECRETARÍA DE
TRANSPORTE

GOBIERNO DE LA PROVINCIA DE
BUENOS AIRES

UOCRA
CÁMARA ARGENTINA
DE LA CONSTRUCCIÓN

**PROTOCOLO DE RECOMENDACIONES PRÁCTICAS
COVID-19
INDUSTRIA DE LA CONSTRUCCIÓN**

VERSIÓN 1.0

**PROTOCOLO DE RECOMENDACIONES PRÁCTICAS
PARA LA INDUSTRIA DE LA CONSTRUCCIÓN**

Situation after the health crisis.

13/04/2020. Incorporation of COVID-19 as an occupational disease: Within the framework of the health emergency, it is a priority to implement actions aimed at preserving the living and working conditions of the sectors that are carrying out essential work activities. In this regard, and in order to implement social security policies to improve workers' health care, the National Government has established that COVID-19, produced by the SARS-CoV-2 coronavirus, will be considered a presumed occupational disease. Thus, the Labour Risk Insurance Companies (*Aseguradoras de Riesgos del Trabajo*) must adapt their coverage so that the affected workers receive the corresponding benefits immediately.

22/04/2020. New scheme for the State purchase of supplies and procurement: In the framework of the Health Emergency and in view of the need to provide speed and transparency in the processes of public procurement and contracting, the National Government established new provisions in the aforementioned procedures. The rules regulate the figure of "direct contracting by emergency" and promote the participation of the greatest possible number of bidders.

Situation after the health crisis.

27/04/2020. Extension of the suspension of toll collection: Considering the extension of the preventive and obligatory social isolation, and the need to give continuity to the measures that contribute to **minimize the propagation of the new coronavirus**, it was determined to extend the suspension of toll collection until May 10, 2020 inclusive.

27/04/2020. Regulation of commercial air activity: Taking into account that as a result of the health emergency, commercial air passenger transport services within the national territory are suspended, and with a view to protecting the rights of users and consumers of commercial air transport services, ANAC establishes that airlines operating passenger air transport services from, to or within the national territory may **market air tickets as from 1 September 2020**. It also provides that the rescheduling of operations will be subject to the effective lifting of the restrictions imposed on commercial air transport and to the operating modalities that may be established from time to time.

Semi-permanent measures and permanent.



PROTOCOL OF PRACTICAL RECOMMENDATIONS COVID-19 CONSTRUCTION INDUSTRY

VERSIÓN 1.0



- To carry out a strict **control of the people who enter the building site.**
- Implement the following measures: At the established shift start time, at the main entrance of site, the worker will be asked about the existence of any of the following symptoms (coughing, wheezing, and shortness of breath) and his body temperature will be taken; affecting suitable personnel for this purpose.
- In the case of workers with temperatures above 38° (degrees centigrade) **THEY CANNOT ENTER THE WORK.** This control includes the workers, technical staff and professionals; and this task will be carried out by the Main contractor or whoever is determined.
- In such cases, **the worker shall be removed** from the common areas and the situation will be communicated to the telephones of the Health authority that corresponds to its jurisdiction; The same behaviour will be followed in case of occurrence of some symptoms identified (Fever, Cough, Shortness of Breath, Runny Nose, Fatigue, Pain throat and head, Chills, General malaise).
- The **team in charge of the entry control task** must be equipped with a Tyvek type, face mask, chin strap and latex gloves.
- Outputs for the purchase of inputs and/or food should be coordinated between the company and Delegate; only one worker can be assigned to each 10 fellow workers.
- The access line to the site will be in accordance with **WHO regulations**, with a separation at least between workers of 1.50 meters.
- In order to avoid crowding, workers in subcontracting companies **must have different access times to the work**; the schedule of entrance will be informed to the Delegate.

Semi-permanent and permanent measures.

MULTIDISCIPLINARY TREATMENT

- *Modification of Tender Documents and Contracts.*
- *New operating protocols in all related areas.*
- *Risk Management. Cases of force majeure.*
- *Contingency funds. Re-establish the economic-financial equation of contracts.*
- *Situation of Road Concessions. Evaluate extension of concession periods.*
- *Increase in insurance premiums due to the inclusion of other risks*
- *Impact on all works (neutralized) transport difficulties, supply risks, closed provincial borders.*

The role of roads in mitigating the economic crisis and reviving the economy.

