



# PIARC Webinar COVID-19 17 February, 2021

## Welcome!

# Our Speakers today

- **Patrick Mallejacq**
  - Secretary General, PIARC
- **Christos Xenophontos**
  - Rhode Island DOT, USA - PIARC TC 1.1 Chair
- **José Manuel Blanco Segarra**
  - Ministerio de Transportes, Movilidad y Agenda Urbana, Spain - TC 1.1 Spanish Speaking Secretary
- **Jonathan Spear**
  - Atkins, UK - TC 1.1 WG 2 Leader
- **Fabio Pasquali**
  - ANAS S.p.A, Italy - TC 1.2 Chair
- **Caroline Evans**
  - National Transport Commission, Australia - TC 1.4 Chair
- **Yukio Adachi**
  - Hanshin Expressway Engineering Co, Japan - TC 1.5 Chair
- **Andrea Simone**
  - University of Bologna, Italy - TC 2.1 Chair
- **Martin Ruesch**
  - Rapp Trans Ltd, Switzerland - TC 2.3 Chair
- **Valentina Galasso**
  - Deloitte Consulting, Italy - TC 2.4 Chair
- **Saverio Palchetti**
  - Consultant, Italy - TF 3.1 Chair

# Participation in the webinar.



Your camera and microphone must remain off.



You can ask questions in the chat. At the end of all presentations, Christos Xenophontos will check the chat and ask questions to the panelists.



A limited number of questions can be answered due to the large number of participants.



Tip: Close the chat window to see the full presentations.



# PIARC Response to COVID-19: Winter Service



**Peter NUTZ**

Chair PIARC Technical Committee 3.2 Winter Service

City of Vienna

Austria

Webinar 17<sup>th</sup> February 2021



# Heightened precautionary measures to protect workers

- Winter service operations are critical to maintain roads open and safe for traffic
- WS does not stick to “working hours” and has to continue uninterrupted
- You can’t plough snow in home office



# Learn from each other

- Avoid shared/common areas and avoid co-locating.
- Create separate break/lunchrooms.
- Separate the overlap time between shifts
- Only one person in a vehicle or separate and/or use face mask
- Disinfect truck interior



# Learn from each other

- Stretch service intervals
- Check for possibility to close roads or reduce lanes
- Create scenarios for different stages of quarantine beforehand







# Introduction to the Webinar

**Patrick Malléjacq**

Secretary General, PIARC

**#PIARCCOVID19**





# Basic rules for Zoom on line meetings



There will be presentations so **be sure to access from a device that allows you to see visuals** (i.e. a laptop or ipad)



Please **mute yourselves and keep the video off** during the presentations **to avoid background noises and connection overload**



**Use the chat functionality and ask questions at any time.** We will collect them and direct them during the Q&A session

**Please be sure to have your full name and country displayed, here you find some useful information:**

To change your name after entering a Zoom meeting, click on the "Participants" button at the top of the Zoom window.



In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.

Next, hover your mouse over your name in the "Participants" list on the right side of the Zoom window. Click on "Rename".

Enter the formula Name, Surname (FR) and click on "OK".



# Participation in the Webinar

This Seminar is being recorded and will be made public on PIARC's website and YouTube channel.



# Key Concept: Focus on the short-term

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

This is knowledge and practice that is not yet confirmed as valid or effective.

A good idea now can save lives, improve business resilience and could minimize disruption of service.



Urgently share knowledge and practices among PIARC member countries to provide support in near real-time.

What works in one country may not work in another, but it can inspire you.

**Note:** PIARC is also working on the medium and long term, for when the pandemic is in a manageable state and substantially under control.

# PIARC COVID-19 Response Team



## Summary Terms of Reference (Revised PIARC Strategic Plan)

- To explore rapid sharing of knowledge and practice between PIARC members on COVID-19 impacts, responses & associated socio-economic crisis
- To propose and implement short-term actions to support PIARC members and transport professionals in COVID-19 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 reflected in PIARC activities
- To prepare and publish technical reports, surveys and other analysis on COVID-19, alone or in collaboration with other industry bodies & stakeholders

Currently established to **31<sup>st</sup> December 2021**, extendable as required

## Current Membership

- Patrick Mallejacq, Secretary General, PIARC (Chair) (FR)
- 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, TC 1.1 WG 2 Leader (UK)
- Fabio Pasquali, ANAS S.p.A., TC 1.2 Chair (IT)
- Caroline Evans, National Transport Commission, TC 1.4 Chair (AU)
- Yukio Adachi, Hanshin Expressway Engineering Co, TC 1.5 Chair (JP)
- Andrea Simone, University of Bologna, TC 2.1 Chair (IT)
- Luis Miranda-Moreno, TC 2.1 Spanish Secretary (CA)
- Valentina Galasso, Deloitte Consulting, TC 2.4 Chair (IT)
- Martin Ruesch, Rapp Trans Ltd, TC 2.3 Chair (CH)
- Pascal Rossigny, CEREMA, TC 3.3 French Secretary (FR)
- Saverio Palchetti, ANAS S.p.A., TF 3.1 Chair (IT)
- Andrea Peris, Paraguay National Committee (PY)



# 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.”**

# Our Speakers today

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# Agenda and Structure

- **Brief introduction to PIARC**
- **Our work so far**
  
- **Panelists' Presentations**
- **Questions & Answers**
  
- **Conclusion and Next Steps**



# Institutional Presentation

## PIARC

### Our work so far

**Patrick Malléjacq**

Secretary General, PIARC

#PIARCCOVID19





# 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**
- We have 124 member governments, as well as regions, groups/companies and individuals.
- It is the first global forum for the exchange of knowledge, policy and practice on roads and road transport.



# Key issues on COVID-19 and roads



Ensure as far as possible the health and safety of employees and road users



Response to impact on transportation



Relationships and collaboration with customers, users and other interested parties



Maintain activity and continuity of service



Manage impacts on the economy and supply chains; Revive the economy after the crisis



Security (including cyber security)

# More than twenty webinars... ... in English, French, and Spanish

## Covid-19 Phase 0 – Economic consequences for a NRA



- The decrease of traffic
  - was higher in the toll motorway network than in the non-tolled motorways and the ordinary roads
  - was higher for light traffic than heavy traffic

World Road Association - Association Mondiale de la Route - Asociación Mundial de la Carretera - www.piarc.org

## Freight & Logistics

- On site: main concerns are
  - Drivers health and food
  - Employees health and safety (O&M is Egis Exploitation Aquitaine, 100 people)
  - Maintain area clean and secure
  - Service provider economic sustainability (limited turnover) – 4 service stations (total approx. 100 employees)



World Road Association - Association mondiale de la Route - Asociación Mundial de la Carretera - www.piarc.org

## 1. Ensuring employees health and safety

- Primary concern for contractors and their Professional Associations (PA)
- In many countries, recommendations were published regarding appropriate safety measures to be adopted by contractors
- Often drawn up jointly by government and PAs
- Either general or specific (e.g. in France, road contractors, pipe-fitters,...)
- Also differences urban/rural environment, building/infrastructure
- PAs have organized training sessions (mainly aimed at SMEs), pilot jobsites



World Road Association - Association mondiale de la Route - Asociación Mundial de la Carretera - www.piarc.org

## COVID-19 & roads in Paraguay



World Road Association - Association mondiale de la Route - Asociación Mundial de la Carretera - www.piarc.org

## The road transport situation

- Generalisation of electronic toll collection on motorways and limitation of the loading of toll cards on line
- Prohibition of inter-city travel without highly justified authorization
- Abolition of collective means of transport except for taxis with only one passenger per taxi
- Limitation of vehicular movements in the residential area except for justified professional necessity



Stah Zouari <sup>1st</sup> delegate of Tunisia and President of the ATR  
World Road Association - Association mondiale de la Route - Asociación Mundial de la Carretera - www.piarc.org

## RECOVERY



## COVID-19 Transportation Impacts: New York City

Summary of Transportation Trends across Modes in NYC

Mode	Percent Change in Mid-March
Road Traffic	<ul style="list-style-type: none"> <li>50% speed</li> <li>60% volume</li> <li>91% ridership</li> </ul>
Public Transit	<ul style="list-style-type: none"> <li>Bus: 50% ridership</li> <li>Subway: 60% ridership</li> </ul>
Trains	<ul style="list-style-type: none"> <li>Metro North: 60% ridership</li> <li>Long Island Rail Road: 67% ridership</li> </ul>

Source: MTA's Transit in New York City During COVID-19 Pandemic: A Review of Transportation Modes Throughout March 2020. Summary Transportation Research Center



# Many PIARC Partner Organisations agreed to join our Webinars as panelists



- In addition to many panelists from the network of PIARC members

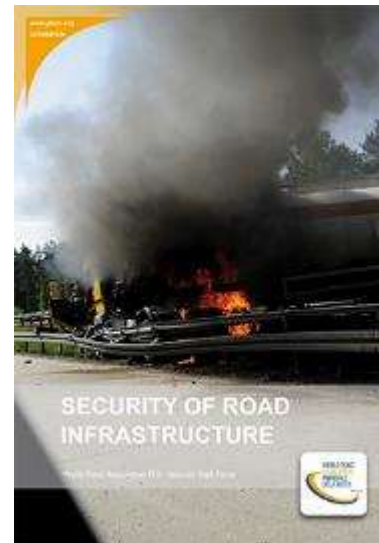


# PIARC COVID-19 website

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



- The recordings of the **20+ webinars** held on "COVID-19 and roads"
  - Including the lively and informative Q&A sessions
- The presentations from these seminars in PDF
  - Available in English, French and Spanish in most cases
- PIARC Technical Reports related to pandemic management
- Synthesis Notes and Full Report



# PIARC Detailed Technical Report

- **COVID-19: initial impacts and responses to the pandemic from road and transport agencies**
- Published in December
- Available from [www.piarc.org](http://www.piarc.org)
- Languages: English, Spanish, French (soon)

<https://www.piarc.org/en/order-library/34613-en-COVID-19:%20initialimpacts%20and%20responses%20to%20the%20pandemic%20from%20road%20and%20transport%20agencies>



# Thank you for your attention



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**PIARC Secretary General**

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**@PMallejacq**

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@PIARC\_Roads



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







# Declaration of Emergency



**Yukio ADACHI**

Chair, Technical Committee 1.5 “Disaster management”, PIARC  
Hanshin Expressway Research Institute for Advanced Technology  
Japan

**Webinar 17<sup>th</sup> February 2021**



# DECLARATION OF STATE OF EMERGENCY (OR EQUIVALENT)

As soon as governments around the world grasped the gravity of the situation, **states of emergency** (alarm, alert, catastrophe, etc.) were declared.

