



COVID-19 Online Discussion Session

15 April 2020, 13 h (Paris time)

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

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

This session is being recorded

- The resulting video will be shared on www.piarc.org

Disclaimer

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

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

Key Concept: Focus on the short-term.

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

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

PIARC COVID-19 Response Team



Summary Terms of Reference

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

Currently established to 1st December 2020, 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 Acuity, TC 1.1 WG 2 Leader (UAE/UK)
- Valentina Galasso, Deloitte Consulting, TC 2.4 Chair (IT)
- Yukio Adachi, Hanshin Expressway Engineering Co, TC 1.5 Chair (JP)
- Saverio Palchetti, ANAS S.p.A., TF 3.1 Chair (IT)
- Caroline Evans, Arcadis Australia Pacific, TC 1.4 Chair (AU)
- Martin Ruesch, Rapp Trans Ltd., TC 2.3 Chair (CH)
- Andrea Peris, Paraguay National Committee (PY)

For more information, contact info@piarc.org

Agenda and Structure

- **Brief introduction to PIARC**
- **Issues faced by Road Operators and Administrations**
- **Presentations on the Current Situation:**
 - Economic and social effects of Covid for road agencies
 - COVID-19 Transportation Policy & Resiliency
 - Norway's Response to the COVID-19 Crisis
 - The UK highways sector's collaborative response to COVID-19

- **Q&A**
- **Conclusion and Next Steps**

Our Speakers today

- Patrick Malléjacq, Secretary General, PIARC
- Fabio Pasquali, Chair of PIARC Committee on Road transport planning for Economic and social development, ANAS, Italy
- Matt Daus, International Association of Transport Regulators
- Gordana Petkovic, Norway Public Road Administration, Member of PIARC Committee on Climate Change and Resilience of Road Networks
- Mark Stevens, Suffolk Highways, and David Ogden, Amey, UK

Introduction

What is PIARC?



What is PIARC?

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

PIARC's Four key missions

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

COVID-19

Issues faced by Road Operators and Administrations



PIARC has tentatively structured the situation around Six Key Issues

- Issue 1: Ensuring employees' health and safety In general
 - Issue 2: Maintaining activity and business continuity
 - Issue 3: Impact on transportation
 - Issue 4: Business Relations
 - Issue 5: Customer and stakeholder relations and joint working
 - Issue 6: Security
-
- They were presented in more detail during our previous webinars.



COVID-19 Transportation Policy & Resiliency

Fabio Pasquali

Economic consequences of Covid-19 for a National Road Authority

Paris

April 15, 2020

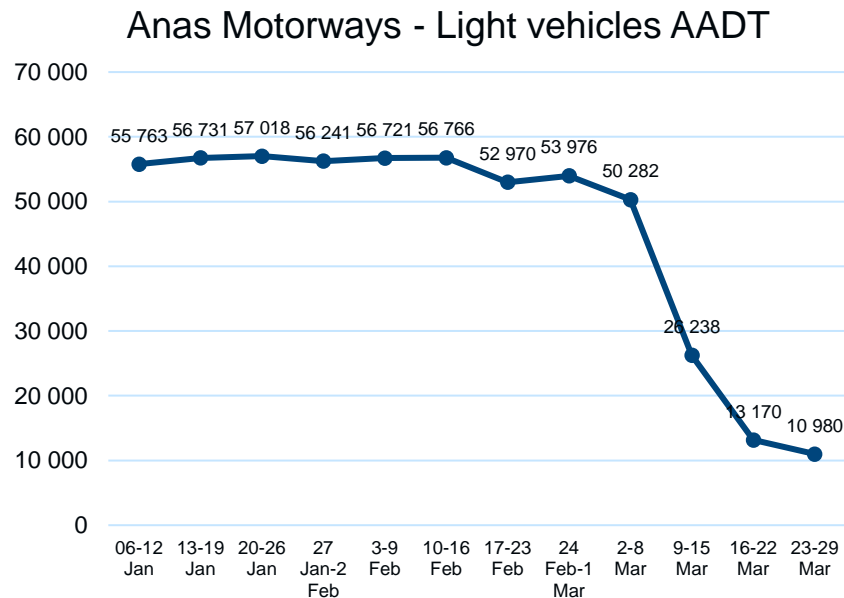
Fabio Pasquali

- **Chair of PIARC TC 1.2**
 - *“Planning Road Infrastructure and Transport to Economic and Social Development”*
- **Anas SpA, National Road Agency of Italy**
 - *Chief Economist - Planning Department*
- **Intergovernmental Commission for the new railway between Turin and Lyon**
 - *Secretary General of the Italian Delegation*
- **CEDR – Conference of European Road Directors**
 - *Co-leader of Working Group “Network governance”*
- **University of Roma Tre – Political Sciences**
 - *Teacher of Development Economics and Policy*
- **Contact:** *f.pasquali@stradeanas.it*

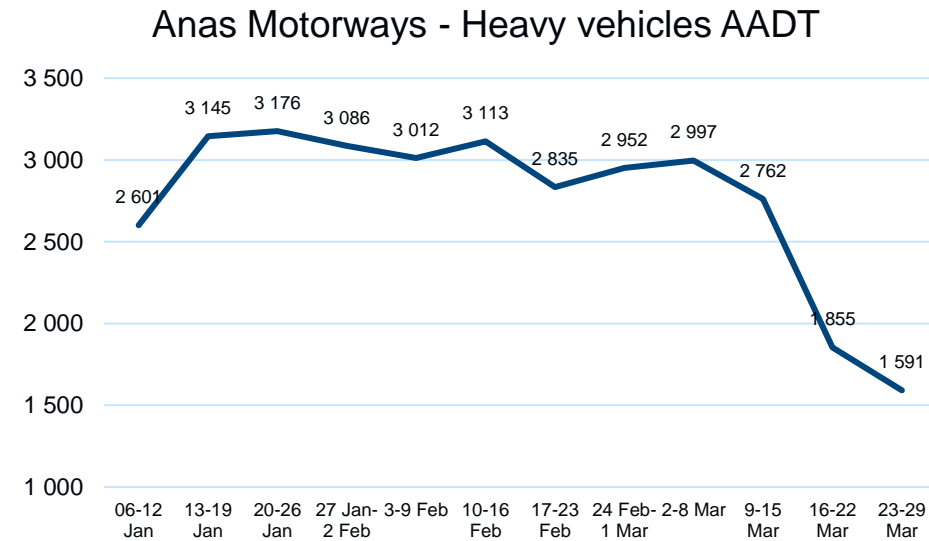


Covid-19 Phase 0 – Economic consequences for a NRA

- The first consequence of Covid-19 present phase is the dramatic decrease of traffic
- Anas is the State-owned Road Agency and operates a network of some 30.000 of national roads, including 1.200 km of non-tolled motorways



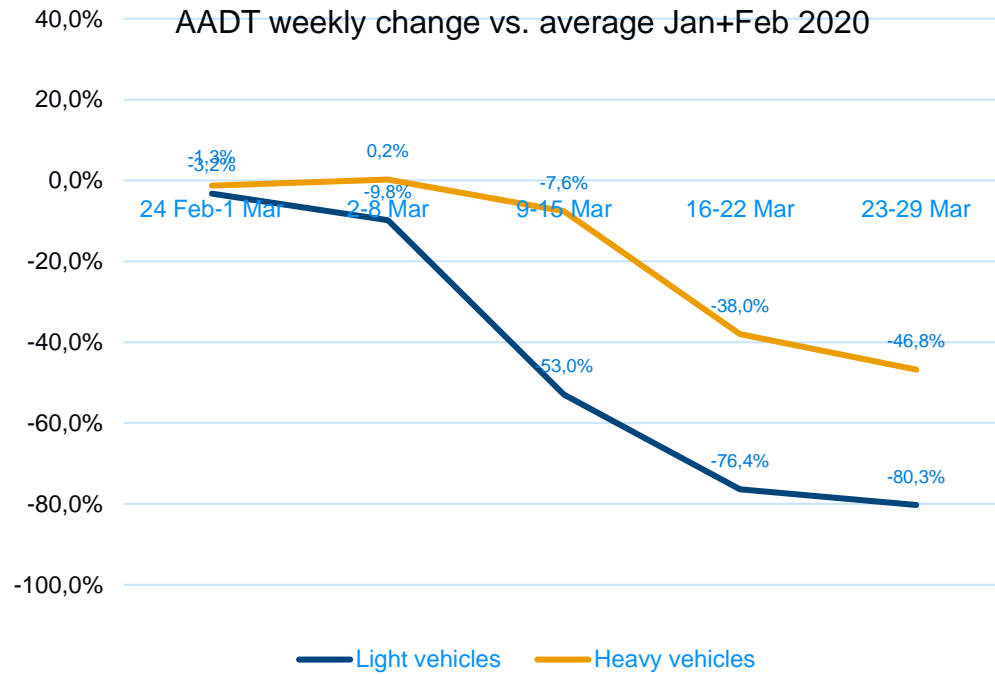
Source: Anas Spa



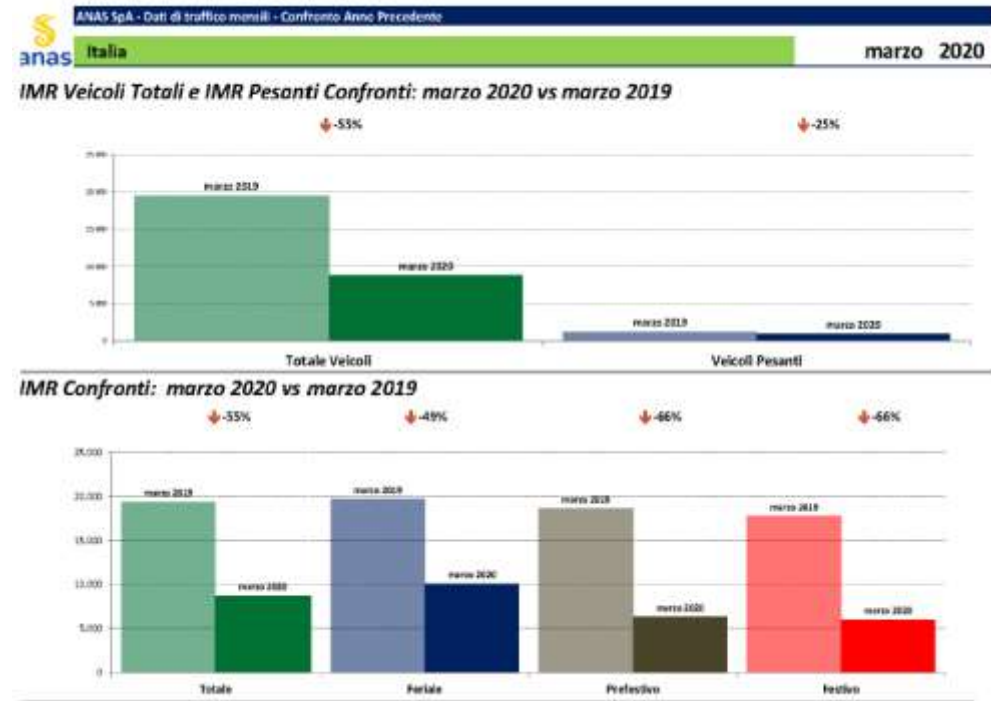
Source: Anas Spa



Covid-19 Phase 0 – Economic consequences for a NRA



Source: Anas Spa



Source: Anas Spa

■ 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

Covid-19 Phase 0 – Economic consequences for a NRA

- The decrease of traffic reflects the progress of the disease in the different countries:

2020 Traffic Performance

Preliminary figures Change vs equivalent week of 2019	EUROPEAN TOLL ROADS			AIRPORTS	
	Italy (ASPI)	Spain (Abertis)	France (Abertis)	ADR (FCO+CIA)	NICE
	<i>ADT</i>	<i>ADT</i>	<i>ADT</i>	<i>pax</i>	<i>pax</i>
week 2	2,9%	-0,8%	4,4%	3,5%	5,0%
week 3	0,9%	2,5%	5,9%	-1,3%	3,5%
week 4	2,9%	1,0%	10,2%	-0,6%	3,8%
week 5	6,5%	8,1%	9,0%	-3,0%	8,0%
week 6	-0,2%	3,2%	-1,4%	-8,5%	-5,5%
week 7	-0,5%	2,9%	0,6%	-8,4%	4,9%
week 8	0,0%	5,0%	3,6%	-7,3%	2,1%
week 9	-17,2%	2,1%	-1,3%	-32,6%	-0,2%
week 10	-22,7%	-3,0%	-10,1%	-55,6%	-19,2%
week 11	-56,3%	-22,0%	-11,4%	-81,1%	-48,8%
week 12	-70,8%	-66,9%	-58,8%	-93,7%	-80,8%
week 13	-76,1%	-73,4%	-79,6%	-94,9%	-97,6%
week 14	-75,8%	-79,5%	-81,4%	-97,2%	-99,2%
YTD (1/1/2020 to 5/4/2020)	-23,6%	-16,9%	-16,0%	-37,1%	-26,3%

Source: www.atlantia.it

Covid-19 Phase 0 – Economic consequences for a NRA

The revenues of the NRAs are based on different schemes:

- a) direct State transfers
- b) partial or total transfer of road-based fiscal revenues
- c) distance based or time based road charges, with or without environmental framework (pay per use/pollute)
- d) cross-subsidizing through toll revenues collected in part of the network or in road networks managed by privates under franchise
- e) royalties paid by sub-concessionaires
- f) minor market sources (services directly sold to operators)

Almost all revenues of a NRA come from road vehicles: less traffic equals less revenues, which results in a deficit

Covid-19 Phase 0 – Economic consequences for a NRA

■ Profit and Loss account structure of Anas

Profit and Loss Account - Revenues	Item % on total	Main driver
<i>Revenues from operations</i>		
Extra-toll paid by users of the toll motorway network under franchise	96%	Vehicle-km driven on the toll motorway network under
Royalties from Service areas on the motorway network	2%	Consumptions on the motorway network directly managed
Services to road operators	2%	Aconomic activity and logistics (GNP, ...)
<i>Total Revenues from operations</i>	100%	
<i>Revenues for Investments</i>		
Investments in New Road Works and Scheduled Maintenance	88%	Financial resources already available. Continuity of the activity in the contracting sector
Capitalisations and other items	12%	As above
<i>Total Revenues from investments</i>	100%	

Profit and Loss Account - Costs	% on total	Main driver
Costs for external services	34%	Activities included in the Contract of Programme signed with the Ministry of Infrastructure and the Ministry of Economy
Costs for external recurrent maintenance	6%	
Costs for personnel	60%	
<i>Total Costs for operations</i>	100%	
<i>Costs for Investments</i>		
Investments in New Road Works and Scheduled Maintenance	90%	Activities included in the Contract of Programme signed with the Ministry of Infrastructure and the Ministry of Economy.
Capitalisations and other items	10%	Continuity of the activiy in the contracting sector
<i>Total Costs for investments</i>	100%	

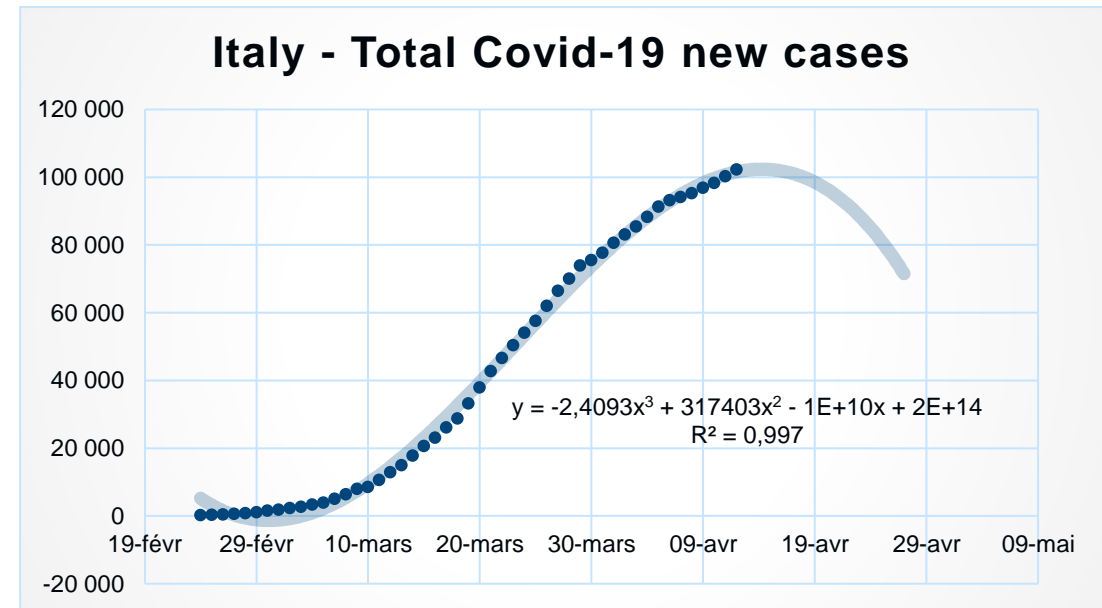
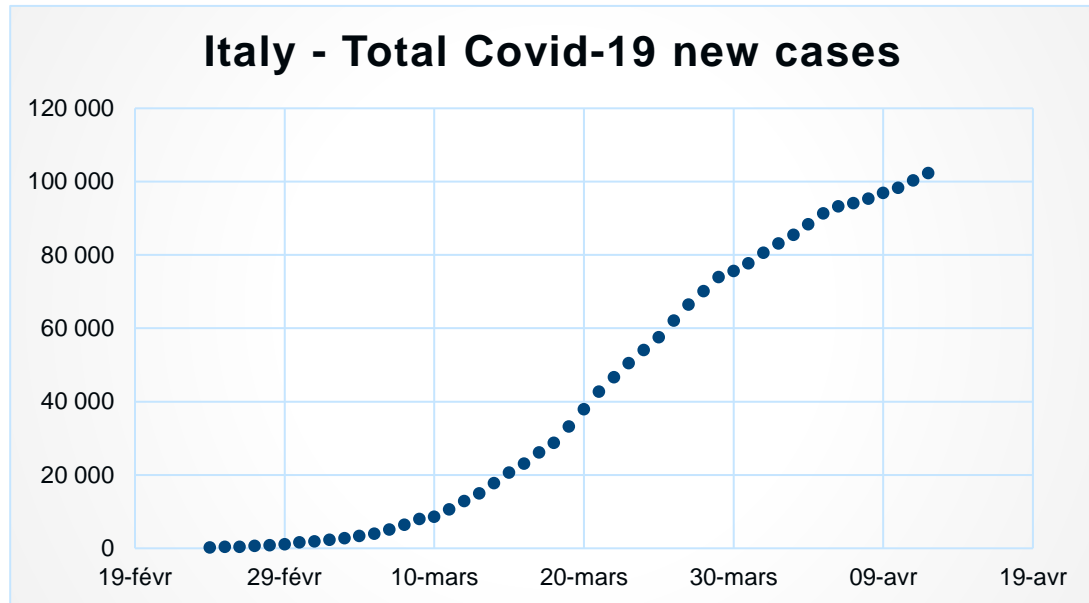
Covid-19 Phase 0 – Economic consequences for a NRA

Costs of the NRAs are rigid, since only some costs are variable according to the volume of traffic. In Phase 0 the NRAs have been involved in many crucial (and costly) activities:

- a) re-organization of general activities through smart working, as much as possible
- b) re-organization of the road activities, following the governmental guidelines (redistribute operations shifts and services)
- c) support to police and control authorities for patrolling the roads to enforce the mobility restrictions
- d) re-definition and/or re-arrangement of all existing contracts (construction, maintenance, operation, services, ...)

It is very difficult to manage cost efficiency in this period of non-planned and in many cases new activities

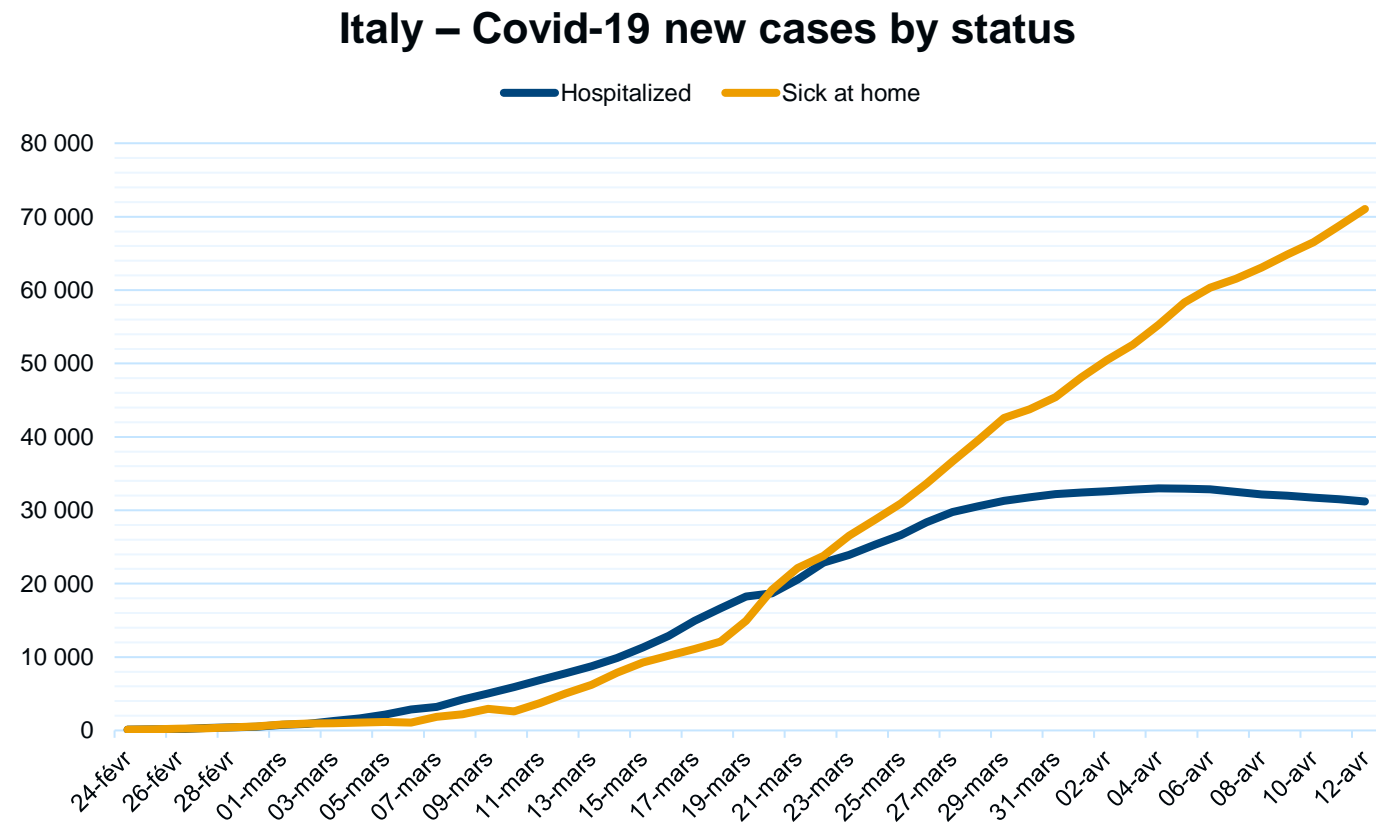
Covid-19 Phase 0 to Phase 1: When?