Objective : IDENTIFICATION OF PRODUCTIVE INVESTMENT

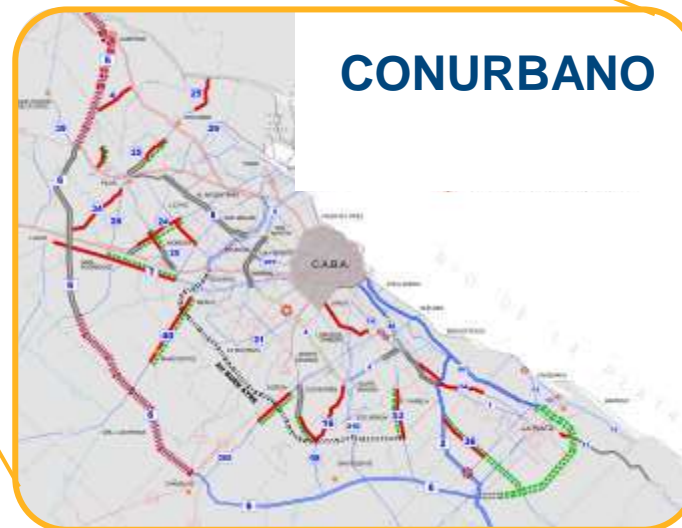
- ***NEW MANAGEMENT AND PLANNING SYSTEM***
- ***LARGE PROJECTS OR 10-YEAR INVESTMENT PROGRAMS***
- ***CAPACITY EXPANSION IN AMBA (Buenos Aires Metropolitan Area) MULTIMODAL CONNECTIVITY***
- ***EXTENSION OF THE PAVED ROAD NETWORK***
- ***ENHANCEMENT OF THE EXISTING ROAD NETWORK***
- ***RURAL PATHS***

The role of roads in mitigating the economic crisis and reviving the economy.