- **Initial overall goal** to face the public health crisis
- **Authorities** provided with special powers capacity, funding, or flexibility to act and take extraordinary actions to handle the unprecedented crisis
- **Critically important to** mandate authorities with appropriate emergency powers and give them the ability to issue interpretative orders & instructions
- **In most jurisdictions** the transportation sector was deemed an essential (critical) service
- **Declarations must be clear and free of ambiguous language** to the extend of powers granted to the various jurisdictions and other contentious issues such as if force majeure applies or not, interpretation of it and consequences.



# DECLARATION OF STATE OF EMERGENCY (OR EQUIVALENT)

**Consequence:** “The Great Lockdown”. April 2020: around half of humanity was living under some kind of activity or mobility restriction. Later a key focus on re-opening economies, supporting business and restarting growth.

**Challenge:** to re-open safely, restore business and consumer confidence and provide right economic and fiscal stimulus for early stages

**Provision of road and transport infrastructure and services** is an important part of the overall public sector. Not surprisingly there is a broad parallel between the general measures by Governments and those taken by organisations working in the road and transport sector.

- **Agencies in the road and transport sector** were granted powers to monitor or restrict non-essential mobility, while maintaining movement of essential workers, goods and services, keeping networks and facilities open and operational.
- **Sub-national agencies** in most countries have maintained their legal obligations, powers and activities, often conducted within national directives and/or orders.





# PIARC Response to COVID-19: Resilience

**Caroline Evans**

PIARC Response Team Member, Chair PIARC Technical Committee  
I.4 Climate Change and Resilience of Road Networks

**Australia**

**Webinar 17<sup>th</sup> February 2021**

# Risk & resilience - Pandemic as an «unwanted event»

- The risk is impossible to assess:
  - Low probability, high consequences
  - Vast uncertainty in factors affecting the event.
- Complexity:
  - Road networks and transport, and intermodal transport are complex in itself
  - **Cascade effects** are present: less capacity to handle one problem increases the risk of another problem.
  - **Resonance**: the nature does not “stop”; natural hazards are still there - storms, landslides, avalanches, earthquakes..



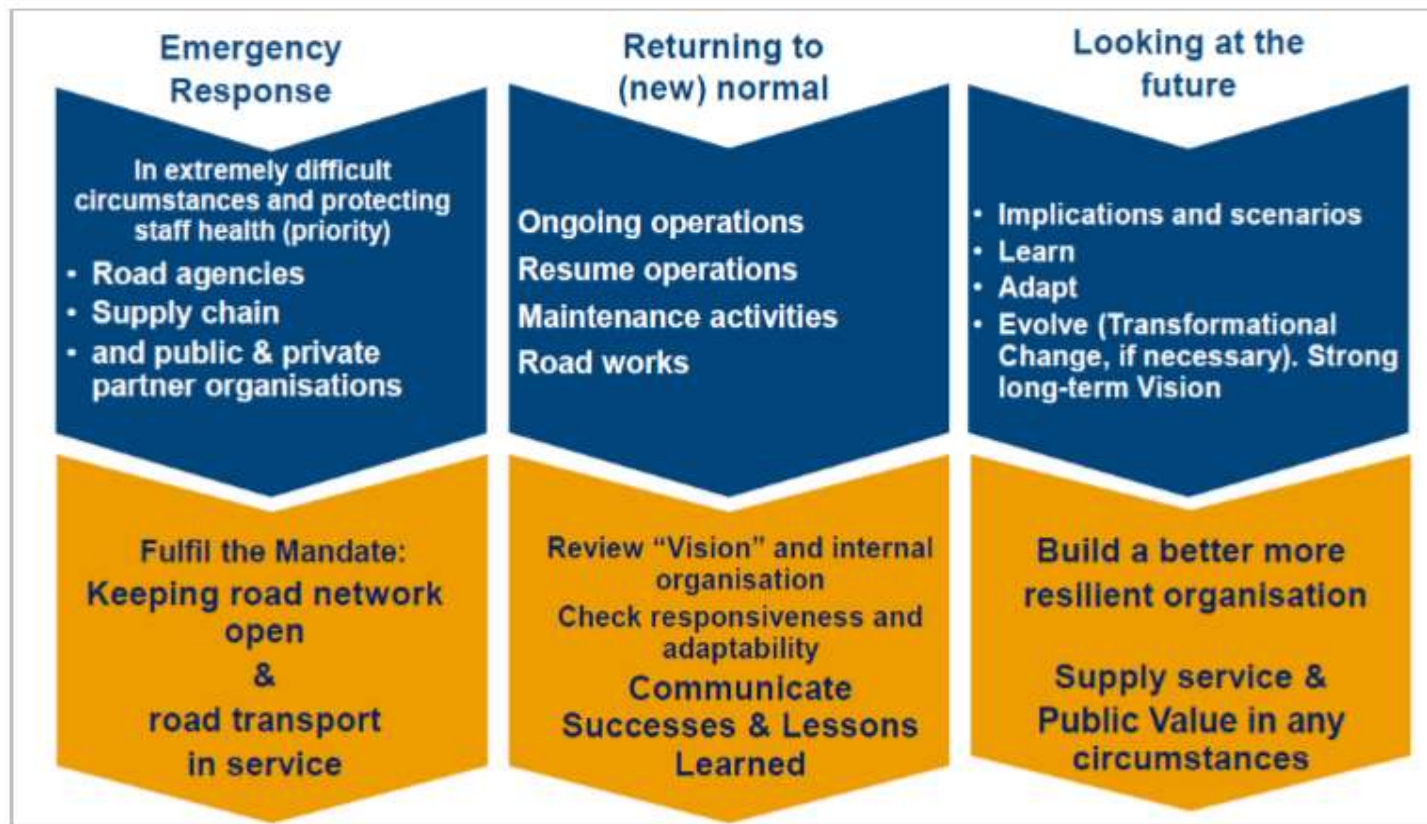
Source: Figure from **Gordana Petkovic (Norway)** at PIARC webinar 15 April 2020

# Report Outcomes Relating to Resilience

- Response actions to address the pandemic from a resilience perspective focused on:
  - road network operations e.g. continuity of construction and maintenance work
  - transport restrictions & closed municipalities
  - actions in freight, public transport and intercity passenger transport
  - continuity of telecommunication and broadcasting services.
- Supply chain management from a resilience and risk management perspective.
- Longer-term shifts beyond the immediate crisis, user behavioural change, business resilience planning.

***“Roads and the road transport system have demonstrated their resilience and their ability to move people and essential goods safely, even in the midst of a pandemic”***





- Develop a disaster-resilient road network, securing road infrastructure in times of crisis
- Apply the Preparedness, Response, Recovery, Prevention/Adaptation model
- Be prepared to face additional disasters while facing a pandemic

SOURCE: Figure from José Manuel Blanco Segarra (Spain) presentation at PIARC webinar 29 July 2020



# Disaster Management under COVID-19

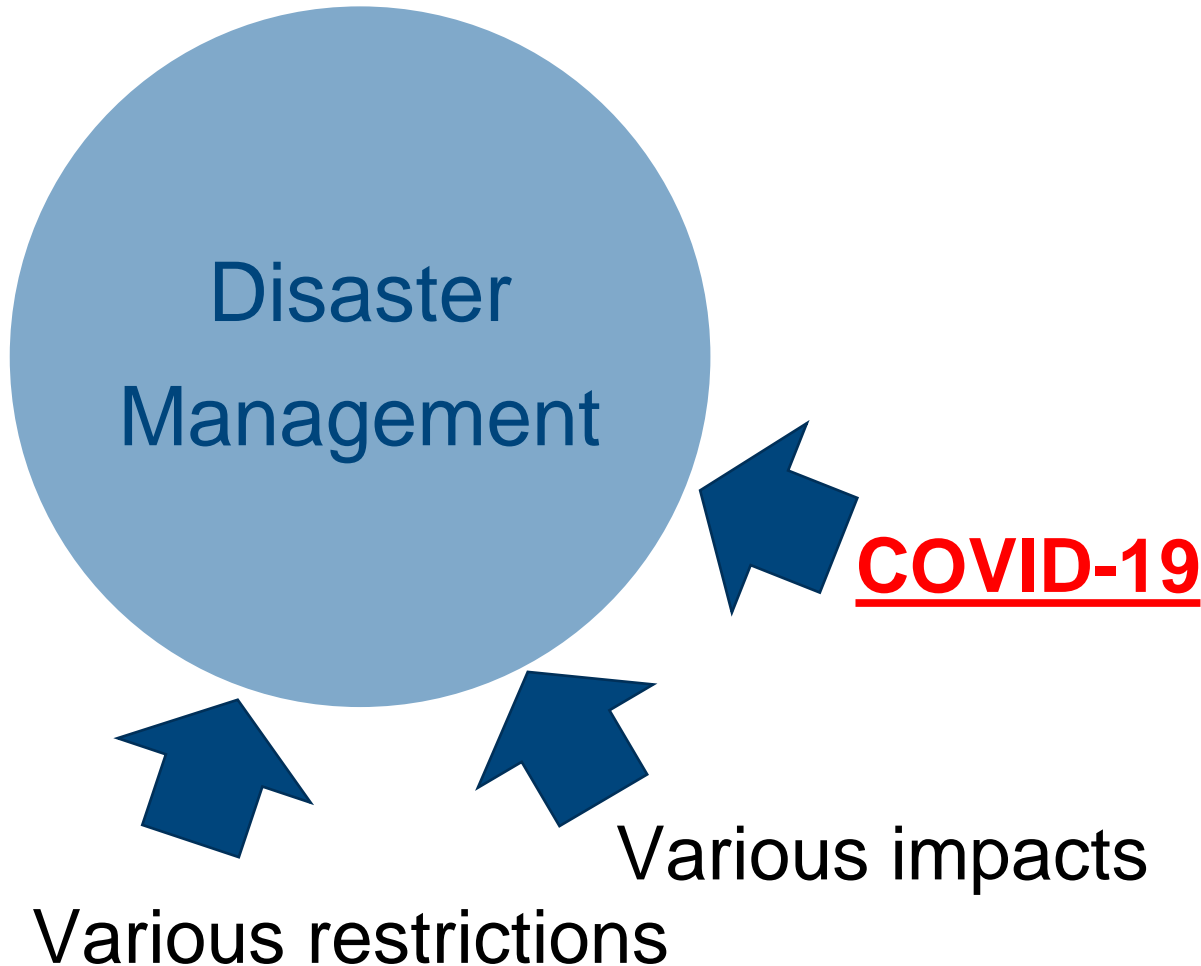


**Yukio ADACHI**

Chair, Technical Committee 1.5 “Disaster management”, PIARC  
Hanshin Expressway Research Institute for Advanced Technology  
Japan