- The core driver for the relaxation of the restrictions is the number of new Covid cases

Covid-19 Phase 0 to Phase 1: When?

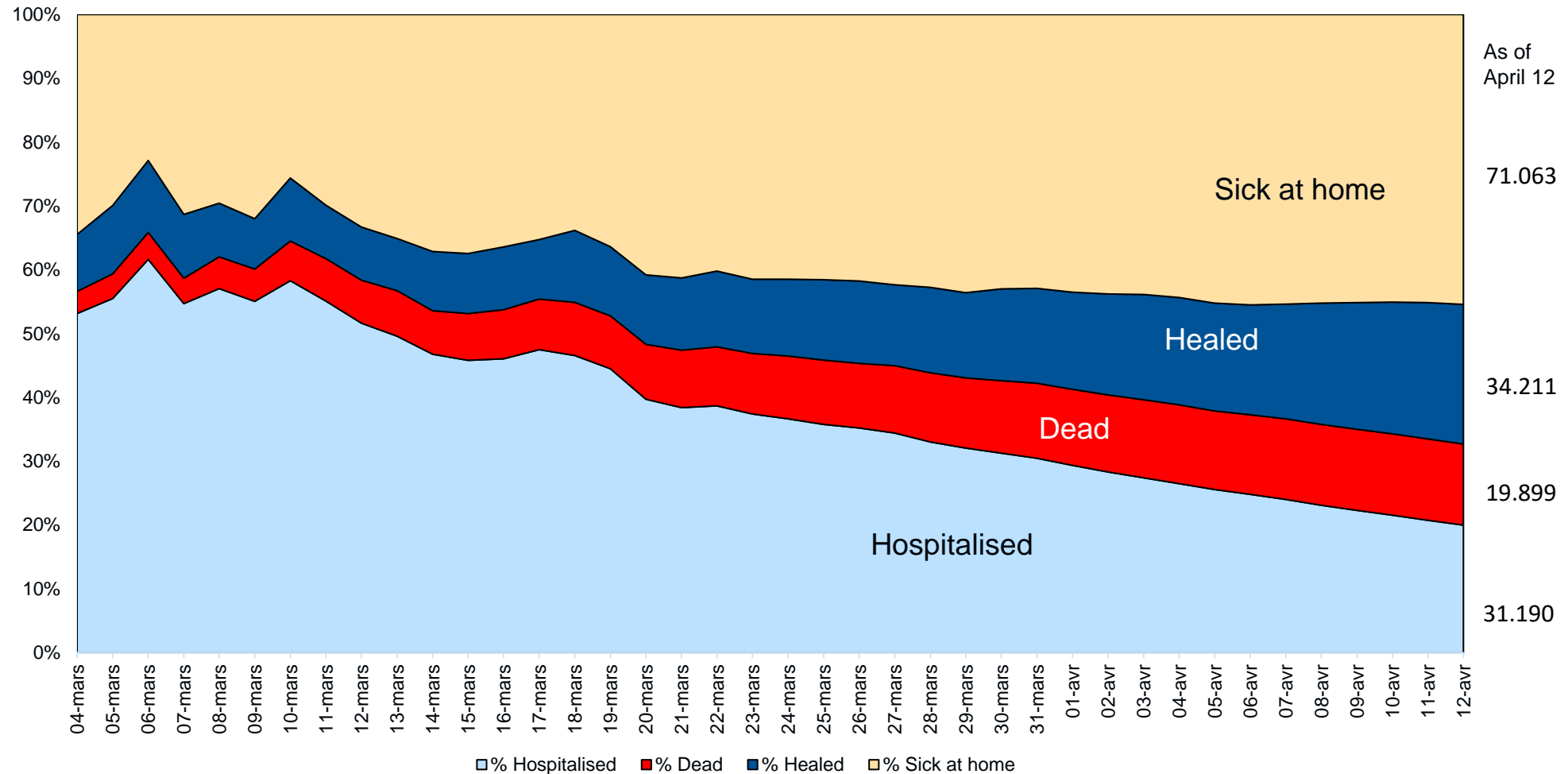
- 30% of the new people infected are hospitalised, 70% stay at home until they can recover



Source: Elaboration on data published by the Department of Civil Protection of Italy

Covid-19 Phase 0 to Phase 1: When?

Italy - Cases by status/outcome

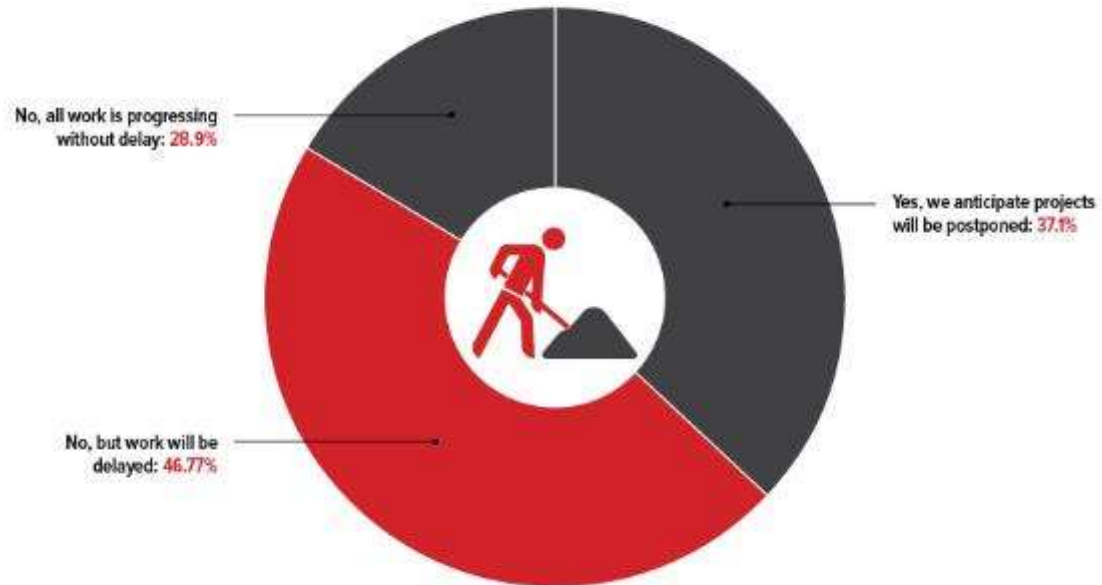


Source: Elaboration on data published by the Department of Civil Protection of Italy

Covid-19 Phase 1: The state of the market

- Roads & Bridges Media is surveying the market: slowdown, not total stop

DO YOU ANTICIPATE YOUR LOSING WORK IN 2020 DUE TO THE COVID-19 OUTBREAK/RESULTING ECONOMY?



CANCELLED ILLUSTRATION ©BANKIX - STOCK.ADOBE.COM

IF YOU SELECTED "YES" FOR THE PREVIOUS QUESTION, DO YOU ANTICIPATE ANY OF YOUR FIRM'S PROJECTS BEING CANCELED ALTOGETHER DUE TO THE COVID-19 OUTBREAK/RESULTING ECONOMY?



CANCELLED ILLUSTRATION ©BANKIX - STOCK.ADOBE.COM

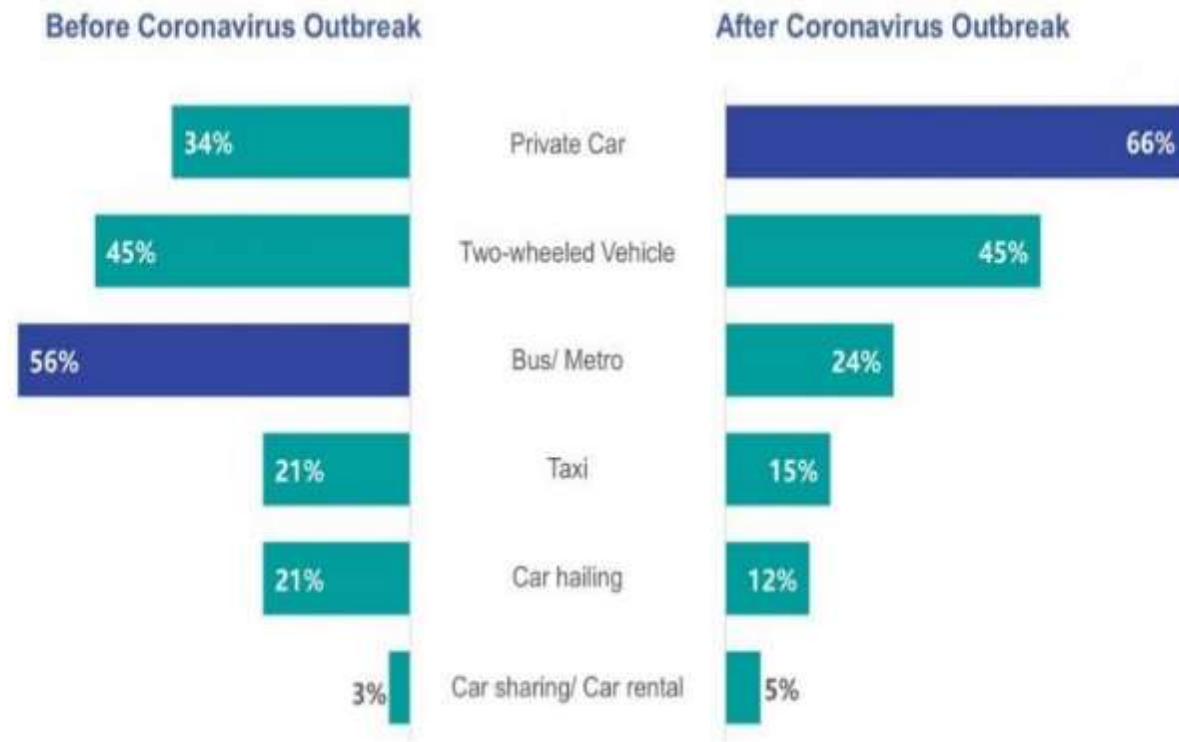
Covid-19 Phase 1: The role of the NRAs

- Short term roles:
 - a) pivot of the key multiplier effect given by road works – with or without additional costs and revenues?
 - b) provider/guarantor of the road mobility in a new context

- Measures that a Road Agency could ask for, or agree on with the Government and the core stakeholders, to speed up the process of recovery
 - a) Economic support for additional costs for safety in the work sites
 - b) Partial advance of the contract value to the contractors
 - c) Direct payment of sub-contractors
 - d) Acceleration bonus for early work completion
 - e) Acceleration of procedures for approval of projects in the different stages

Covid-19 Phase 1: The role of the NRAs

CHINA - CONSUMERS TEND TO USE MORE PRIVATE CARS AND LESS PUBLIC TRANSPORTATION



Source: <https://www.ipsos.com>

Covid-19 Phase 1: The role of the NRAs

- Short term roles:
 - a) pivot of the key multiplier effect given by road works
 - b) provider/guarantor of the road mobility in a new context – with or without additional costs and revenues?
- The new mobility patterns, the role of the NRA, costs and revenues
 - a) Higher preference for private mobility will increase congestion → higher O&M costs and pollution, but great support from ITS and MaaS, ...
 - b) Specific preference to road vis-à-vis other modes (mass transit, train, ...), coupled with prevalent individual driving could be an opportunity → tolling could be an option and a way to regulate flows (congestion pricing associated to changed working hours)
 - c) The operation of the intermodal hubs (mostly for passengers) will require collaboration of operators, players and stakeholders
 - d) Patrolling and controlling will go on as a core activity

Covid-19, NRAs and economics: Conclusions and suggestions

■ Phase 0

- a) Looking for the lost revenues → any new scheme or measure?
- b) Operating the desert motorways → minimum LoS? Occasion for major or minor maintenances (if construction is safe for the workers)?