PLANNING OF SUSTAINED PUBLIC INVESTMENT



INTERIOR

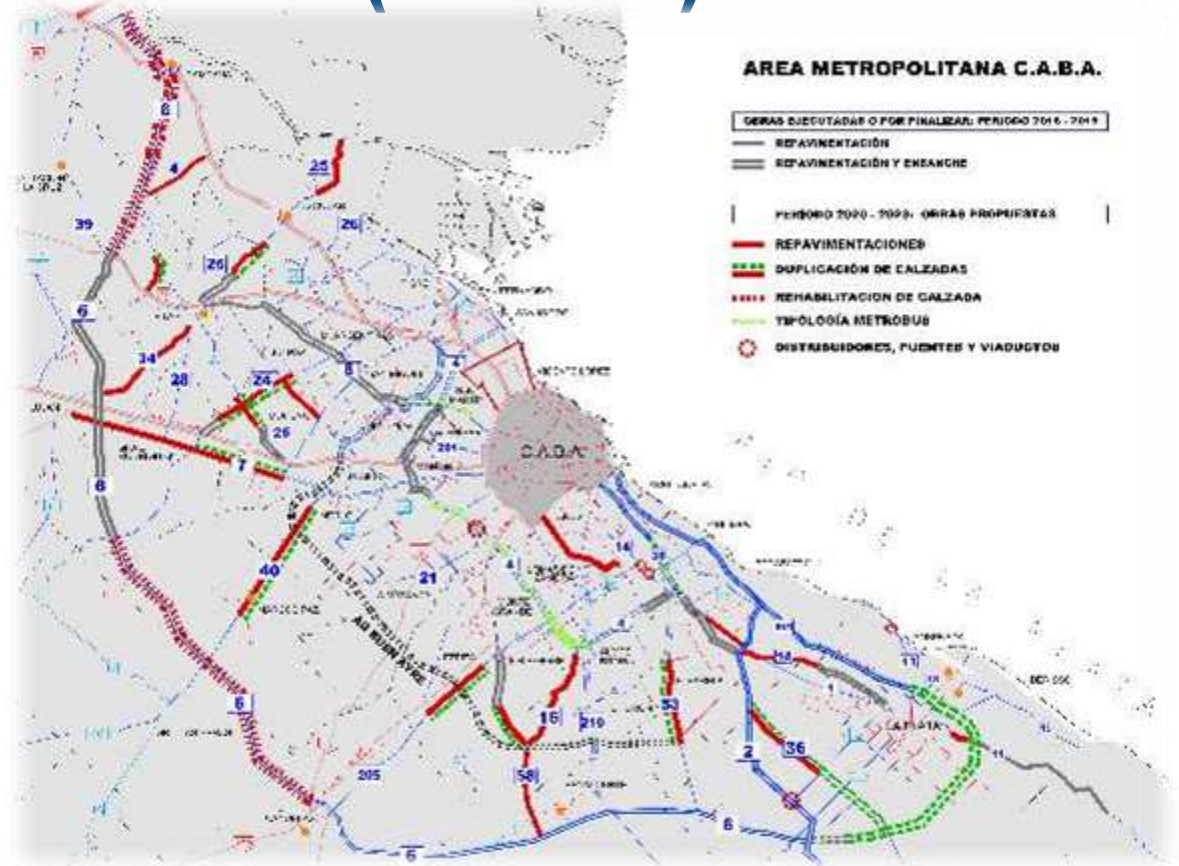


CONURBANO

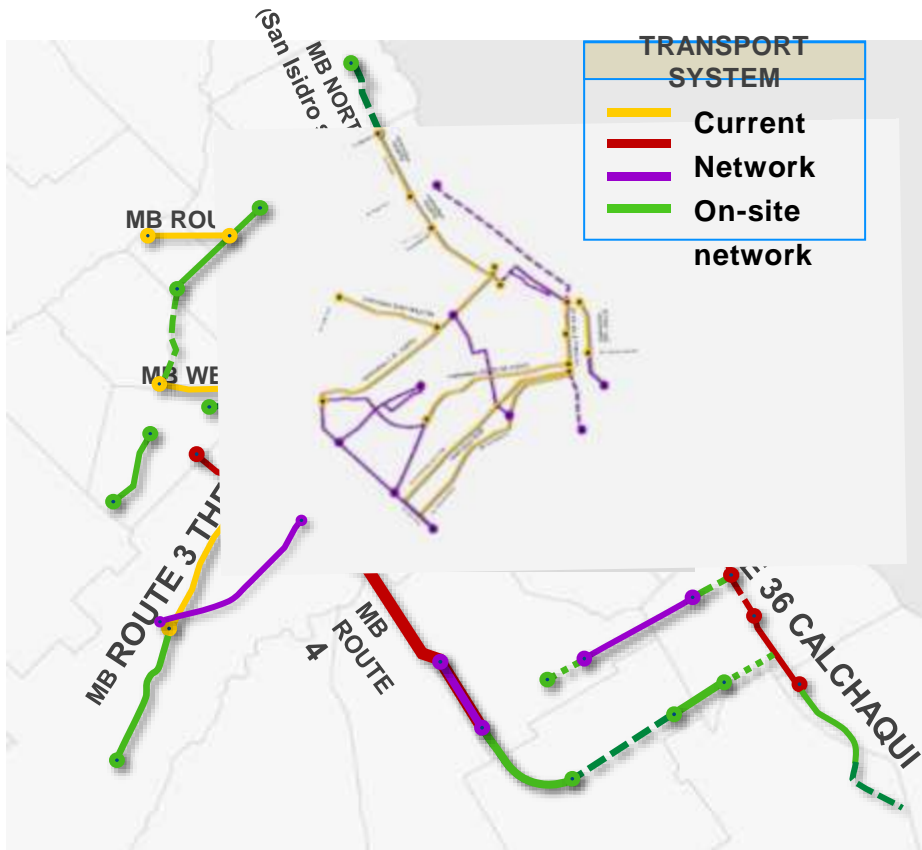
- *Infrastructure financing.*
- *Activate the economy.*
- *Multiplier effect.*
- *Generating development.*

LONG TERM PLANNING METROPOLITAN AREA BS AS (AMBA)

- *Financing of large projects.*
- *Search for alternative financing.*
- *Targeted investment in the most vulnerable sectors.*
- *Lower transport costs.*
- *Use of technology for traffic management.*



IDENTIFICATION OF AMBA LARGE PROJECTS



IDENTIFICATION OF AMBA LARGE PROJECTS

ROUTE N°6 - INTEGRAL DEVELOPMENT, EXTENSION AND INCORPORATION INTO THE CONCESSION SYSTEM

TYPE OF WORK	TOTAL LENGTH km	Implementation 2016-2019	Length of intervention 2020-2023	Length to be extended 2020-2023	FUTURE LENGTH	BUDGET (M)
REHABILITATION and REINFORCEMENT OF EXISTING ROADS	178	38.5 km	75 km	-	207 Km	50
MOTORWAY-TYPE EXTENSION (APERT Y O. B.)		7 km	-	22 Km		60



IDENTIFICATION OF LARGE PROJECTS

- LONG-DISTANCE TRANSPORT FUNCTION AS PART OF THE BIOCEANIC CORRIDOR BRAZIL-CHILE.
- DISTRIBUTION FUNCTION FROM AND TO RADIAL CORRIDORS OF NATIONAL AND PROVINCIAL ROUTES
- ACCESS TO PORTS, INDUSTRIAL PARKS AND LARGE COMMERCIAL ENTERPRISES:

- A. PUERTO LA PLATA
- B. PORT BS. AS. FROM NATIONAL ROUTES
- C. PUERTO ZARATE AND CAMPANA

1. PETROCHEMICAL POLE LA PLATA AND FREE TRADE ZONE (*Zona Franca*)
2. INDUSTRIAL PARK LA PLATA
3. INDUSTRIAL PARK FLORENCIO VARELA (Project)
4. INDUSTRIAL PARK SAN VICENTE
5. NEW MARKET OF PRODUCTS (In execution)
6. INDUSTRIAL PARK CAÑUELAS
7. INDUSTRIAL PARK MARCOS PAZ (Project)
8. INDUSTRIAL GENERAL RODRIGUEZ
9. INDUSTRIAL PARK LUJÁN
10. INDUSTRIAL PARK PILAR
11. INDUSTRIAL PARK CAPILLA DEL SEÑOR (In execution)
12. CAMPANA LOGISTICS AND INDUSTRIAL CENTRE
13. INDUSTRIAL PARK CAMPANA (In execution)
14. CAMPANA INDUSTRIAL CENTRE
15. ZARATE PORT AND AUTOMOTIVE TERMINALS



Investment objectives. Short term plans

- In order to reactivate the sector, it is proposed to invest in road works in the province 1,500 U\$D in the next 3 years. With the objective of generating 20,000 jobs.
- Fifty percent of this funding has already been approved or is under negotiation.
- *Targeted investment in the most vulnerable sectors. Minimizing personnel transfers.*

- IDB
- CAF
- FONPLATA



• Strategic Reflection

Management Imprint and Pillars

- ✓ Attention in the processes and care of the result.

From the planning, the elaboration of the projects and specifications, the fulfillment of the times of awarding and contracting.

Agility in the exercise of certifications and payments.

Quality control of the works.

Positioning at 10 years

- ✓ Enhancement and Expansion of the Road Network.

Paving, finishing connecting strategic productive corridors.

Highways and Expansion Works of capacity, improvements of service levels and interconnection.

Implementation and consolidation of the rural roads improvement program.