**Webinar 17<sup>th</sup> February 2021**

# What has happened in disaster management activity under COVID-19?



March 2020 Zagreb (CRO) Earthquake under COVID-19

Source: Wikipedia commons



May 2020 Philippines Typhoon under COVID-19

Source: Wikipedia commons



July 2020 Kumamoto (JPN) Flood under COVID-19

Source: Ministry of Land, Infrastructure, Transport, and Tourism, Japan



# Disaster Management under COVID-19



Proactive

- Develop a disaster-resilient road network, securing road infrastructure in times of crisis
- **Dynamic disaster management**
  - Digital transformation
  - New technologies
- **Disaster management under other restrictive impacts or effects**



Preventive

- Apply the preparedness, response, recovery, prevention(mitigation)/adaptation model
- **Adjust to COVID-19 impact or restrictions** for additional disasters



## COVID-19 – Road Works

**José Manuel Blanco Segarra**

**Spain**

PIARC COVID-19 Response Team (CRT) Member

PIARC TC 1.1 Spanish speaking Secretary



**Webinar 17 February 2021, 13h (Paris time)**



## Steps adopted by Governments

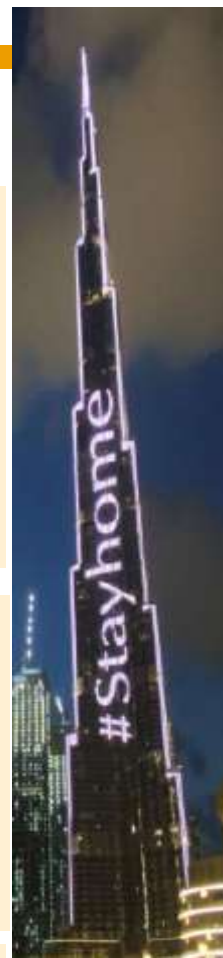
### Declaration of State of Alarm. Health Crisis

Designation of competent and empowered authorities  
Coordination & rapid reaction procedures. Public awareness.  
Role of subnational jurisdictional levels.

**General measures suspension, lockdown but essentials, of activity, service, meetings, social distance, mobility**  
**Limitations on occupancy of transport vehicles** (public or private, collective or not). **Communication.**

**Consequences:** sharp drop & constraints in economic activity and mobility including tourism, schools, social life. Border closure. **Modal shift. Less revenues** (fuel tax, tolls..)  
**Inmobility:** only essential trips, quarantines, curfew,  
**Measures to address crisis,** seeking balance essential mobility (not so much immobility) – protecting health  
Trying to return to a safe “new normality”. De-confinement.

**Realization COVID is as much economic crisis as health one, GDP reduction. Minimization of socio-ec damage**  
**States passing bills on economic considerations** (extension of tax deadlines, moratoriums, deferral of credit payment, Credits Funds for helping & stimulus...) protecting:  
People in general, workers and self-employed workers  
Companies, focus on SMEs and liberal professions  
**Post-COVID-19 reactivation economy.** Billionaire funds on stimulating economy. **Roads as priority & efficient means to restart the economy (stimulus)?**



## Steps adopted for Road Authorities

**Emergency response. Health Crisis.**

**Instructions from Head of Road Authorities to employees and companies.** Protection of staff as a priority (teleworking, e-Administration)  
Identification of vulnerable employees / workers  
**Determination of road (infrastructures) & Transport as essential.**  
Electronic communication broadband suppliers may not suspend  
Need to fulfil Mandate: **road network open, road transport in service**  
**Task Force and Crisis team. Message, messenger, media?**

**Designation of infrastructure workers as essential**

Frontline staff and personnel “in the field”.

Focus on transportation provisions and essential workers and supplies (somewhat problematic in many cases, in early stages)

**Services Areas (petrol, toilets, food, rest...),** and to create networks of open establishments in the rest.

**Maintenance is essential.**

**Different views / responses on Road Works and Tolls**

**Economic considerations regarding the suspension of contracts**

**Almost of all tenders have been suspended (but exceptions)**

**Emergency processing**

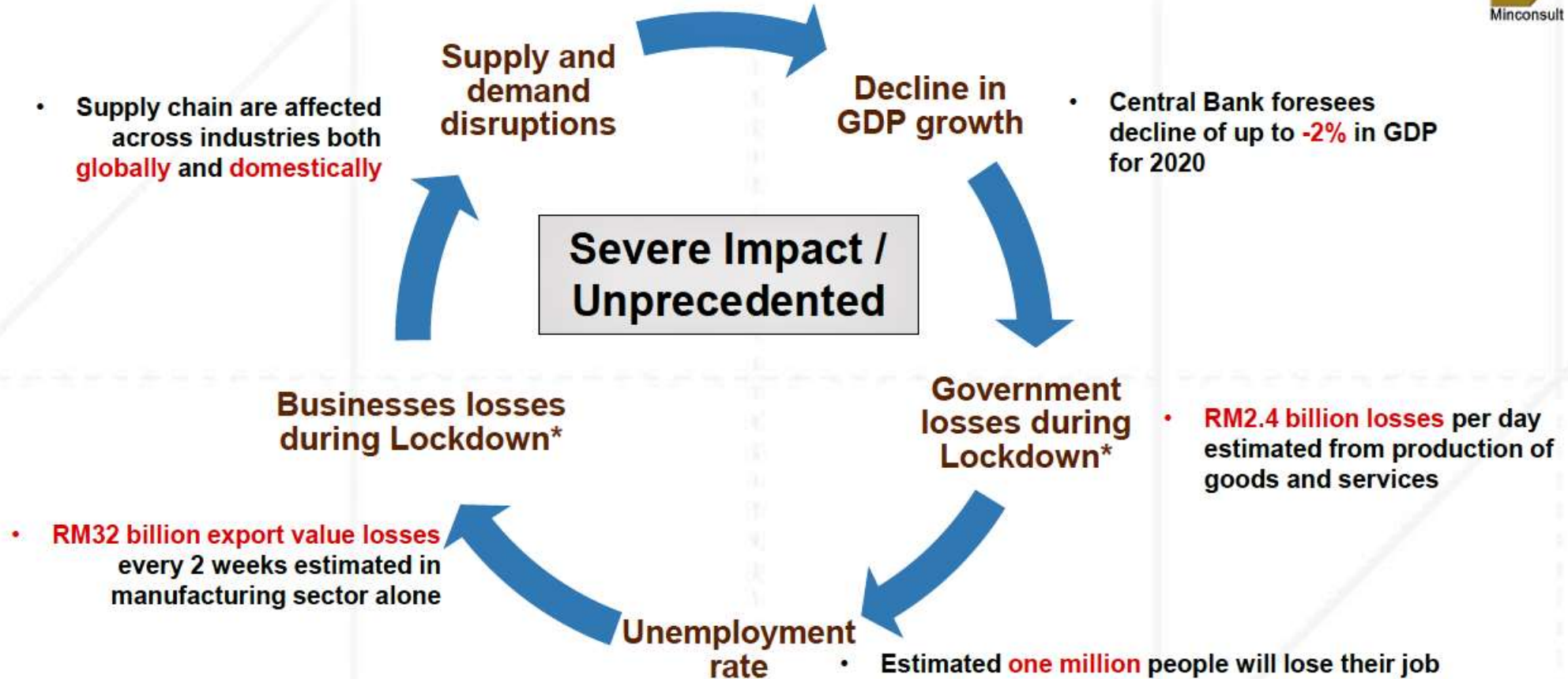
**Project measures: in some nations “a country priority” (high contribution to GDP and jobs). Structuring new projects. Dilemma.**  
**Re-definition and/or re-arrangement of existing contracts**  
**Review of economic balance of concession contracts**  
**Start to think in medium- long-term implications. Future role of Road Authorities. Communication.**

# ROAD WORKS

**Experience of road works** has varied widely ranging from immediate action to suspend road activities to ensuring business as usual

- **Most common response:** partial or total suspension followed by safe reactivation or looking to advance works. **Tenders and awards:** suspended all of them in some countries, suspended partially in other ones, not suspended or just suspended during the worst phase of pandemic evolution in other, in other ones considering voluntary cancellation of postponement in initial steps or accelerated in other ones.
- **Most contractors** did not suspend work voluntarily. **Key factors:** employee concerns, supply chain failure, national directives, orders. In addition to commercial viability the other **primary concern** is ensuring employee's health & safety.
- **Project slowdowns:** even where continuing, some experienced delays due to broken supply chains, receiving materials (abroad and domestic), lower productivity, workforce & experts mobility restrictions, etc.
- **Consulting sector:** switching to teleworking and overcoming initial lack of preparedness
- **In low income countries:** diverse impacts associated with funding from development partners and diversion of resources redirected to fighting pandemic. The important role of Development Banks.

# ECONOMIC IMPACT OF COVID-19 IN MALAYSIA



\* Our country has imposed a **Nationwide Lockdown** or known as **Movement Control Order ("MCO")** which started on 18 March 2020 and extended until 12 May 2020

Sources:  
Speech and Public Statement made by Ministry of Finance, Malaysia  
Statement made by Bank Negara Malaysia

# ROAD WORKS

**Road Maintenance:** the main goal is to keep road network open & transport in service ensuring movement of freight & essential workers, while protecting staff and facilities. **New opportunities** for maintenance and other works in period of low traffic volumes with safer conditions, with operations adjusted according to the traffic decrease.

**Road agencies** have endeavoured to keep relations with their suppliers. Vulnerabilities and opportunities emerged. Focus on the importance of road work considering economic & social effects.