■ Phase 0 to phase 1

- a) Not only complying to the laws and decrees → understating in advance, when it will start again, it will be very fast
- b) Understanding contractors and additional costs → working for standard safety guidelines for road works
- c) Considering organization post-Covid → opportunities for smart working, use of IT, new ways to set a dialogue with the customers

■ Phase 2

- a) The collaboration with other operators can encourage efficiency and improve the LoS → maintain the operation or the idea of the «situation rooms»?
- b) Understand how to «defend» the environmental goals in a possible strong propension to individual road travelling

Thank you for your attention!



Fabio Pasquali

PIARC TC 1.2 Chair

f.pasquali@stradeanas.it

39 335 407182

World Road Association (PIARC)
Grande Arche – Paroi Sud – 5^e étage
92055 – La Défense Cedex – France



@PIARC_Roads



World Road
Association PIARC



World Road
Association PIARC



World Road
Association PIARC

www.piarc.org





COVID-19 Transportation Policy & Resiliency

Matthew W. Daus

President, IATR

International Association of Transportation Regulators

Paris

April 15, 2020



Matthew W. Daus Esq.



- **Former Commissioner/Chair & General Counsel**
 - New York City Taxi & Limousine Commission
- **President, IATR**
 - *International Association of Transportation Regulators*
www.iatr.global
- **Transportation Technology Chair, CUNY-UTRC, CCNY**
 - *US DOT University Transportation Research Center (Region 2 – NY, NJ, Puerto Rico)* www.utrc2.org
 - *City College, City University of New York*
- **Partner & Chairman, Transportation Practice**
 - *Windels Marx Lane & Mittendorf, LLP*
www.windelsmarx.com
- **Contact: mdaus@iatr.global**

What Is IATR?

The International Association of Transportation Regulators (IATR) is a 33 year old non-profit educational peer group of government transportation officials responsible for licensing and regulating multi-modal for-hire ground transportation businesses, vehicles and drivers, including:

- *Taxicabs,*
- *Limousines,*
- *Transportation Network Companies,*
- *Paratransit (Non-Emergency Medical Transportation)*
- *Micro-mobility & Shared Mobility*
- *Buses & Motor Coaches*



IATR's mission is to improve the practice of licensing, enforcement and administration of for-hire transportation through the sharing of information and resources, and the identification and establishment of best practices.

IATR Members

Our IATR membership now includes:

- Traditional government agencies that regulate taxicabs, liveries, black cars, paratransit and limousines
- Transportation Network Company (TNC) state regulators
- Public Transit Agencies
- Departments of Transportation and Motor Vehicles
- Insurance Departments
- Airports
- Planning Agencies
- Other regulators of new mobility services, including bike sharing, microtransit, pedicabs, technology platforms and car sharing.



IATR Advisory Board Members



ADVANCING
PUBLIC
TRANSPORT



ATI21
Alliance for
Transportation
Innovation



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION



UNIVERSITY OF CALIFORNIA Berkeley
Transportation Sustainability
RESEARCH CENTER



SHARED-USE
MOBILITY CENTER



International
Transport Forum

ITS AMERICA



WOMANIUM
STEM + Entrepreneurship

COVID-19 Transportation Impacts: United States

•Seattle, Washington

- Buses, trains, and ferries experienced a 50% drop in ridership

•San Francisco, California

- BART ridership plummeted by a staggering 90%
- SFMTA's buses and railcars plunged 35% within a week (as of April 7th, almost all public transit was shut down)

•Los Angeles, California

- Road traffic was moving 35% faster than normal
- LA Metro ridership dipped by 60%

•Chicago, Illinois

- Average traffic speeds increased by 60%
- Chicago Transit Authority (CTA) transit declined 68%

•Philadelphia, Pennsylvania

- Southeastern Pennsylvania Transportation Authority (SEPTA) ridership dropped 64% on transit & 88% on regional rail

•Washington D.C.

- DC Metro lost 100,000 riders in the course of a week

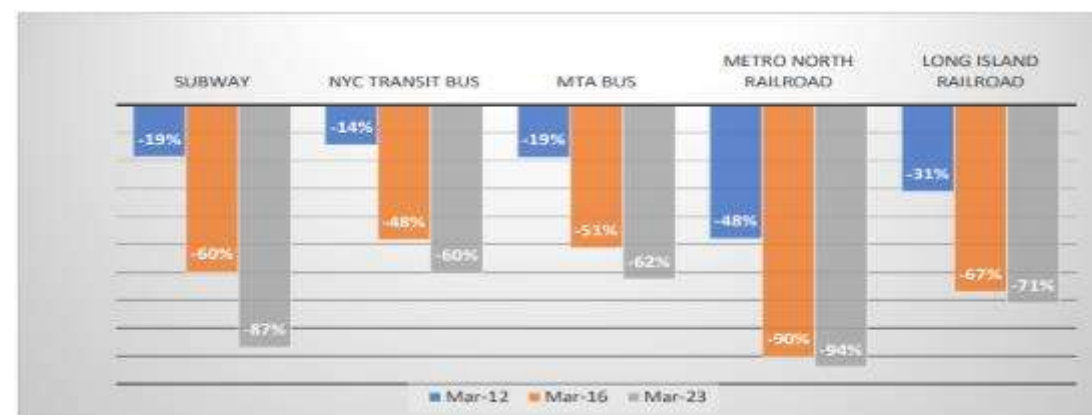
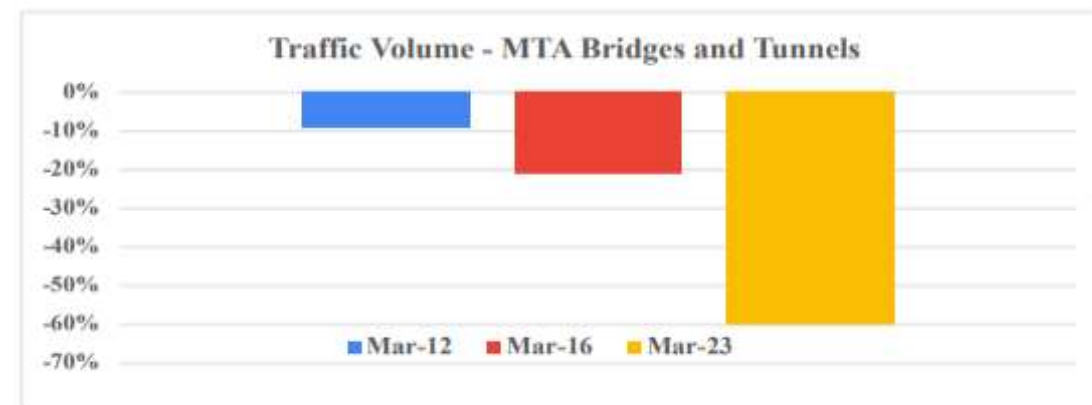
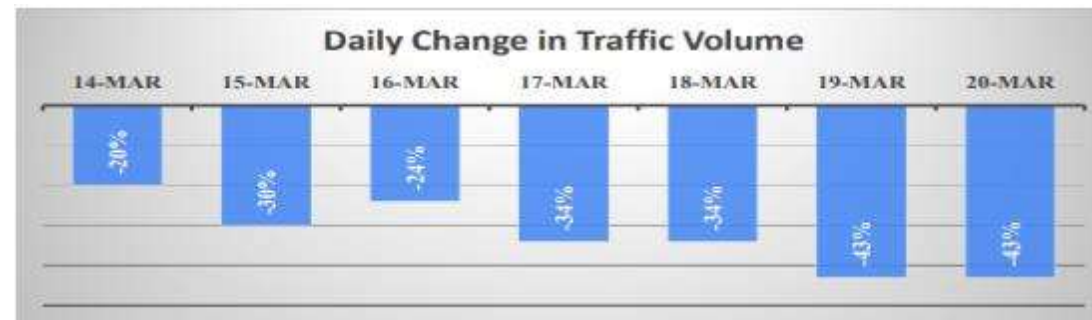


COVID-19 Transportation Impacts: New York City

Summary of Transportation Trends across Modes in NYC

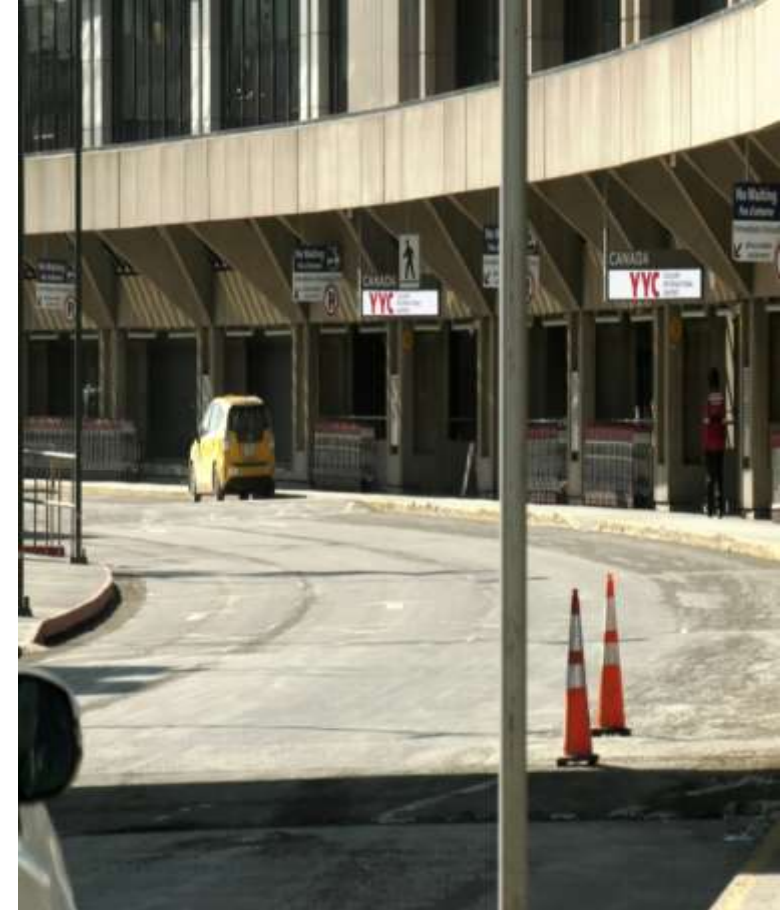
Mode	Percent Change in Mid-March
Road Traffic	<ul style="list-style-type: none"> ↓50% speed ↓60% volume
Taxi	↓91% ridership
Public Transit <ul style="list-style-type: none"> • Bus • Subway 	<ul style="list-style-type: none"> ↓50% ridership ↓60% ridership
Trains <ul style="list-style-type: none"> • Metro North • Long Island Rail Road 	<ul style="list-style-type: none"> ↓90% ridership ↓67% ridership