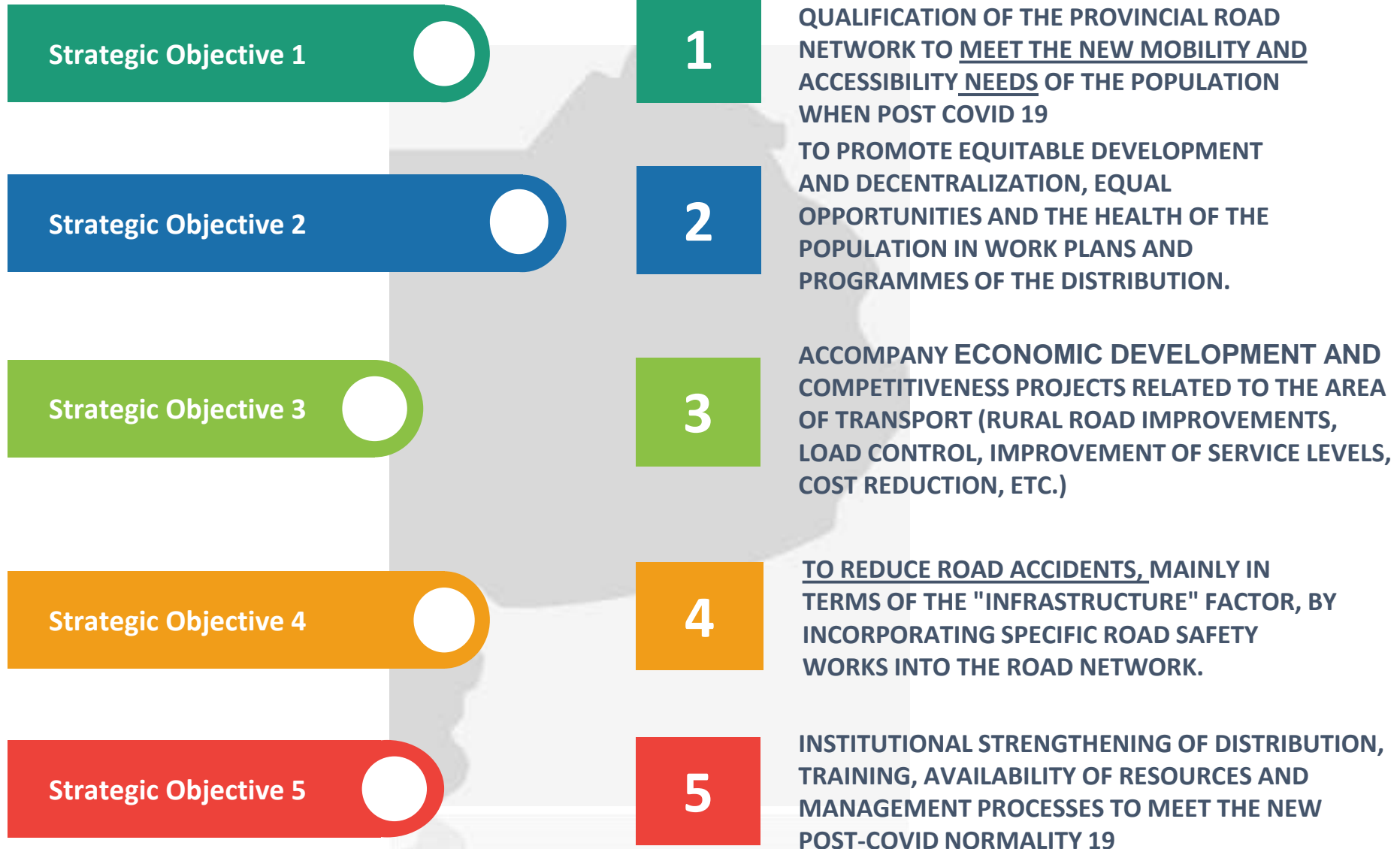
Management ONGOING IMPROVEMENT

- ✓ To close a cycle of achievements according to the guidelines originally drawn up.
- ✓ Social acceptance of the daily exercise and the service provided by the distribution in all aspects involved.

Legacy

- ✓ To have consolidated the Medium and Long Term Road Plan and Reactivation of the sector
- ✓ Strengthening and internal technical training to develop long-term plans and programs that meet international standards in the field of road transport and sustainable mobility.

General strategic objectives.





THANK YOU VERY MUCH!!!

- 
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 - **Closing of the Seminar**, cameras and microphones open to participants



COVID-19 and roads in *Paraguay* - *The impact of public works on the economy after the pandemic*

Fabio B. Riveros P.

Director of Road Planning



Ministerio de
**OBRAS PÚBLICAS
Y COMUNICACIONES**

#PIARCCOVID19

12 May 2020

Fabio Bladimiro RIVEROS PEÑA

- Civil Engineer (1989)
- Head of Route Conservation Section. March 1990 - May 1998.
- District Head of Route Conservation. April 1998 - August 1998
- Head of Paving Division. September 1998 - April 1999
- Head of the Tender Department. May 1999 - February 2004
- Head of the Planning and Projects Department. March 2004 - February 2005
- Head of the Project Execution Unit. March 2005 - February 2006
- Head of the Execution Department. March 2006 - July 2009
- Road Works Supervisor. August 2009 - June 2011
- Director of Roads. July 2011 - May 2014
- Head of the Project Execution Unit. June 2014 - January 2019
- **Current Director of Road Planning of the Ministry of Public Works and Communications of Paraguay**



Ministerio de
**OBRAS PÚBLICAS
Y COMUNICACIONES**



Index of the presentation

- Background
- Axes of Action
- Scope of the Plan
- Estimated Investment
- Security Protocol
- Preventive Measures and Action
- Important Observations in the Framework of Economic Reactivation through Public Works



Background

As a precedent in 2019, due to climatic factors that affected productive sectors, the variation of the GDP should have been negative, however, thanks to the impulse of public works through an Economic Reactivation Plan, there was no decrease in the economy, taking this action as a precedent and in the face of the COVID-19 Pandemic, it is strengthened with new capacities developed by the human capital that, working together, private and public sectors, try to mitigate the negative impact of the pandemic in the economy and advance towards the fulfillment of the goals set in the National Development Plan 2030 (*Plan Nacional de Desarrollo 2030*).



Axes of Action

In accordance with the NDP 2030, this proposal is aligned with the strategic axes of

- Poverty reduction, and social development.
- Inclusive economic growth.
- Insertion of Paraguay in the world.

1. Impact on Human Capital

2. Social Impact

3. Optimize Public Resources

4. Connectivity for development

Scope of the Plan



*Strengthening of the
Road Network.
Logistic Corridor.
Bridges and country
Roads.*



*Basic Infrastructure.
And Urban
Equipment.*



Hospitals.