## Some important lessons learned:

- Be alert and agile in reacting
- Secure access to adequate resources to ensure that works can be continued
- Investigate feasibility of strategic stockpiles of material that might be in short supply in the event of global disruption of supply chains. Balance adequate resources in hand versus overhead for keeping them has to be considered.





# PIARC Response to COVID-19: Economic measures to support businesses



**Fabio PASQUALI**

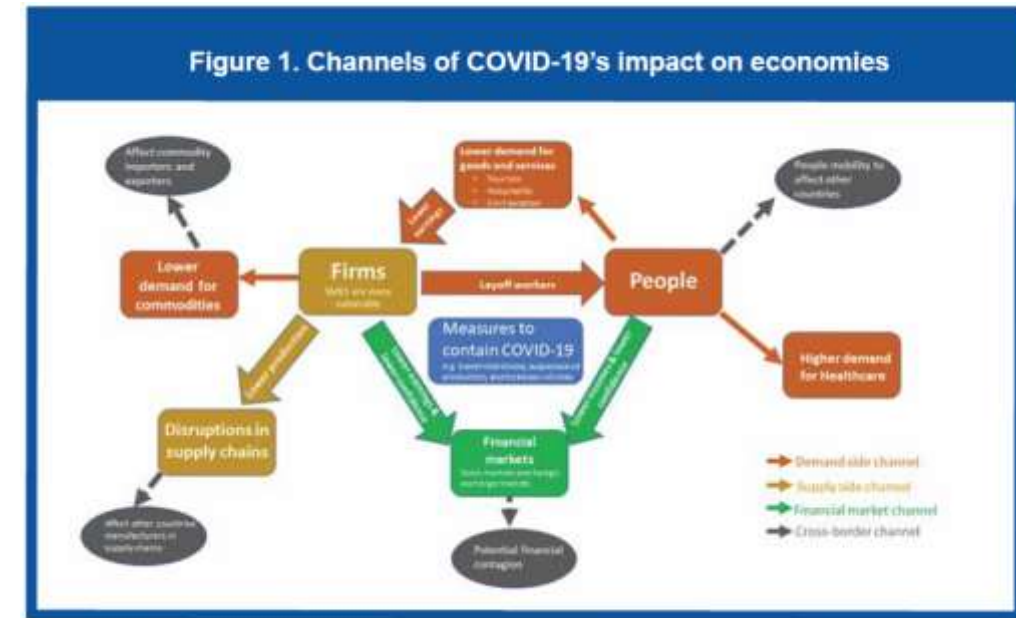
PIARC Response Team Member, Chair of **PIARC TC 1.2** - Planning Road Infrastructure and Transport to Economic and Social Development  
Head of Planning, ANAS (Italian State Road Agency)

**Italy**

**Webinar 17<sup>th</sup> February 2021**

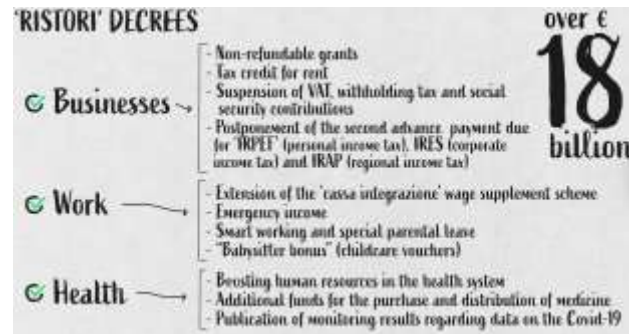
# Economic Measures to Support Businesses – Overview

- What has been done in the short term
  - Types of measures, effects
- What is being done for the short-medium term
  - Expenditure and investment side, revenues side
- Which strategies for the medium-long term – Priorities and case studies
  - Redefinition of paradigms, occasion for major changings
- What about the road industry
  - The current cost and revenue side (loss of users' revenues for NRAs, effects and measures), the investment side (new criteria, new sources for funding, ...)



Source: ESCAP.

# Economic Measures to Support Businesses – The short term



Discretionary 2020 fiscal measures adopted in response to coronavirus by 18 November 2020\*, % of 2019 GDP

	Immediate fiscal impulse	Deferral	Other liquidity /guarantee	Last update
<a href="#">Belgium</a>	1.4%	4.8%	21.9%	22/10/2020
<a href="#">Denmark</a>	5.5%	7.2%	4.1%	01/07/2020
<a href="#">France</a>	5.1%	8.7%	14.2%	05/11/2020
<a href="#">Germany</a>	8.3%	7.3%	24.3%	04/08/2020
<a href="#">Greece</a>	3.1%	1.2%	2.1%	05/06/2020
<a href="#">Hungary</a>	0.4%	8.3%	0.0%	25/03/2020
<a href="#">Italy</a>	3.4%	13.2%	32.1%	22/06/2020
<a href="#">Netherlands</a>	3.7%	7.9%	3.4%	27/05/2020
<a href="#">Portugal</a>	2.5%	11.1%	5.5%	04/05/2020
<a href="#">Spain</a>	4.3%	0.4%	12.2%	18/11/2020
<a href="#">UK</a>	8.3%	2.0%	15.4%	18/11/2020
<a href="#">USA</a>	9.1%	2.6%	2.6%	27/04/2020

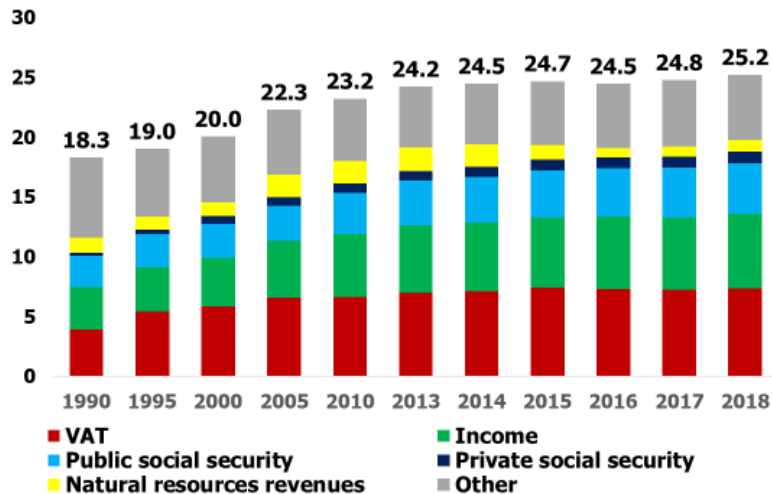
Source: Bruegel Datasets

- Immediate and reactive measures and effects:
  - Increase of earmarked public expenditure
    - Health, supply chain, equipment, IT
    - Cancellation of certain taxes
    - Payment of additional unemployment subsidy
    - Payment of emergency income
    - Non-refundable grants (restoration for losses)
    - In some cases, pro-equity measures
  - Decrease of public revenues
    - Deferral of taxes and other payments
    - Reduced proactivity in tax collecting
  - Liquidity provision/guarantee
    - Loans, liquidity
    - Credit lines
    - Guarantees

# Economic Measures to Support Businesses – The medium term

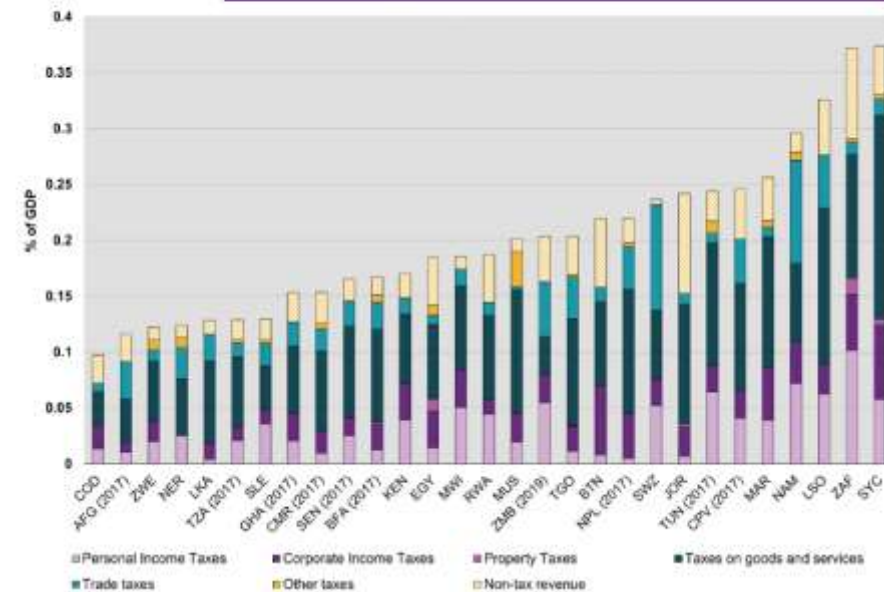
- Debt is a limited option, it's necessary to restore the fiscal revenue scheme
  - The most important fiscal sources are heavily affected by Covid: personal and corporate income, VAT and international trade/tourism
  - This is important everywhere, but essential in weaker economies
  - This also reflects on the capacity of supplying welfare tools to defend people from Covid

**Tax Pillars and Natural Resource Revenues in Latin America and Caribbean (% of GDP)**



Source: Equivalent Fiscal Pressure IDB - CIAT (2019)

**Figure 1: Composition of government revenue across countries in Africa and Asia, 2018\***





# Economic Measures to Support Businesses – The medium term

- The fiscal revenues will follow the economic recovery, what to plan for the “New Normal”?
- Many countries – as well as the EU - are starting a huge recovery plan based on infrastructures
  - Emphasis on green investments and transition
  - Higher multiplier in post-recovery times
- A comprehensive plan should include a clear policy for facing aged infrastructures
  - Facing old infras, combined with greening policies is a correct and effective answer



EU Plan for Recovery and Resilience – Based on three axes:

Digitalisation  
and innovation

Ecologic  
transition

Social  
inclusion

Associated to Country Specific Recommendations (National Reform Plans)

# Economic Measures to Support Businesses – Focus on the road industry

## ■ The new agenda for the road industry:

### Economics:

- New ways of assessing projects (green, integrated, “new urban”, ...)
- Collaboration between agencies and transport modes
  - New mobility development, affecting new investments
- Simplification of procedures for procurement
- Wider use of PPP
- Innovation in operation, infomobility, toll collection, ...
  - Use of innovative technologies, such as drones, sensors, and Internet of Things (IoT)
  - More virtual work, workforce modernization, adequate IT framework, using data scientists to support the current engineering workforce