Source: Mobility Trends in New York City During COVID-19 Pandemic: Analyses of transportation modes throughout March 2020, University Transportation Research Center



COVID-19 Transportation Impacts: Canada

- The Taxi Association of Toronto said the taxi industry is losing almost 100% of its business
 - Similarly, Uber is seeing a 60-70% loss in business in Toronto
- According to the Canadian Urban Transit Association (CUTA), transit agencies across the country are experiencing 75% fewer rides
- Canada is operating at 79% of normal commercial transportation activity
- Land crossings between Canada and the U.S. are down 71% from the same time last year



Emergency Actions: United States

- Stay-at-home orders issued across the U.S. closed non-essential businesses and required residents to stay home unless they were providing an essential service, which generally includes transportation such as For Hire Vehicles, Taxis, and TNCs.
- On March 17, New York City banned all pooled ridesharing (Emergency Executive Order 101)
- On March 27, New York State required premium deferrals on life and property-casualty policies (NYS Executive Order No. 202.13)



Emergency Actions: Federal and State Aid (United States)



- **Economic Injury Disaster Loan (EIDL)**
 - The SBA's Economic Injury Disaster Loan (EIDL) program provides small businesses with working capital loans of up to \$2 million to help overcome the temporary loss of revenue.
- **The CARES Act**
 - The **Paycheck Protection Program (PPP)** provides businesses with 500 or fewer employees with assistance to retain those employees -Independent contractor drivers can apply for the PPP on their own behalf or collect unemployment.
 - The **Pandemic Unemployment Assistance Program(PUA)** extends emergency assistance to individuals who are not otherwise eligible for unemployment benefits.
- **Main Street Loan**
 - **Offers** 4-year loans to companies employing up to 10,000 workers or with revenues of less than \$2.5 billion. Principal and interest payments will be deferred for one year.
- **State/Local Programs**
 - The **New York City Department of Small Business Services** ("SBS") created 2 programs to provide relief for small businesses in NYC seeing a reduction in revenue because of COVID-19.
 - NYC Small Business Continuity Fund (<100 employees)
 - NYC Employee Retention Grant Program (< 5 employees)
 - **Chicago Small Business Resiliency Loan Fund**
 - Provides more than \$100 million in low-interest loans, targeting "historically under-resourced communities with an emphasis on minimizing hardship for those businesses and their employees"

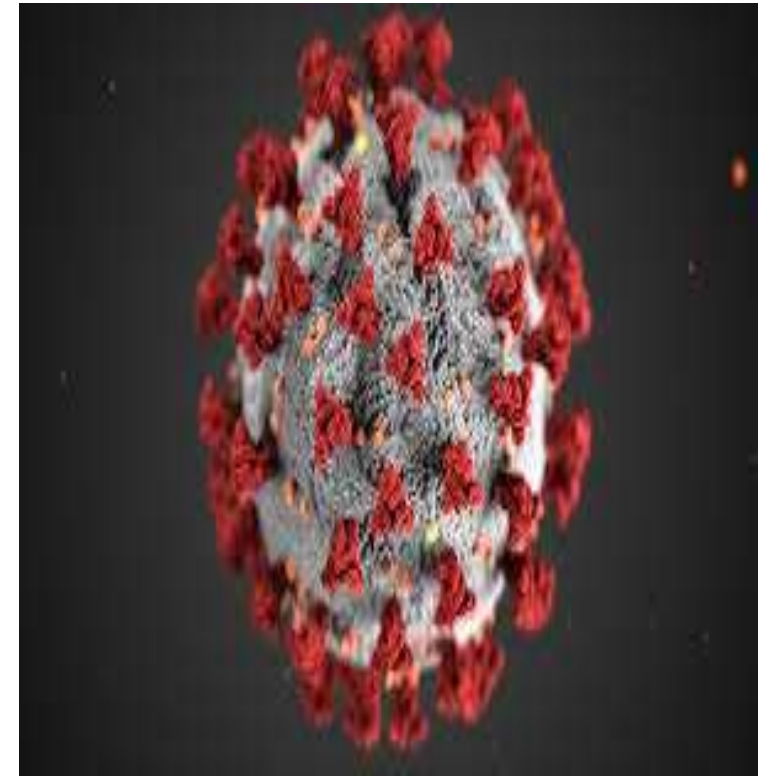
Emergency Actions: Canada

- All Canadians must avoid non-essential travel outside the country until further notice
- All travelers to Canada self-isolate for 14 days upon entry, with exceptions for workers who are essential to the movement of goods and people
- The Canada/ US border is closed to all non-essential travelers
- Many provincial governments have limited provincial domestic travel
 - On April 1, the Quebec government divided Canada's Capital Region by placing checkpoints on the border between Ottawa, Ontario and Gatineau, Quebec to prevent all non-essential travel into the province
 - The Quebec government has also set up checkpoints on major roads leading to more remote areas, as well as at the Quebec-U.S. border.
 - Manitoba also established checkpoints at main highways and airports
 - All travelers entering the Yukon territory must self quarantine
 - All travel to the North West territories by non-residents is prohibited




IATR COVID-19 Regulator Survey: Transportation Policy & Resiliency

- IATR conducted a survey of global transport agencies to collect responses to the COVID-19 outbreak
- Asked about:
 - Innovative approaches
 - Containment and mitigation efforts
 - Relaxation or strengthening of licensing requirements & enforcement
- Most responses came from regulators across North America



IATR Regulator Survey: Questions www.iatr.global



INTERNATIONAL ASSOCIATION OF TRANSPORTATION REGULATORS
Innovating for a Multi-Modal Mobility Future for All

IATR COVID-19 Regulator Survey: Transportation Policy & Resiliency

*1. Contact Information

Name:

Agency Name:

Position/Title:

State/Province:

Country:

Email Address:

Phone Number:

*2. What emergency regulatory operational relief measures has your agency already taken to respond to the COVID-19 pandemic?

Extension of license renewals

Suspension of vehicle inspections

Non-enforcement of insurance regulations or alternate procedures

Suspension of all enforcement

Waiver of fees

Deferral of fees

Closure of offices or facilities

Other (please specify):



[Survey Link](https://www.surveymonkey.com/r/FWHSPQH)

<https://www.surveymonkey.com/r/FWHSPQH>

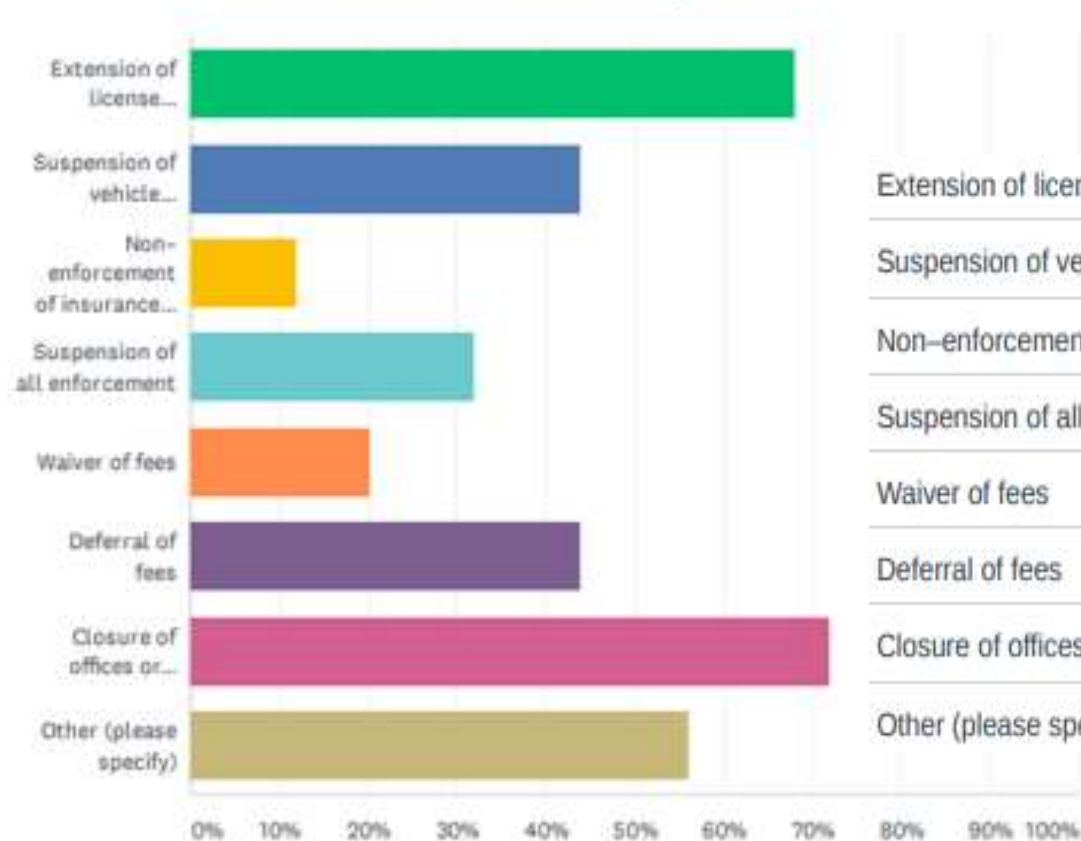
[Daily COVID-19 Transportation News](mailto:info@iatr.global)

info@iatr.global

IATR COVID-19 Survey: Preliminary Results – Operational Measures

What emergency regulatory operational relief measures has your agency already taken to respond to the COVID-19 pandemic?