*Connectivity for
Development.*



*Drinking water and
sanitation.*



*Generation of
massive
employment.*



*Housing
construction.*



*Improvement of
Public Services.*

Estimated Investment

MORE PUBLIC INVESTMENT FOR MORE JOBS

The plan places strong emphasis on investments, with a greater concentration on those that generate employment. To this end, it is proposed to accelerate the investment plan estimated for this year at around USD 1,065 million and to implement a major package starting in the second half of the year, for a total amount of approximately USD 1,200 million, which would generate around 120,000 direct and indirect jobs.

It includes the Projects of Duplication of Route PY02 and Paving of the Bioceanic Corridor Route PY15.



Security Protocol for the Coronavirus

- In March 2020, the Ministry of Public Health and Social Welfare issued an instruction for road construction personnel. According to this protocol, contractor companies implemented these measures in order to prevent infections and spreading of the coronavirus on their construction sites.
- All of this is done at the country level, taking into account that each project is supervised either by officials of the MOPC or by private companies, one of whose functions is to ensure occupational health and safety.



Preventive measures and action

- Installation of schemes for the detection, registration and communication to entities as appropriate, of cases considered suspicious.
- Carrying out informative and educational meetings with all personnel, for the incorporation of preventive practices, making use of technological tools and communication materials.
- Displaying in visible places the information materials "PRECAUTIONS TO AVOID INFECTIONS, AND HYGIENIC MEASURES" thus intensifying the prevention and reducing as much as possible the possibility of contagion of the virus and other diseases in our work environment.
- Appointment of a person responsible for each sector/work/office as a direct support for the prevention and mitigation plan against the viruses and diseases that afflict us.
- TAKE THE TEMPERATURE of everyone to ensure that they do not have symptoms of fever.



Lavado correcto de manos



1- Lavá con agua



2- Usá jabón



3- Fregá por 20 seg



4- Secate con papel



5- Cerrá la canilla con papel



PREPARACIÓN DE LUGAR DE TRABAJO

Mantener limpio y desinfectado el lugar de trabajo.



MONITOREO DE SALUD

Si hay fiebre $>38^{\circ}\text{C}$ o tos apartar al colaborador y reportar.



DESINFECCIÓN DE PERTENENCIAS

Desinfectar calzados, ropas y otras pertenencias.



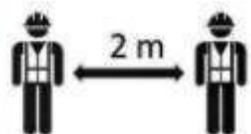
HIGIENE DE MANOS

Con abundante agua y jabón. Secar y disponer toalla desechable.



DESINFECCIÓN DE MANOS

Aplicar alcohol hasta la altura del codo.



GUARDAR DISTANCIAMIENTO SOCIAL

De ser posible guardar distanciamiento de 2 metros.



HIGIENE CONSTANTE DE MANOS

Repetir procedimiento de lavado y desinfección de manos regularmente.



ESTORNUDAR/TOSER EN ANTEBRAZO

Si desea estornudar o toser, use el antebrazo.



EVITAR TOCAR LA CARA

Evite tocarse los ojos, la nariz y la boca. Lávese las manos para hacerlo.



REPORTAR SÍNTOMAS

En caso de síntomas se entregará tapabocas y se reportará

Important Observations in the Framework of Economic Reactivation through Public Works

1. Margin of preference to Paraguayan companies encouraging training and technological innovation.
2. Encourage and standardize the use of materials from Paraguayan industry.
3. The Health Protection Protocol is perfectible and can be adjusted according to experience, since from now on the staff must be educated and made aware of the coexistence with this and other diseases.
4. With the implementation of sanitary measures there were no breaks in the execution of works.
5. So far, no cases of positive COVID have been recorded.



Thank you for your attention



Fabio B. Riveros P.

Director of Road Planning

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Ministerio de Obras Públicas y Comunicaciones
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Asunción – Paraguay

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 - **Closing of the Seminar**, cameras and microphones open to participants

PIARC Seminar "COVID-19 and roads Discussion with participants

- **Answers will be given to questions received in the chat.**
- **Questions moderated by Ing. Verónica Arias, PIARC Technical Advisor.**
- **Your camera and microphone must remain off.**
- COVID-19 and roads in Mexico - Aspects of its impact on roads, Ing. Salvador Fernández Ayala.
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Provisional Conclusions

PIARC COVID-19 Seminar and Roads

(Third Spanish-language webinar)

José Manuel Blanco Segarra

PIARC TC 1.1 Spanish-speaking Secretary

#PIARCCOVID19

12 May 2020

José Manuel BLANCO SEGARRA



- Chair of the "Financing and Performance" National Committee (in formation)



(ATC Technical Road Association)



- Dean in Extremadura Region of the Official Association of Ms. Engineers in Roads, Canals and Ports
- Chair of the National Committee "Road Materials" (2000-2012)
- Head of the State Roads Demarcation in Extremadura (2006-2019)
- Chair of TC A.1 Performance of Transport Administrations (2016-2019)**
- Current PIARC TC 1.1 Spanish Language Secretary**
"Performance of Transport Administrations"



Today is celebrated in Spain the Day of the Patron of Civil Engineering and Public Works, Santo Domingo de la Calzada, builder of paved way and bridge, hostel and hospital, always at the service of users.