### Finance

- Flexibility in redefining contracts and loans, Force majeure, Additional sources of funding, Extended pay per use/pollute schemes



# PIARC Response to COVID-19: Passenger and Public Transport



**Andrea SIMONE**

PIARC Response Team Member Chair, Technical Committee 2.1 on Mobility on urban areas

Professor, DICAM Department, Alma Mater Studiorum University of Bologna

Italy

Webinar 17<sup>th</sup> February 2021

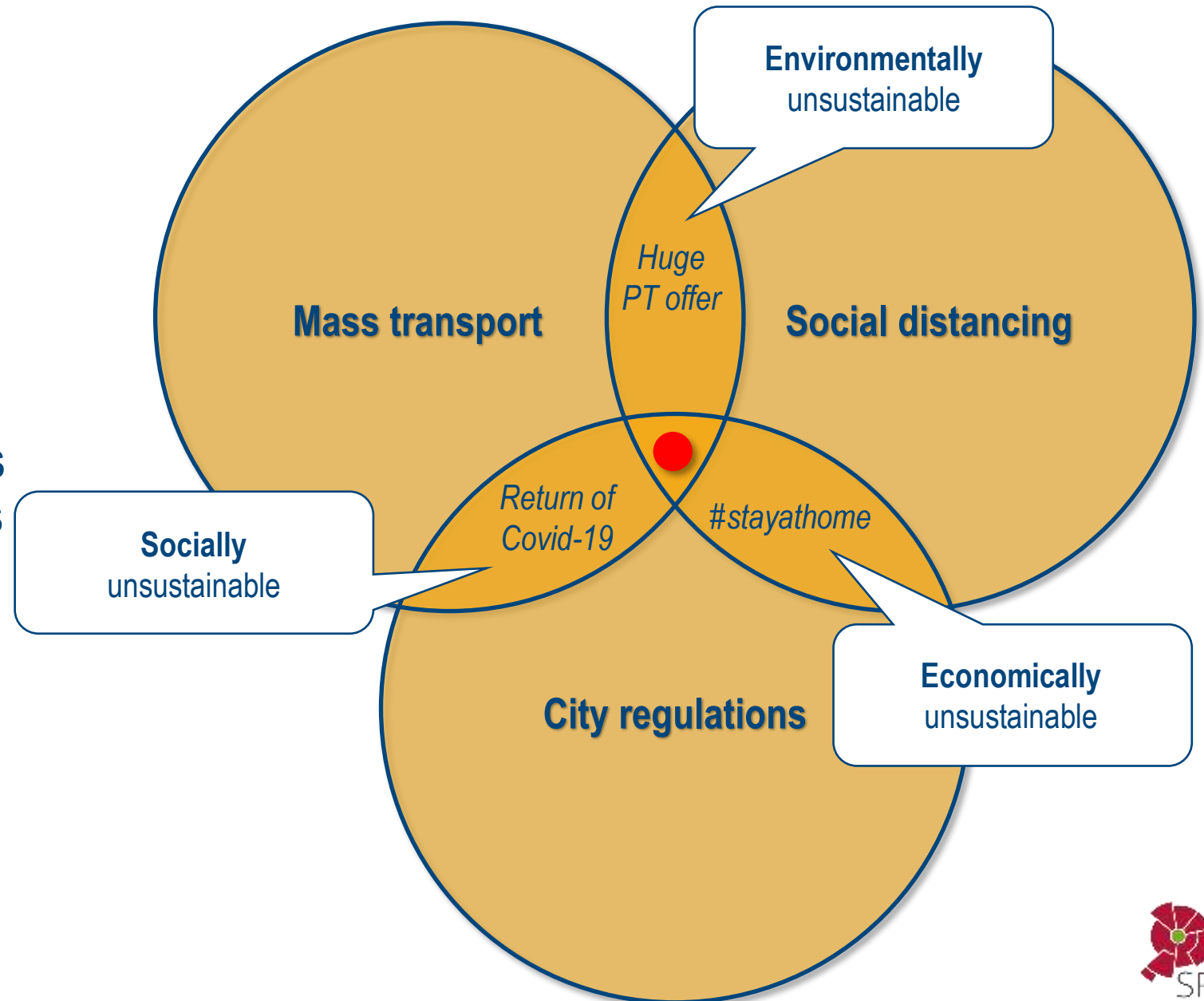
# Report Outcomes Relating to Passenger and Public Transport

- Passenger transport, whether public or private, has been one of the hardest hit areas. In particular ***public transport has faced some extreme difficulties***, from services entirely being suspended to severe declines in ridership and associated revenues, at a time when ***operating expenses are sky-rocketing*** due to the new protocols that must be implemented for cleaning, disinfecting and capacity reduction in order to maintain appropriate ***social distancing***.
- Many people in urban areas have reverted to ***active transportation modes***. This has in turn encouraged cities and towns to look at their streetscapes under a different light and to reconfigure streets to provide safe space for active transportation.
- How should public transport adapt to public's demands for new hygiene and disinfection protocols, social distancing, and frequency and reliability of service?



# The lesson learned

- 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.**



# Report Conclusions and Recommendations



- Restore citizen's **confidence** in collective (mass) public transport
- Analyze *how the urban landscapes shifts*
- Look into how we can build **flexibility** in the infrastructure that we build to allow for the changing and uncertain mobility dynamics and expectations that our customer base is facing
- Analyse **how ITS can help public transport** provide more reliable service



## COVID and Road Safety



**John Milton, PhD, PE, RSP2I, PTOE**

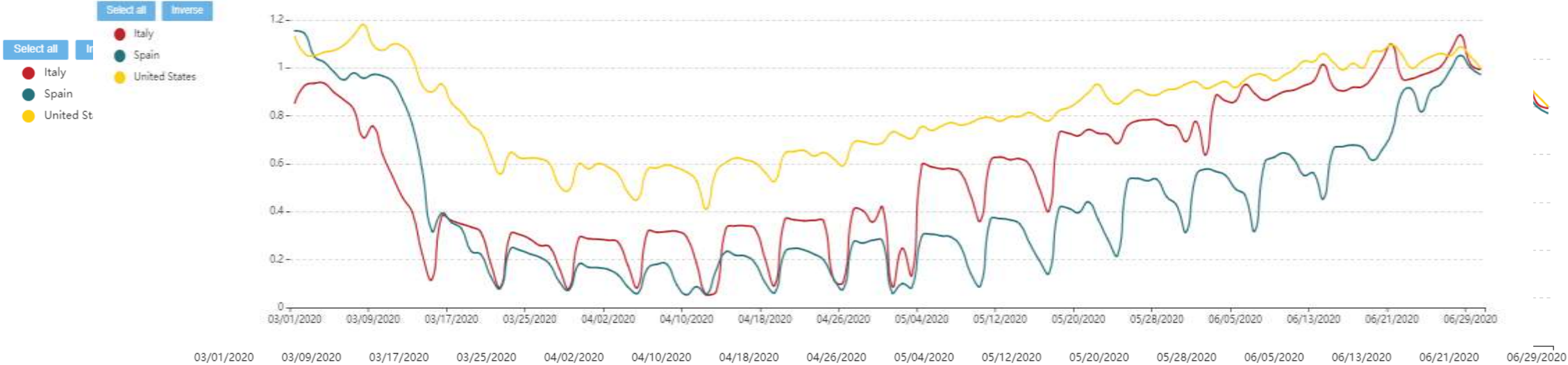
Washington State Department of Transportation, State Safety Engineer

Chair, PIARC TC.3.1 Road Safety Committee

**COVID Webinar, 17 February 2021**



# Fatal and serious crash rates increase as traffic volume





# Risky Driving Increases – Speed and Impairment

- Faster Driving with less congestion
- Extreme speeding event
- Impaired driving from drink - driving
- Increase in biking and pedestrians leading to more fatal and serious injury with vulnerable road users



## Reckless Driving Soars During COVID-19 Pandemic

AS PEOPLE HAVE BEEN sheltering in place during the COVID-19 pandemic, traffic on U.S. roadways has dropped to unprecedented levels. That's generated some unexpected benefits for motorists – lower gas prices, rebates on auto insurance premiums and reduced travel times. But some motorists are taking advantage of the latter to drive faster – much faster, according to law enforcement officials across the country. While

police are issuing citations to motorists traveling 20, 30 and even 40 mph over the posted limit, they're also clocking drivers going 100 mph or more.

These reports prompted GHSAs to issue a [news release](#) in mid-April, calling attention to this alarming increase in speeding. State Highway Safety Offices, meanwhile, began pleading with motorists to slow down and respect traffic safety laws.





# COVID-19 Managing the Workforce

**Jonathan Spear, Transport Policy & Strategy Advisor**

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

**Dubai, United Arab Emirates**

**17 February 2021**



# Context

- Globally, land transport accounts for 60 million direct jobs, 2% of total employment<sup>1</sup>. Indirect employment in wider supply chain is even greater and provides physical mobility for employees in multiple other sectors
- Direct employment in public agencies in the land transport sector is estimated at around 1.3 million<sup>2</sup>
- The COVID-19 crisis has brought major changes to these agencies, their supply chain, and related workforces
  - In the public sector, employees have had to continue duties, whether delivering frontline services or working in administration, but under conditions of uncertainty and disruption
  - In the private sector, economic slowdown has been accompanied by considerable employee furloughs and redundancies
- Globally, the ILO estimates that 93% of workers reside in countries with some kind of workplace closure or disruption, with 5.4% of working hours lost in Q1 2020 and 14.0% in Q2, equivalent to 400 million full-time jobs<sup>3</sup>
- In many countries, despite COVID-19 resurgence in late 2020, the focus on managing public health is balanced with restarting economic growth, protecting jobs and the fabric of society – this has workforce implications
- However, the transport workforce is unlikely to recover until well into 2021 – and in some cases beyond






<sup>1</sup> International Labour Organisation and United Nations Economic Commission for Europe, 2020 – Jobs in Green and Healthy Transport

<sup>2</sup> Based on an extrapolation of estimates for public transport agencies by UITP 2009

<sup>3</sup> International Labour Organisation, 2020 – ILO Monitor: COVID-19 and the World of Work