Answered: 25 Skipped: 0



“Other” Actions:

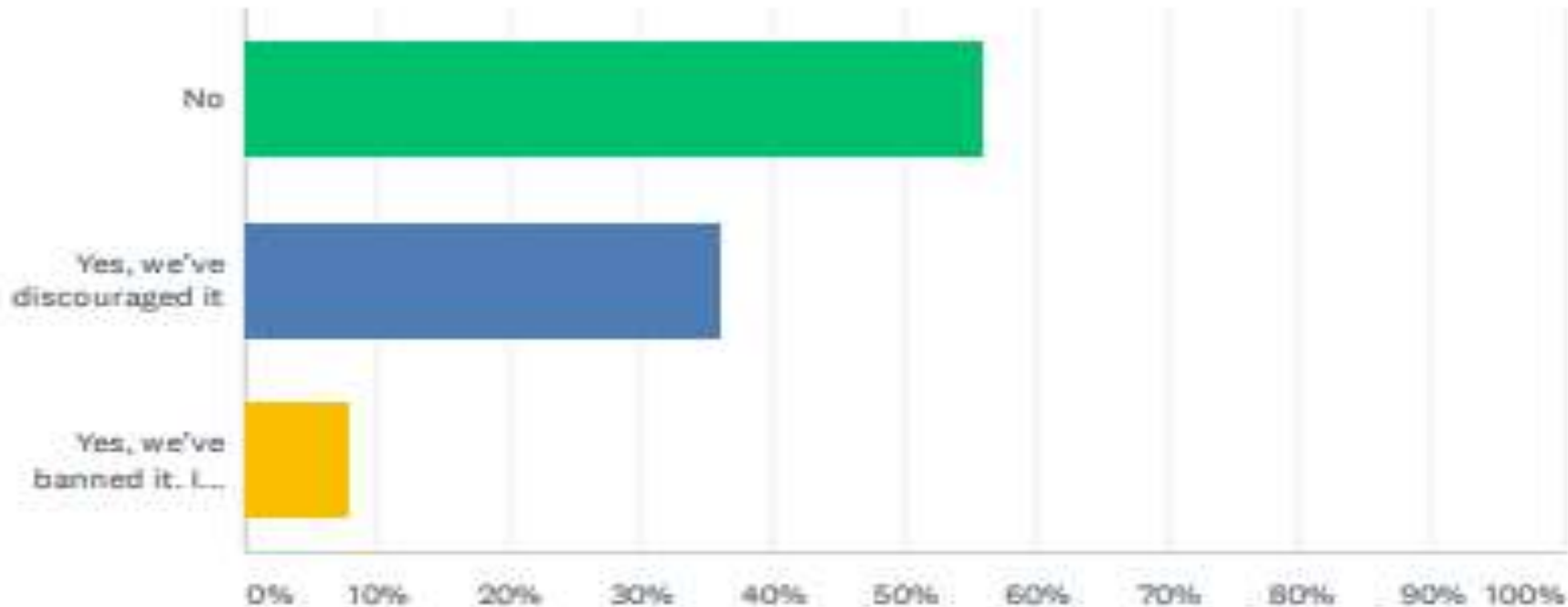
- Municipal licensing services ceased
- Relaxed enforcement on non-critical offenses
- Online license renewal

Extension of license renewals	68.00%
Suspension of vehicle inspections	44.00%
Non-enforcement of insurance regulations or alternate procedures	12.00%
Suspension of all enforcement	32.00%
Waiver of fees	20.00%
Deferral of fees	44.00%
Closure of offices or facilities	72.00%
Other (please specify)	56.00%

IATR COVID-19 Survey: Preliminary Results – Shared Mobility

Q4 Has your agency or jurisdiction discouraged, banned or limited group riding or ride sharing services?

Answered: 25 Skipped: 0



What Has Been Done: Ridesharing or Shared Mobility

When it comes to ridesharing, there are issues with social distancing.

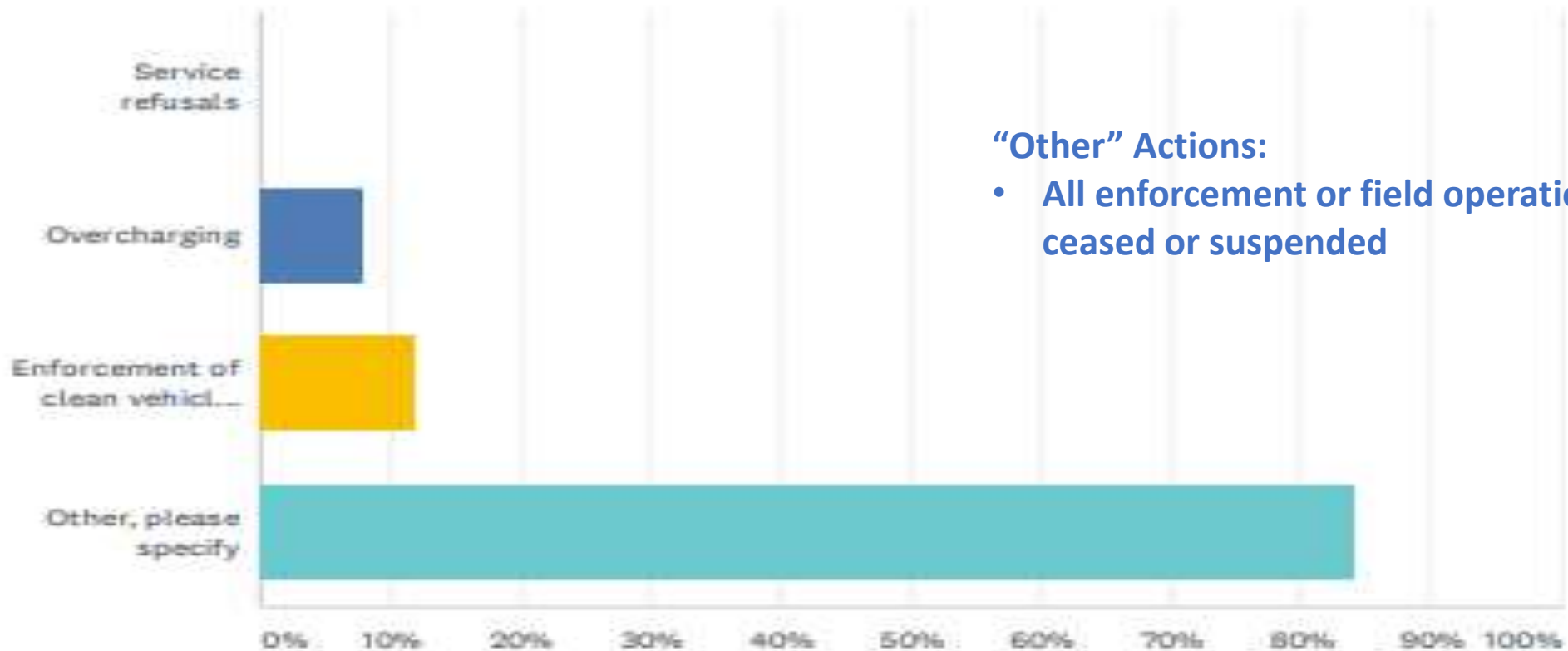
- Private buses have ceased to operate (but before that distance + rear boarding)
- Ride-hailing apps (such as Uber and Lyft) have banned people from sharing rides
- 75% of our survey respondents have discouraged ridesharing and 10% have passed firm laws for real bans



IATR COVID-19 Survey: Preliminary Results – Enforcement

Q5 Has your agency increased enforcement in any particular areas?

Answered: 25 Skipped: 0



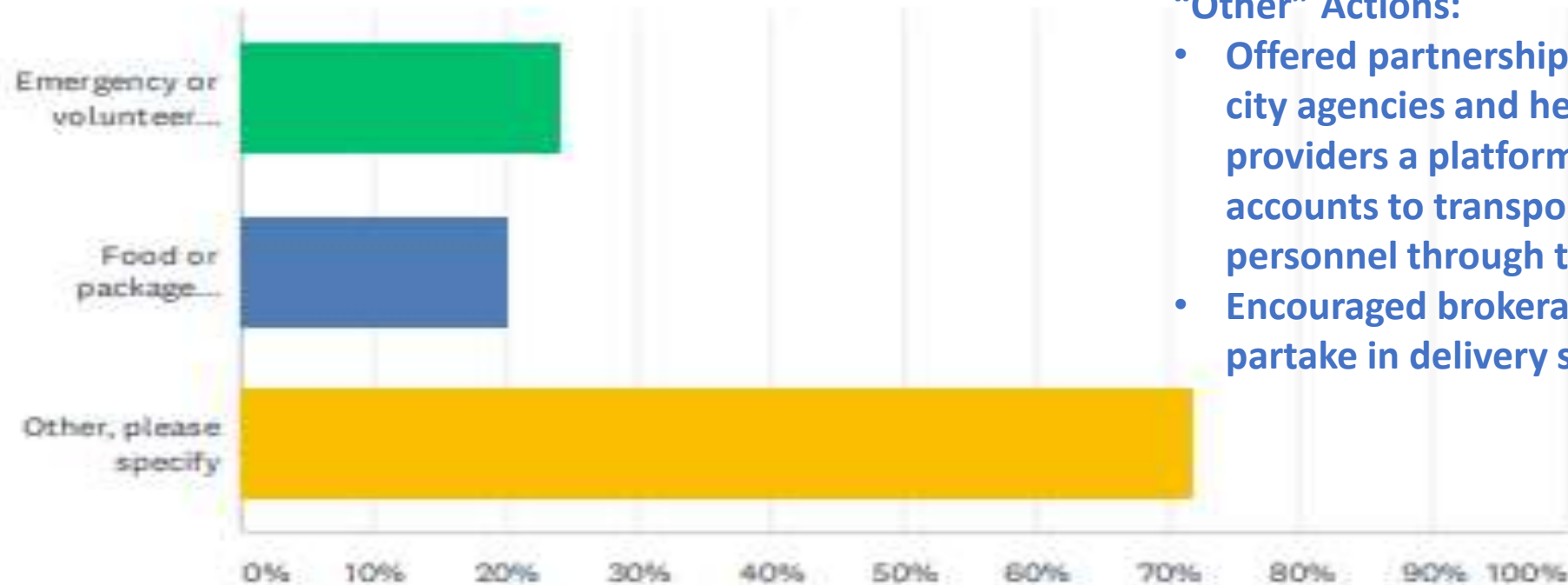
“Other” Actions:

- All enforcement or field operations temporarily ceased or suspended

IATR COVID-19 Survey: Preliminary Results – Innovative Programs

Q6 Have you undertaken any innovative programs to help drivers stay busy and work?

Answered: 25 Skipped: 0



“Other” Actions:

- Offered partnership with various city agencies and health care providers a platform to set up accounts to transport essential personnel through taxicabs.
- Encouraged brokerages to partake in delivery services

Innovative Programs – Examples: NYC TLC & Philly PPA

In many jurisdictions, taxis and ride-hail services have shifted to food, package, and prescription deliveries and emergency or volunteer medical transport.