PROVISIONAL CONCLUSIONS

➤ COVID-19 Aspects of its impact on Mexico roads (Ing. Salvador Fernández Ayala, G-D of Road Conservation, SCT, Mexico)

Road is the main mode of transport for people (96%) and goods (55%). It provides direct employment (Road Infrastructure Programme) to more than 79,000 people. **Economy and Tourism Pillar.**

Temporary suspension of the 169 works of the Federal Government from March 30th to May 30th

Their **maintenance and operation is an essential activity. Assets:** 40,590 km of federal network and 10,000 km of toll roads, rural roads, feeders, and those of states and municipalities.

After the health crisis: **importance of conservation** to avoid risks added to the most vulnerable, ensuring connectivity as well as the flow of goods, medicines, services, people...

Some of the novelties that will remain: teleworking, promotion of tele-toll versus cash payment, re-examination of stopping places on routes (Service Areas and shops, Rest Areas, viewpoints...), permanent preventive measures, including in emergencies, strengthening of skills.

PROVISIONAL CONCLUSIONS

Investment and future in roads: Addressing inequalities, ensuring availability in different scenarios
Profitability criteria?

Sharing good practices, improving attitudes, learning lessons to project a new future

To keep present, to the authorities and society, the importance of preserving the great asset that is the road network, as an activity that is always essential and strategic.

PROVISIONAL CONCLUSIONS

➤ COVID-19 and roads in Italy (Lic. Emanuela Stocchi, Director of International Relations AISCAT, Italy)

AISCAT: its 18 full members manage more than 4,800 km of toll motorways. **ASECAP** 87,400 km.

Italy with closure of all essential activities from March 9 to May 4. Aid for health, families, workers, self-employed, companies. Suspension of administrative and fiscal procedures. Now in partial reopening and waiting for new aid Decree.

Consequences on roads: 80% decrease in traffic in Italy (80-85% in the whole of ASECAP). “Red Zones”: Service Areas, Service Stations, Tolls (suspension of manual tolls, exemption for health personnel with centralised attention to more than 22,000 requests from such users). Prevention and disinfection measures. Teleworking.

ASECAP objectives and concerns: employees, users, mobility, service continuity, Service Areas. **Collaborate** with traffic police, transporters and border control. **Represent this sector, which is investing in the long term and will contribute to the expected recovery.**

PROVISIONAL CONCLUSIONS

Changes for the future: from daily habits to teleworking, tele-meetings, **collaboration** between national and international associations, **focus on users and...**

...mobility (a concept that goes beyond transport conceived as a mere physical fact).

PROVISIONAL CONCLUSIONS

- **COVID-19 and urban transport in Spain (Ing. Professor Andrés Monzón de Cáceres, Universidad Politécnica de Madrid, Spain)**

The city, communication node. The reasons for travel. The intensity of use transport modes for people and goods has been evolving. Transport as a need that is sometimes not sufficiently perceived. Transport for a full human life.

Unequal consequences of COVID-19 impacts on habits and modes of travel: confinement leads to teleworking, tele-study, online shopping... and some of these consequences will bring, if maintained, better quality of life, efficiency and competitiveness, but what about when we move? Fear of contagion, less collective transport (bus, metro...) more individual transport (own car, motorbikes, taxis...) more congestion, pollution, noise, need for space, reaction of technologies... and active modes: walking, cycling? **Positive effects versus negative effects. Desirable objectives that sometimes come into collision.**

Previous lessons: more speed is more distance (not less time), more dispersion of employment and housing, more dependence on the car, more GHG. The previous (economic) crisis brought more urban sprawl, more car use. If we don't want that, we will have to know how to deal with it.

PROVISIONAL CONCLUSIONS

Change planning by fitting in: reduce need for travel/ reduce car use/ improve public transport/ improve road network. **We need coordinated measures aimed at sustainable transport objectives:** integration, complementarity, compensation.