# Organisational Impacts and Responses

Impact	Impacts	Responses
Operations & Facilities 	<ul style="list-style-type: none"> <li>• Direct productivity impacts from staff self-isolating, sick or unable to work</li> <li>• Frontline disrupted by staff shortages, social distancing</li> <li>• Offices shut down and shifted to Working from Home</li> <li>• Employees stepping up into new roles and working differently</li> </ul>	<ul style="list-style-type: none"> <li>• Business Continuity Plans, Emergency Management Committees</li> <li>• Maintaining or reopening operations safely, for example through requiring staff to use PPE</li> <li>• Strengthening ICT for Working from Home</li> <li>• Rapidly finetuning key communications platforms</li> </ul>
Travel & Mobility 	<ul style="list-style-type: none"> <li>• Commuting curtailed by the closure of offices</li> <li>• International travel shut down or requiring top approval</li> <li>• Domestic business travel for “essential” purposes only</li> </ul>	<ul style="list-style-type: none"> <li>• Investment in remote working and ICT reducing the need to travel</li> <li>• Organisational travel policies and procedures adapted</li> <li>• Review of time and costs of business travel</li> </ul>
Workforce 	<ul style="list-style-type: none"> <li>• Staff whose job allows it Working from Home</li> <li>• Homeworking presents issues of line management, productivity and wellbeing</li> <li>• Loss of the “social” aspects of life within the workplace with wider implications for mental health and wellbeing</li> </ul>	<ul style="list-style-type: none"> <li>• Increased communications and management via intranet, staff notices, virtual team meetings</li> <li>• Emphasis on physical &amp; mental well-being (relating to lockdown as well as Working from Home)</li> <li>• Virtually replicating team socialising</li> </ul>
Contractual & Regulations 	<ul style="list-style-type: none"> <li>• New regulations around workplace Health and Safety</li> <li>• Need to review and change employment policies and contracts</li> <li>• Blurring across work, professional, personal space and time</li> </ul>	<ul style="list-style-type: none"> <li>• Complying &amp; going beyond regulatory requirements (e.g. COVID-secure)</li> <li>• Review of workplace policies and contractual conditions</li> </ul>
Commercial 	<ul style="list-style-type: none"> <li>• Cancellation, postponement &amp; rescheduling of workload</li> <li>• Redundancies, forced leave, retirements and pay cuts, especially in private sector</li> </ul>	<ul style="list-style-type: none"> <li>• Re-scheduling of work and transactions with stringent management of avoidable costs</li> <li>• Use of furlough, unpaid leave and salary reductions to protect jobs</li> </ul>



# Theme 1 – Protecting and Celebrating Frontline Workers



Provision of PPE & Social Distancing

**Highways England** @HighwaysEngland - Apr 8  
 Our roads are getting essential goods from warehouses to shelves and homes so businesses can stay connected to customers. A team of people are working tirelessly to keep the network safe and open so vital supplies can get to where they're needed. #TransportHeroes #COVID19



Campaigns for hand washing with soap, use of protective masks, sanitising gel, adjustments to shifts, separation of teams and occupational health and safety

**Amey** @Ameypic - 3h  
 Statement from Amanda Fisher, CEO of Amey: "The COVID-19 pandemic presents a challenge that we scarcely thought possible and I'm so proud of the critical role Amey is continuing to play in the delivery of public services across the UK." #COVID19 #StrongerTogether



Personal hygiene with hand washing with soap and water, provision of alcohol gel. Intensification of facilities cleaning and disinfection frequencies



Protection of drivers and attendants, social distancing of passengers, sanitisation and restriction of access on public transport vehicles and at stations.



# Theme 2 – The Future of Work

## Changing the Way We Work

### We need to manage our employees and teams better

- Personal situations around WFH
- Resilience of individuals and teams
- Future of offices and space(s)
- Exploiting Technology

- Redesign employment policies flexibility & resiliently
- Deploy ICT creatively
- Reimagine the office as a portfolio of working spaces
- Ditch the 9 – 5 commute
- Support training and development to adapt to a new environment

## Leading and Evolving Roles Remotely

### We need to design for organisational resilience

- Dealing with new duties/pressures
- Refining roles and responsibilities
- Communication channels
- Leadership capabilities & skills

- Review and redesign key roles within the organisation
- Strengthen, redistribute and enable leadership and delegated authority
- Support leaders with right capabilities & behaviours
- Adjust organisational values and culture

## Staying Physically and Mentally Safe

### We need to give a more central role to Wellbeing

- Safety culture to cover wellbeing
- Need to respond to jobs being less active
- Focus on healthy lifestyles, mental wellness & stress management

- Design COVID (and equivalent) processes into organisation
- Broaden employer duty of care to include mental and physical health
- Invest in measures beyond good intentions, platitudes to walk the walk
- Permanent changes beyond COVID

Experiment, Embed and Evaluate

# Final Remarks and Recommendations

- During COVID-19, employees in road and transport organisations have encountered many logistical and practical issues common across many other sectors and organisations worldwide
- However, in many cases, they are “Key Workers” with a specific civic duty and ongoing role to maintain public infrastructure and services and ensure continued mobility during a time of crisis
- There are numerous stories of employees at all levels rising to the challenge, finding practical work-arounds and getting the job done #TransportHeroes #GuardiansofMobility
- The PIARC Report makes recommendations around:
  - Celebrating the contribution of transport workers at all levels
  - Promoting broader definitions of health and safety in the workplace and of the workforce
  - Making Working from Home effective, using technology wisely and examining the wider organisational (and transport) implications
- Private sector, including SMEs and informal workers, have faced unprecedented pressures – Short-term Government support and long-term economic recovery is a priority to address this

## **SECURITY AND COVID-19**

- PIARC Task Force “**ROAD INFRASTRUCTURE AND TRANSPORT SECURITY**” (2020-2022)

- **Chairman : Saverio PALCHETTI, Italy**

Ph.D, Civil Engineer, Senior Security manager



- **13 Members, 8 Corresponding Members, 16 Countries**

***TF 3.1 main goal is embedding security into other 15 infrastructure and transport-related topics (PIARC Technical Committees and Task Forces)***



- The spread of Covid-19 has called into question the operational management of Road and/or Transport Agencies or Administrations in order to ensure the **performance of activities in a pandemic context** as a primary service to the mobility.
- The timely resumption of operations in the road sector is an absolute civil value and an essential element of the a National emergency system to ensure **business continuity** during the crisis, **in most activities related to road.**
- For that, the reaction to the pandemic has needed an **adequate preventive preparation and planning** for the correct management of traffic in critical conditions.
- The **pandemic** has shown so far that some of the security threats may have changed; **good risk assessment is therefore critical** to establishing what threats a Road Agency might face and what security mitigations are necessary.



- In this period, the strong increase of **cyber-attacks**, underlines the capital importance of adequate security measures to the IT systems to avoid disruptions or, even worse, exposure to cyber-attacks that can hinder the response to the emergency.
- **Cyber viruses** had caused disruptions at the most inappropriate time, such as the pandemic time.
- **Work from home** has also created new challenges for road authorities in dealing with cyber security.
- **Biological and cyber viruses** have a lot in common and a cybernetic pandemic scenario is among those that must be taken into consideration for the future.
- **Security managers and the Departments of Corporate protection** are of primary importance for assuring an appropriate level of resilience.





# PIARC Response to COVID-19

## Freight and Logistics

**Martin Ruesch, Rapp Trans Ltd.**

PIARC Response Team Member, Chair TC 2.3 Freight

Switzerland

Webinar 17th February 2021



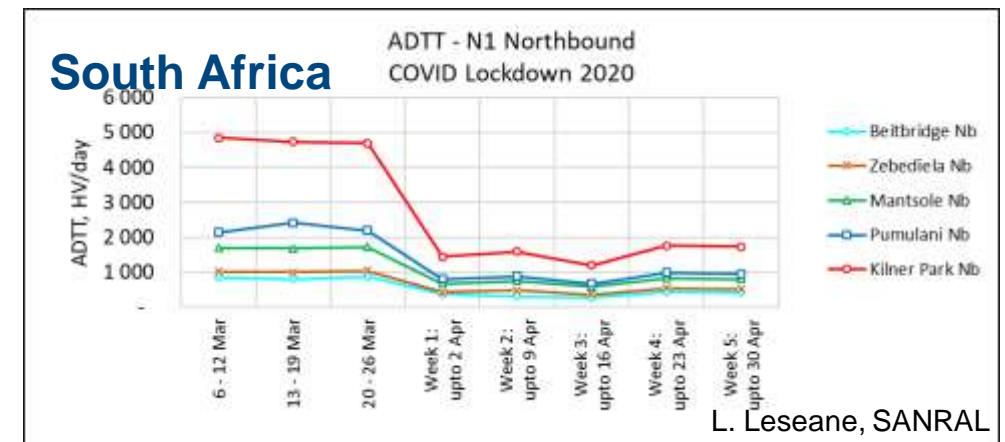
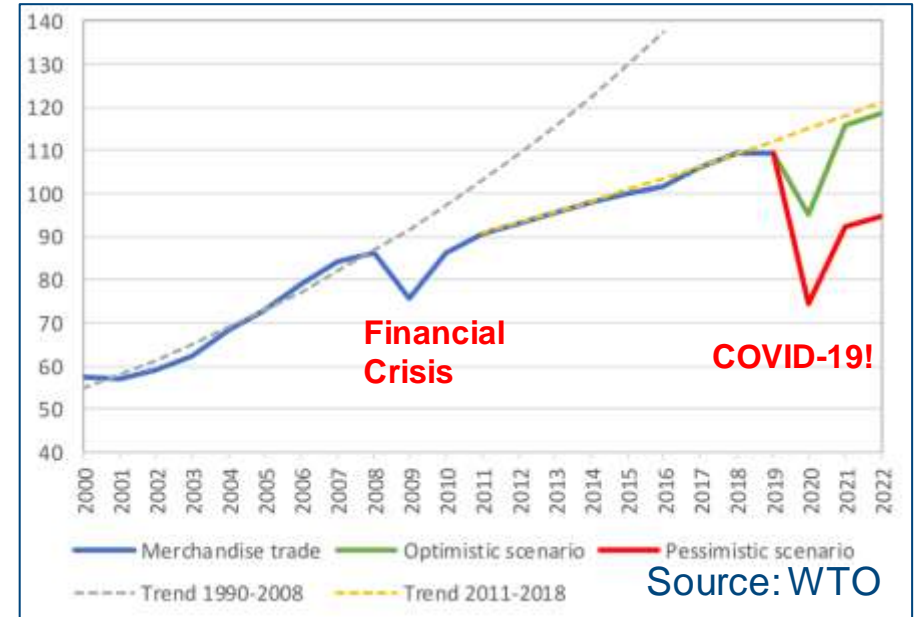
# Report Outcomes Relating to Freight and Logistics