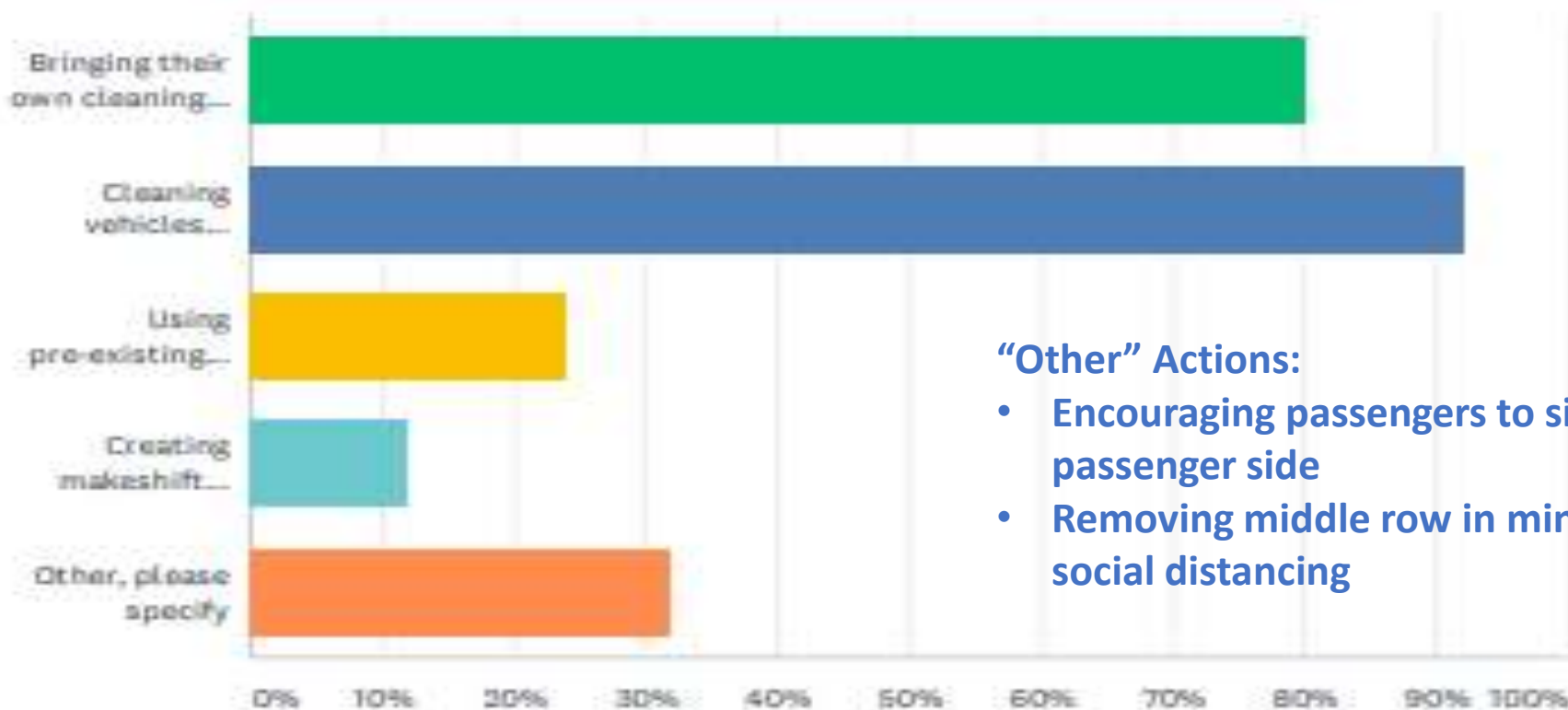
- New York City has implemented a program for Taxi and Limousine Commission (TLC) licensed drivers to utilize their vehicles to provide food to senior citizens who are homebound.
- In Philadelphia, the Philadelphia Parking Authority (PPA) has offered to various city agencies and health care providers a platform to set up accounts to transport essential personnel through taxicabs.



IATR COVID-19 Survey: Preliminary Results – Driver Safety

Q8 What measures are licensed drivers taking to stay safe that you have heard about?

Answered: 25 Skipped: 0



“Other” Actions:

- Encouraging passengers to sit in the rear passenger side
- Removing middle row in minivans to increase social distancing

What Will Regulators Do Moving Forward: Short Term (2020)

Potential New Regulations?

- Taxicab partitions Cleanliness regulations- vehicle cleaning & inspection requirements, driver protective equipment
- Distancing regulations for buses & shuttles/minivans
- Continued shared ride ban
- Prohibition of sitting in the front passenger seat for taxicabs/ FHVs
- Goodbye to the Lyft driver fist bump



What Will Regulators Do Moving Forward: Long Term (2021 and Beyond)

The Future of the New Mobility Landscape

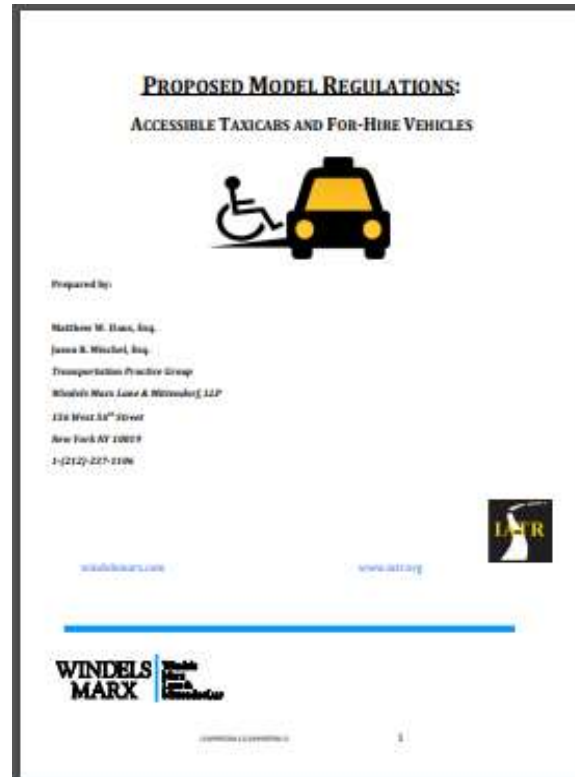
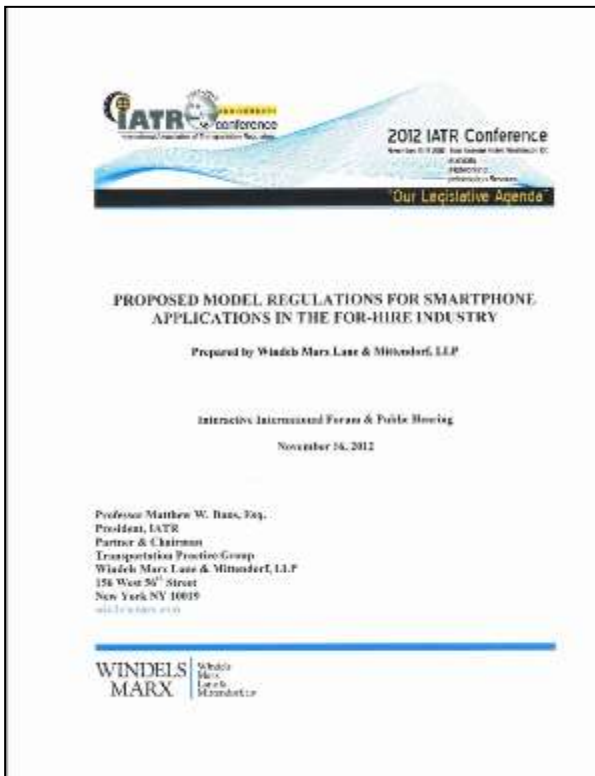
- Shared mobility- less car sharing, but more micro-mobility?
- Automated Vehicles
 - Ex: Autonomous shuttles help transport COVID-19 tests at Mayo Clinic in Florida
- Modal Shift- public vs. private transit



IATR Model Regulations for COVID-19 Safety & Resiliency

IATR will be working on emergency model regulations on COVID-19 Policy & Resiliency.

Prior Model Regulations:



1. Safety Equipment (Cameras, Partitions & Other Devices)
2. Soft Meters (Smart Meter Technology)
3. Digital Advertising on Taxicabs, Transportation Network Company (TNC) Vehicles, and Other For-Hire Vehicles
4. Transportation Data Access & Privacy
5. NEMT Best Practices and Certification

Stay Safe & Healthy! – Thank you (Questions?)



Matthew W. Daus
President, IATR
International Association of
Transportation Regulators
Contact: mdaus@iatr.global





NPRA's response to the Covid-19 crisis

Gordana Petkovic

Norwegian Public Roads Administration

PIARC TC 1.4 Climate Change and Resilience

Webinar, 15th April 2020



Gordana Petković

Civ.eng. University of Zagreb, Croatia

Dr.Ing. Norwegian University of Science and Technology

Principal engineer

Norwegian Public Roads Administration

Main field of work: adaptation to climate change

PIARC TC 1.4 Climate change and resilience of road networks

Previous cycle TC E.1 Adaptation strategies and resilience

PIARCs international climate change adaptation framework

Norwegian Public Roads Administration

Responsible for 10,000 km of national and European roads: planning and building, operating and maintaining. National responsibility for rules and standard specifications for all roads; for supervision and inspection of road users and vehicles.

Covid-19 topics:

- Safety of staff
- Transport of goods and passengers
- Continuity of construction and maintenance work
- Can the **resilience approach** 'match' a pandemic threat?



Safety of staff

- **Task force** established for observing the situation, then **crisis team**
- **Critical functions: assessed and listed.** Key personnel was named, so that they could be spared from involvement in other tasks, such as civil protection.
- **Work from home** was advised wherever possible. Conditions were provided by the IT services and have been functioning very well.
- **Risk assessments** carried out for areas of work with **public contact.**
Services involving public contact were closed.
Some general amendments made: e.g. prolonged validity of driving licenses (by 6 months), postponed EU-control of vehicles (by two months).
The public is advised to use our digital solutions.
- Adjustments to rules and regulations required legal support.

Mobility

- Traffic Control Centres monitor traffic on the entire road network. Traffic information is distributed by web, telephone, Twitter.
- Ensuring mobility is considered to be especially important. The work of the traffic control centres is included in the "**critical societal functions**". It is to be continued, provided national protection measures are implemented.
- Easter traffic: national restrictions regarding the use of holiday properties introduced. They limited the traffic load.



Photo: NPRA

Transport of goods

- Exemptions from rules for **driving time and rest periods** implemented.
- In the first round, exemptions applied to transport related to life and health only (such as distribution of food, fuel, medical equipment, animal feed, and more).
Now – valid for all transport of goods and passengers.
- Partly synchronised with Sweden and Denmark.
- Rest areas first closed, later re-opened, after consulting between private operators, NPRA and health authorities.



Photo: NPRA

Continuation of work is high priority

- Through cooperation with contractors: looking for good ways of implementing national protection measures and ensuring safety of staff.
- Contract partners reassess their risks and adjust plans. Risk assessment includes the effects of having to stop work temporarily.
- 6-7 national projects have been affected by the situation and have postponed deadlines or are closed.
- 300,000 person-years in the building & construction industry. NPRA is Norway's largest building authority. Implies responsibility for keeping the work going.



Photo: NPRA, Ramboll

Continuation of work is high priority

Adjusting tenders to the new uncertainty on both sides of the contract!

Issues: costs of implementation of protective measures, variations in price of materials, timetable and distribution of resources, etc.

Ready-to-start projects as an answer to the government's measures:

100 mill € for transport projects was allocated: roads, railways, maritime infrastructure, flood and landslide protection (in addition to many other investments, e.g. municipalities - for public transport and other).

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..



Can the resilience approach ‘match’ a pandemic threat?

Resilience in infrastructure systems

... is the ability to prepare for identified shocks and stresses,
... to respond to and recover positively from events that you cannot predict or avoid,
...and adapt to changing conditions.



- **Robustness:** sufficient capacity of critical functions;
 - **Redundancy:** flexible solutions for reappointing, redirecting resources;
 - **Recovery:** no ‘destructive’ decisions to be taken during managing the crisis – always think of the time ahead;
 - **Reliability:** recognize and avoid fragile solutions or situations.
-
- Do we have the ability to learn from our experience and prepare for the next unknown and unanticipated threat??

Thank you for your attention!