Need for a systemic approach (holistic vision) to develop measures to achieve sustainability goals: Breaking the complex vicious circle of urban transport that leads to the car. Difficultness, and necessity, to react to all this with a declining economy.

ERTRAC (European Road Transport Research Advisory Council) **systemic approach:** provides a comprehensive vision for a **winning strategy, consisting of**

Infrastructure and connected vehicles, improved infrastructure, public transport and intermodality, flexible and shared mobility services, efficient vehicles, decarbonisation, intelligent traffic management, transport logistics.

PROVISIONAL CONCLUSIONS

➤ COVID-19 and roads in Argentina (Ing. Héctor Hugo Escalada, Deputy Administrator of Roads, Government of Buenos Aires, Argentina)

Adoption of preventive measures in all modes of transport: land, water and air.

Promotion of individual motorised or active transport (car, motorbike, bicycle, walking) as opposed to collective transport. Suspension of tolls. Protection of the bus driver (1st row empty, no use of front door).

Promotion of staggered working hours. Declaration of COVID-19 as an occupational disease (represents an impact on insurance companies). More hygiene and cleaning centres for the transport of goods. Direct emergency procurement with as many suppliers as possible. There are problems on all sites.

Permanent or semi-permanent measures: modify the specifications and contracts. Risk management and force majeure. Increase in insurance premiums. Economic balance of contracts and concessions, extend the deadline for these?

PROVISIONAL CONCLUSIONS

Role of roads in mitigating the economic crisis and reviving the economy (multiplier effect): long-term and sustained public investment planning. Determining the major projects to be undertaken as well as short-term actions (20 000 jobs) and minimising staff movements to the sites. Search for alternative financing. Lowering costs and using technology for traffic management.

Need for strategic thinking and setting general strategic objectives about management, enhancement of the network over 10 years, continuous improvement...

... and leave as a legacy a consolidated plan, a reactivated sector and greater technical training in transport and sustainable mobility.

PROVISIONAL CONCLUSIONS

- **COVID-19 and roads in Paraguay - The impact of public works on the economy after the pandemic (Ing. Fabio B. Riveros Peña, Director of Road Planning, MOPC, Paraguay)**

Lesson learned from past problems: the promotion of public works as a reactivator of the economy. The joint work of the public and private sectors for the development of human capital, generating positive social impacts, optimizing public resources and developing connectivity for the development and insertion of the nation in the world.

Within the framework of National Development Plan 2030, logistics corridors, road network and connectivity and the generation of mass employment are being developed, among other important fields of action.

It has been decided not to stop the works but to accelerate the investment plan to generate about 120,000 direct and indirect jobs, with strict and progressive observance of preventive health measures and designation of persons responsible for each road sector, work site and office. No cases of COVID-19 have been recorded on the sites.

Promotion of training and technological innovation, and of the industry of Paraguay.

TWELVE IDEAS TO TAKE AWAY

- Road networks are a fundamental pillar of the economy, employment and social welfare.
- Road transport of goods and people is essential and critical.
- The post-health crisis will bring major changes to urban transport, many of which will remain, and not all of which will be positive, so it will have to be managed.
- The pandemic is pushing almost all countries into economic trouble. Investment in road and transport infrastructure is a driver for recovery, capacity building and social integration. And the road and its agencies / bodies must be strengthened as a hub that provides services to its users and become "intelligent roads".
- The public and private sectors must work together on this: financing, projects and measures to be taken. The extra costs suffered by companies, contractors and concessionaires must be taken into account. And the budgetary and financing difficulties must be taken into account.
- A systemic, comprehensive and strategic rethinking of transport is needed, focusing on the overall objectives of sustainability and on the different users.

TWELVE IDEAS TO TAKE AWAY

- Consider all modes, services and technologies. ITS at the service of the road.
- Governments must provide appropriate messages that promote public transport and its safe use.
- The successes and problems in the responses will serve as a "touchstone" for evaluating and, if necessary, reconsidering or changing not only the measures and protocols adopted but also the mechanisms for collaboration between agencies, between administrations and the distribution of functions, responsibilities and competences.
- It will also serve to resize and reorganize the agencies or services that need it.
- A desirable measure: to think not only about budgets according to administrations but also about transversal budgets oriented to the achievement of objectives.
- **Many of the changes have come to stay. Let's take advantage of them. Let us take advantage of the disruption to reflect, learn and improve.**

Thank you for your attention!



José Manuel Blanco Segarra

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PIARC Online Seminar COVID-19 and roads 12 May 2020

**Thank you very much
for your attention!**

Visit the PIARC & COVID-19 page

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