## ■ Impact on world trade and supply chains

- World trade heavily affected
- Partly limitations in capacities of transport and at logistics centers
- Disruptions in international logistics chains
- Exploding E-commerce

## ■ Impact on road freight transport

- Obstructions for truck traffic
- Difficult working conditions for drivers
- Decrease in truck traffic volumes on motorways and highways
- More empty trips
- Increasing urban freight deliveries





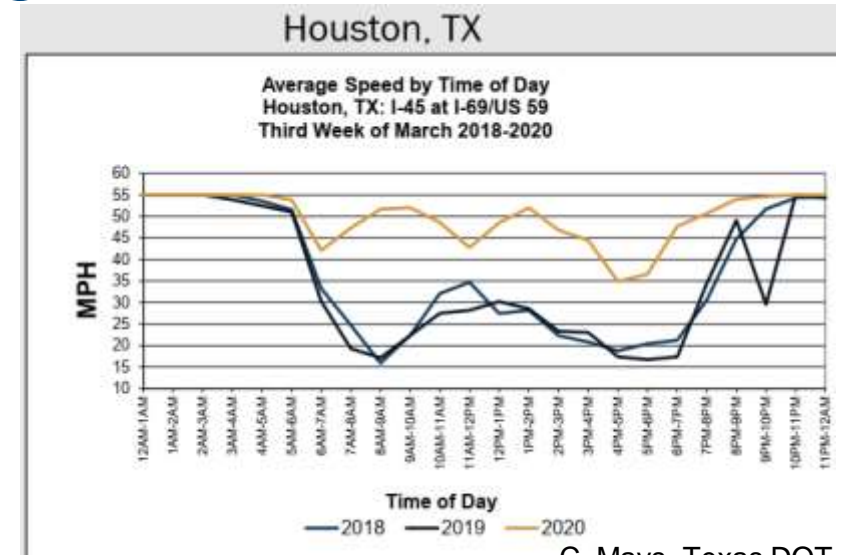
# Report Outcomes Relating to Freight and Logistics

## ■ Some “positive” impacts

- More capacity for trucks on motorways
- Increasing average speed
- Reduced emissions
- More appreciation for logistics and freight transport

## ■ Challenges

- Maintain the efficiency and quality of transport services
- Provide safe working conditions
- Economic viability of road transport companies
- Reduced toll revenues and financing



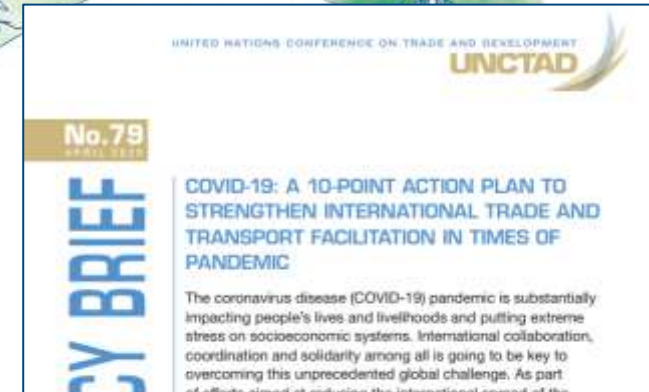
C. Mays, Texas DOT



# Report Outcomes Relating to Freight and Logistics

## General strategy of “Keeping freight moving”

- Closure borders – mostly with the **exception of freight**
- “The free movement of goods is necessary for the continued availability of goods.” (EU COVID Guidelines)
- A 10-POINT ACTION PLAN TO STRENGTHEN INTERNATIONAL TRADE AND TRANSPORT FACILITATION IN TIMES OF PANDEMIC (UNCTAD)
- Freight transport has to be ensured for delivering food, health equipment, etc.
- “We must take extraordinary measures to protect our citizens”, also drivers and staff at logistics centers etc.
- Reduced bureaucracy for permits/autorisations



# Report Outcomes Relating to Freight and Logistics

## Easement of truck traffic regulations

- Suspension or easement **driving bans on weekends / at night**
- Easement of **max. weight limits**
- Easement of **driving and resting time regulations**, more flexibility
- **Exemptions regarding border restrictions** for freight and logistics industry, Exemptions from internal/sanitary control
- **Waiver for permits** for the passage of non-standard (oversized vehicles) transporting medical equipment
- **Extension of certificates** for trucks/driver licences and visas
- Actual phase: easements are partly abolished





# Report Outcomes Relating to Freight and Logistics

## Traffic management and information, tolling

- **Border crossing truck management with priority for trucks and vans**
  - priority lanes for trucks
  - keeping hard shoulders clear for freight vehicles
- **Real time information services for drivers** on facilities and COVID-rules along motorways/freight corridors
- **Free-flow tolling**, high rate of electronic tolling
- **Encourage the use of the TIR system (IRU)**, particularly eTIR to ensure seamless and paperless border crossing





# Report Outcomes Relating to Freight and Logistics

## Supply and services along motorways

- Supply with health material and equipment (masks, gloves, disinfectants, etc.)
- Increasing cleaning services, keep the use of facilities secure for truck drivers
- Rest and service areas (e.g. A63 in France):
  - Zoning: truck separated from light vehicles
  - Dedicated facilities for truck drivers
  - Alternative services: e.g. Foodtruck initiatives, Special offers (cleaning kits, free drinks, etc.), Clothes cleaning
  - More frequent patrols (Sanitizing/cleaning)
- Information and communication between road operator and truck/van drivers is key issue

**COVID-19 / essential services on A63 motorway**

During the Coronavirus health crisis, on A63 between Salles (exit 21) and Saint Georges de Maremne (exit 9), showers and toilets remain open and available, especially on **REST AREAS**. 4 to 5 showers are available on each rest areas. Some showers on **SERVICE AREAS** had to be closed due to damage. The map below locates all sanitary facilities.

Please **TAKE CARE** of the sanitary facilities and **RESPECT** staff who is keeping them clean

**#HE WORKS > #I CARE**



O. Quoy, Atlantes

# Report Outcomes Relating to Freight and Logistics

## Recommendations

- **Establish guidelines/agreements** on national/international level to keep freight moving during pandemics – **keep key road networks and facilities open and operational**
- **Prepare and implement amendments** to the law/regulations to have more flexibility regarding exemptions during pandemics or other disruptions
- **Support the digital transition for ITS solutions in logistics and freight transport** to reduce physical handling and control processes and to minimize obstructions on traffic flows
- **Prioritize Investments for key freight corridors** for economic recovery and good framework conditions for long distance road freight transport





# Presentation

The role of Data and ITS for the enhancement of Road Network Operations within COVID-19 crisis: findings from Response Team Report

*By Valentina Galasso (Italy), Chair of PIARC TC 2.4 and Senior Manager @Deloitte Consulting*



# Introduction

## *General overview on ITS, Technologies, Data from the Report*

- There was significant change in road network management even before COVID-19.



***The pandemic can be viewed as both a challenge and an opportunity.***

*Technology and data have generated the ability of network managers to view the mobility picture from one end to another, and to be able to identify the changing attitudes and behaviors in road users.*

*Road Network Operators gained awareness about the fact that they can develop new ways of undertaking core activities, and this involves the uptake of ITS technologies.*

*Data will guide the disruption and will be for all the main actors within the transportation field. Thanks to that Transport operators have been able to deliver services within very reduced time frames and under severe constraints*



# Impact of COVID-19 crisis on Road Network Operations

*Road network disruptions and their implication for Road Operators*

## Most known impacts on road transport from COVID



## Main challenges

**Increase of complexity in mobility management**

**More heterogeneous environment to monitor and control 24/7**

**Increased pressure on stakeholders**

**Constant and real time evaluation of solutions**

**Ensuring business continuity**

# Impact of COVID-19 crisis on Road Network Operations

*Some major measures within the RNO domains and their relation with data*

	<b>Exchange of information with road users</b>	<b>Management of Tolling</b>	<b>Network Management &amp; Overall Mobility</b>	<b>Decision management support</b>
<b>Scope</b>	Guarantee the information exchange with road users	Allow business continuity in road network operations taking into account the protective measures of COVID-19	Avoid disruptions guaranteeing well defined level of services, even in extraordinary situations	Define the best actions from evaluation of different scenario, with an end-to-end approach
<b>Example of measures</b>	<ul style="list-style-type: none"><li>▪ Introduce low cost ITS</li><li>▪ Use several communication channels to deliver the message, according to road users' needs</li></ul>	<ul style="list-style-type: none"><li>▪ Dynamin management of tolling with priority to digital payment</li><li>▪ Free tolling for emergency vehicles</li></ul>	<ul style="list-style-type: none"><li>▪ Dynamin management of the Network with priority (corridors) to emergency vehicles and freights</li><li>▪ Use of new technology for mobility management</li></ul>	<ul style="list-style-type: none"><li>▪ Integrated information management for managing the mobility along the network</li><li>▪ Develop practices for high data processing to support decisions</li></ul>
<b>Focus on Data</b>	<b>Data coming from road users can highlight patterns of behaviours and expectations</b>	<b>Empower ITS solutions to help the country manage a crisis</b>	<b>Data enhances the capability of the RNO to manage the network dynamically</b>	<b>Rapid data processing and real time analysis for better management</b>

# Report's key conclusions and recommendations

## *ITS as Road Network Operators best allies*



Focus on Integration and management of the road network with an end-to end and user-centered approach



Even in ITS: do not reinvent the wheel and instead aim to benefit from others' experiences and knowledge



Consider low-cost ITS solutions as a valid option for road network operations, for all countries and for large and small jurisdictions. ITS does not have to be expensive to be effective

# Report's key conclusions and recommendations

*Data as an enabler for delivering services to users*



Think about data as something of great value for road transport organizations



Recognise that real time information is needed to meet the needs of users and operators



Evaluate the power of partnership for data collection and management to drive innovation through road transport



# Challenges for tomorrow

*Rethink RNO into a transformed mobility landscape*



*Managing data*

*Mastering data analytics and data-driven decisions*

*Breaking the individual vs. system tradeoff*

*Building a public-private coalition to drive transportation innovation*



# COVID-19 – PIARC’S RESPONSE Implementation Measures

**Patrick Malléjacq, PIARC Secretary General**

**Christos S. Xenophontos, PIARC TC 1.1 Chair**

**Webinar 17 February 2021, 13h (Paris time)**

# Implementation Measures - 1

## ■ *Monitor the New Transport Normal*

- Be on the alert: what is demand for transport going to look like from now on, including the work from home?
- How can we build some uncertainty into our models and processes?
- Pay even more attention to the needs of the users to be more “customer – centric”
- Do not lose focus of society’s pre-COVID expectations regarding GHG emissions, cost-efficiency, resilience, and service levels... They are still relevant



# Implementation Measures - 2

## ▪ *Contribute to Economic Recovery*

- Recognise that roads are key for economies and societies (they stayed open during the crisis; road freight worked)
- Include investments in road infrastructure or road transport in national COVID-related economic recovery plans





# Implementation Measures - 3

## ■ *Fill Gaps in Evidence / Evaluate*

- Evaluate all measures that have been implemented in a hurry during the crisis
- Identify actual user needs and policy demands; i.e., what is the “new normal”

## ■ *Share Knowledge*

- Promote the use of all available knowledge
- Engage with LMICs in particular
- Continue providing a networking tool for people to connect
- Analyze the survey, renew it when appropriate



# **Focus:** The response to Covid must not weaken efforts to make progress on road transportation's pressing agenda

- Before Covid, the road transport sector was expected to **address societal challenges**: reduce its carbon footprint, help fight extreme poverty, improve access and mobility for all and increase road safety.
- This cannot change in response to the need of prioritizing sanitary concerns in transport, so that **policy choices will be required to combine all aims**.
- Thus, **information sharing** will also be useful to learn how to introduce sanitary concerns into key transport policies such as:
  - Improve shared mobility options in cities
  - Increase the quality of public transportation services
  - Promote integrated multimodal transport options for freight and passengers
  - Combine telecommunications and transport technologies

# **Focus: Additional strategic issues are emerging**

- **The economic and social impact of COVID-19 is widespread across governments and private sector operators across the road transport sector:**
  - Extensive consequences associated with reduced revenues across the sector
  - Impacts on banking systems and loan disbursements
  - In some countries, slowdown in the execution of development projects due to the impact on project financing, and access to the required inputs that are imported.
- **A future pandemic must find the road and transport administrations more resilient**
  - Better prepared for the phases of prevention, containment, robustness, recovery and adaptation in the face of this event, to enable the world to return to a (new) normality, an
  - With a battery of measures aimed at assisting employees, customers, suppliers and the public.
  - A pandemic is an unwanted event which has a low probability, but very high consequences at the economic and social levels.
- **We need to be aware of how the “new normal” is different (if it is different)**
  - What expectations from users? How do we measure and validate them? What priorities for societies as a whole?
- **How can investment in roads contribute to economic recovery?**
- **It is essential to share knowledge and to evaluate measures that were put in place in an emergency**
  - What worked, What didn't work, Why?

# **Focus:** How can investment in roads contribute to economic recovery?

- **Roads are key for economies and societies**
  - See recent PIARC report “*The Contribution of Road Transport to Sustainability and Economic Development* »
- **Roads can create jobs** – roads are essential for economic recovery
- **In some countries, investments in road infrastructure or road transport appear prominently in national recovery plans**
  - Senegal : 15,5% of full plan
- **Good roads are essential for innovative transportation services**
  - Car-sharing, ride-hailing, electric vehicles... all need roads
- **Good roads are essential for public transport**
  - Buses, tuk-tuk... all need roads



# Questions and Answers

## Moderated by Christos Xenophontos

Rhodes Island DoT (USA)

Chair of PIARC TC 1.1 on Performance of Transport Administrations



# Our Speakers today

- **Patrick Mallejacq**
  - Secretary General, PIARC
- **Christos Xenophontos**
  - Rhode Island DOT, USA - PIARC TC 1.1 Chair
- **José Manuel Blanco Segarra**
  - Ministerio de Transportes, Movilidad y Agenda Urbana, Spain - TC 1.1 Spanish Speaking Secretary
- **Jonathan Spear**
  - Atkins, UK - TC 1.1 WG 2 Leader
- **Fabio Pasquali**
  - ANAS S.p.A, Italy - TC 1.2 Chair
- **Caroline Evans**
  - National Transport Commission, Australia - TC 1.4 Chair
- **Yukio Adachi**
  - Hanshin Expressway Engineering Co, Japan - TC 1.5 Chair
- **Andrea Simone**
  - University of Bologna, Italy - TC 2.1 Chair
- **Martin Ruesch**
  - Rapp Trans Ltd, Switzerland - TC 2.3 Chair
- **Valentina Galasso**
  - Deloitte Consulting, Italy - TC 2.4 Chair
- **Saverio Palchetti**
  - Consultant, Italy - TF 3.1 Chair

# Conclusion and Next Steps

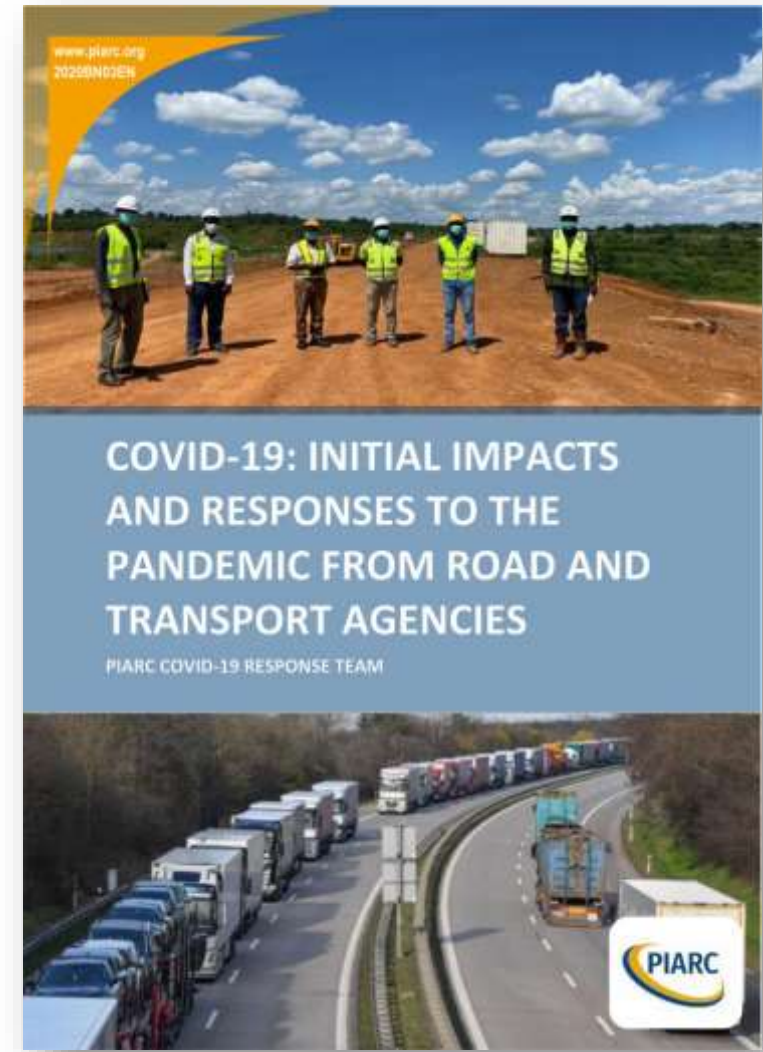




# PIARC Detailed Technical Report

- **COVID-19: initial impacts and responses to the pandemic from road and transport agencies**
- Published in December
- Available from [www.piarc.org](http://www.piarc.org)
- Languages: English, Spanish, French (soon)

<https://www.piarc.org/en/order-library/34613-en-COVID-19:%20initialimpacts%20and%20responses%20to%20the%20pandemic%20from%20road%20and%20transport%20agencies>





# Next steps for PIARC

- **Further PIARC webinars are planned**
  - In French on 24 February 2021
  - In English on 24 March 2021, about project appraisal
- **Evaluate all measures that have been implemented in a hurry during the crisis**
- **Identify actual user needs and policy demands; i.e., what is the “new normal”**
- **All of our Committees are mobilized to share knowledge and best practice**

# NEXT PIARC CONGRESSES

## Save the dates!

### ■ 16th World Winter Service and Road Resilience Congress

- Calgary, Canada, 8 – 11 February 2022
- **Call for papers is open until 28 February**
- **<https://abstracts-calgary2022.piarc.org/en/>**



### ■ 27th World Road Congress

- Prague, Czech Republic
- 2 – 6 October 2023



# PIARC COVID-19 Response Team



## Summary Terms of Reference (Revised PIARC Strategic Plan)

- To explore rapid sharing of knowledge and practice between PIARC members on COVID-19 impacts, responses & associated socio-economic crisis
- To propose and implement short-term actions to support PIARC members and transport professionals in COVID-19 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 reflected in PIARC activities
- To prepare and publish technical reports, surveys and other analysis on COVID-19, alone or in collaboration with other industry bodies & stakeholders

Currently established to **31<sup>st</sup> December 2021**, extendable as required

## Current Membership

- Patrick Mallejacq, Secretary General, PIARC (Chair) (FR)
- 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, TC 1.1 WG 2 Leader (UK)
- Fabio Pasquali, ANAS S.p.A., TC 1.2 Chair (IT)
- Caroline Evans, National Transport Commission, TC 1.4 Chair (AU)
- Yukio Adachi, Hanshin Expressway Engineering Co, TC 1.5 Chair (JP)
- Andrea Simone, University of Bologna, TC 2.1 Chair (IT)
- Luis Miranda-Moreno, TC 2.1 Spanish Secretary (CA)
- Valentina Galasso, Deloitte Consulting, TC 2.4 Chair (IT)
- Martin Ruesch, Rapp Trans Ltd, TC 2.3 Chair (CH)
- Pascal Rossigny, CEREMA, TC 3.3 French Secretary (FR)
- Saverio Palchetti, ANAS S.p.A., TF 3.1 Chair (IT)
- Andrea Peris, Paraguay National Committee (PY)



# PIARC Webinar COVID-19 17 February 2021

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

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