Statens vegvesen
Norwegian Public Roads
Administration

Gordana Petkovic

Norwegian Public Roads Administration

gordana.petkovic@vegvesen.no



@PIARC_Roads



World Road
Association PIARC



World Road
Association PIARC



World Road
Association PIARC

www.piarc.org





The UK highways sector's collaborative response to COVID-19

Mark Stevens - Chair of ADEPT Engineering Board / Assistant Director Operational Highways, Suffolk County Council

David Ogden - Highways Sector Director - Amey

15th April 2020

Presenters



Mark Stevens

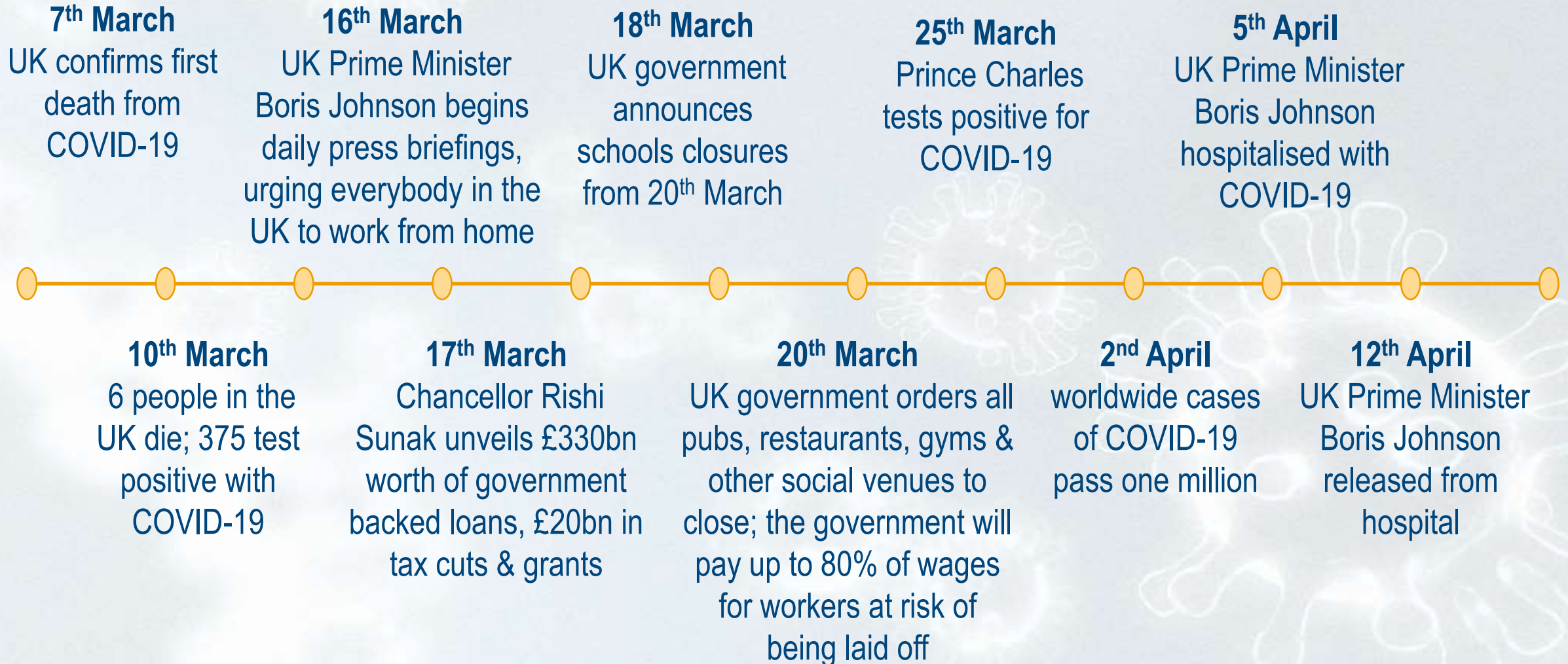
Chair of ADEPT Engineering Board /
Assistant Director Operational
Highways, Suffolk County Council



David Ogden

Highways Sector Director, Amey/ PIARC
Technical Committee 2.4. Road Network
Operation & Intelligent Transport
Systems

Timeline of events



COVID-19's UK health impact (as of 13/04/20)

UK Cumulative Totals

88,621 cases

11,329 deaths

England

69,329

10,261

Scotland

6,067

566

Wales

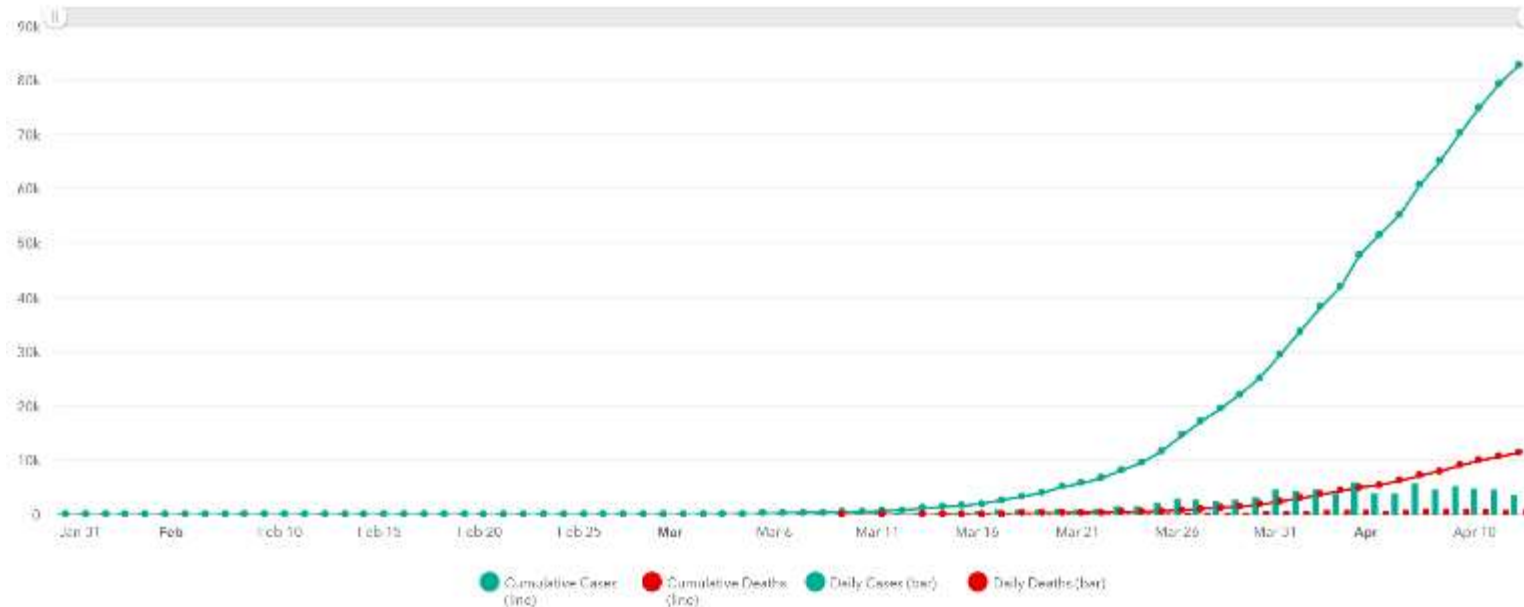
5,610

384

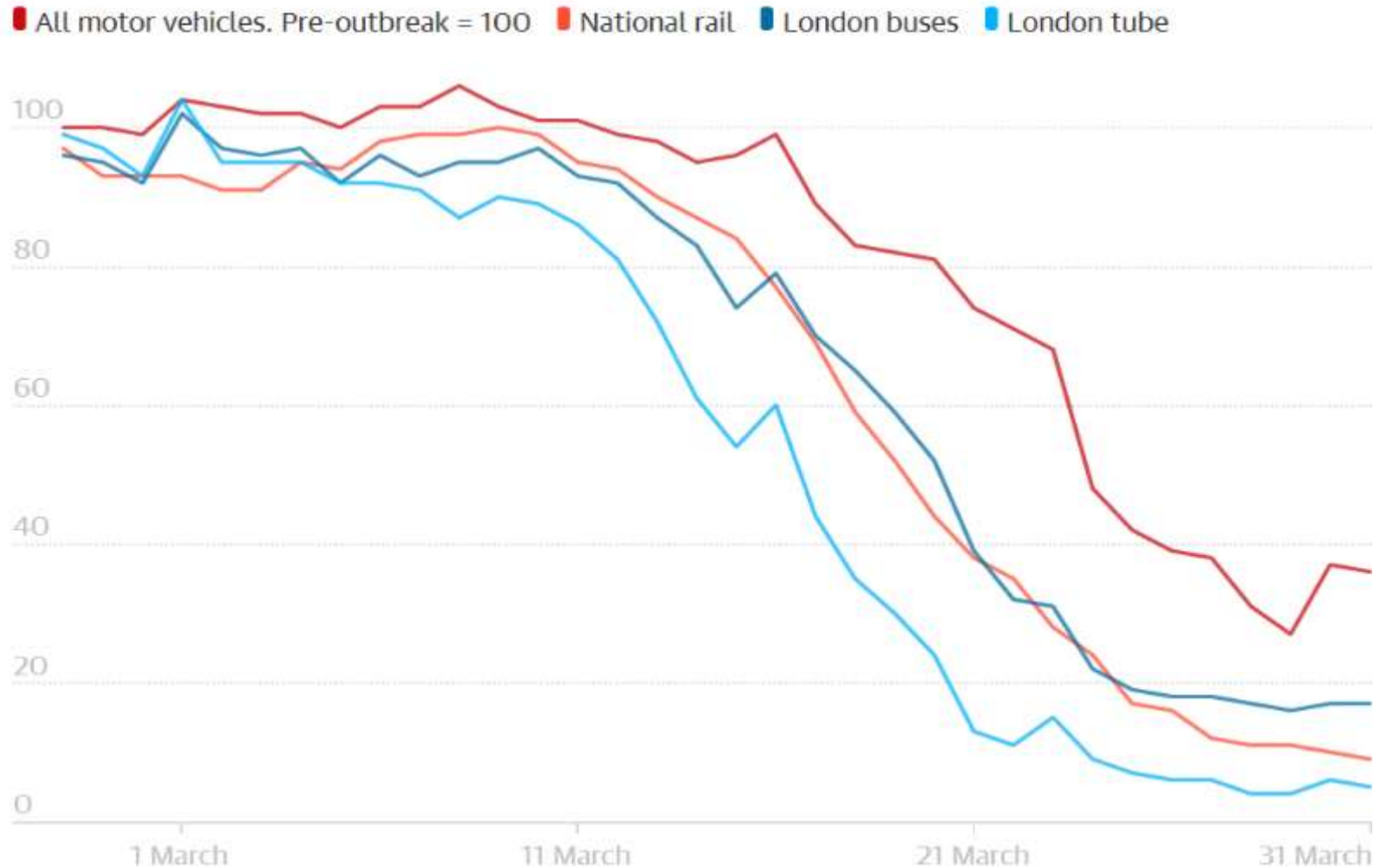
Northern Ireland

1,882

118



Impact on transport usage



- On average in London, the Tube carries 1.35bn passengers each year and about 2.1bn bus journeys are taken
- By 2nd March, Tube patronage dropped by 19% and bus journeys dropped by 10%
- By 9th April, Tube journeys dropped by 95% and bus usage fell by 85%
- TfL has forecasted a reduction in passenger income of up to £500m
- Car journeys have fallen to levels not seen since 1955

Guardian graphic | Source: Cabinet Office

Central Government Support

- Highways employees classified as Key Workers by government
- PPN02/20 (commercial) – continue timely payments
- Furlough (80% salary) agreed to support employment
- Focus for the sector is on recovery and safely retaining jobs
- Some Key Workers deployed, where applicable, to support other services, continuing to support the economy and other essential services.



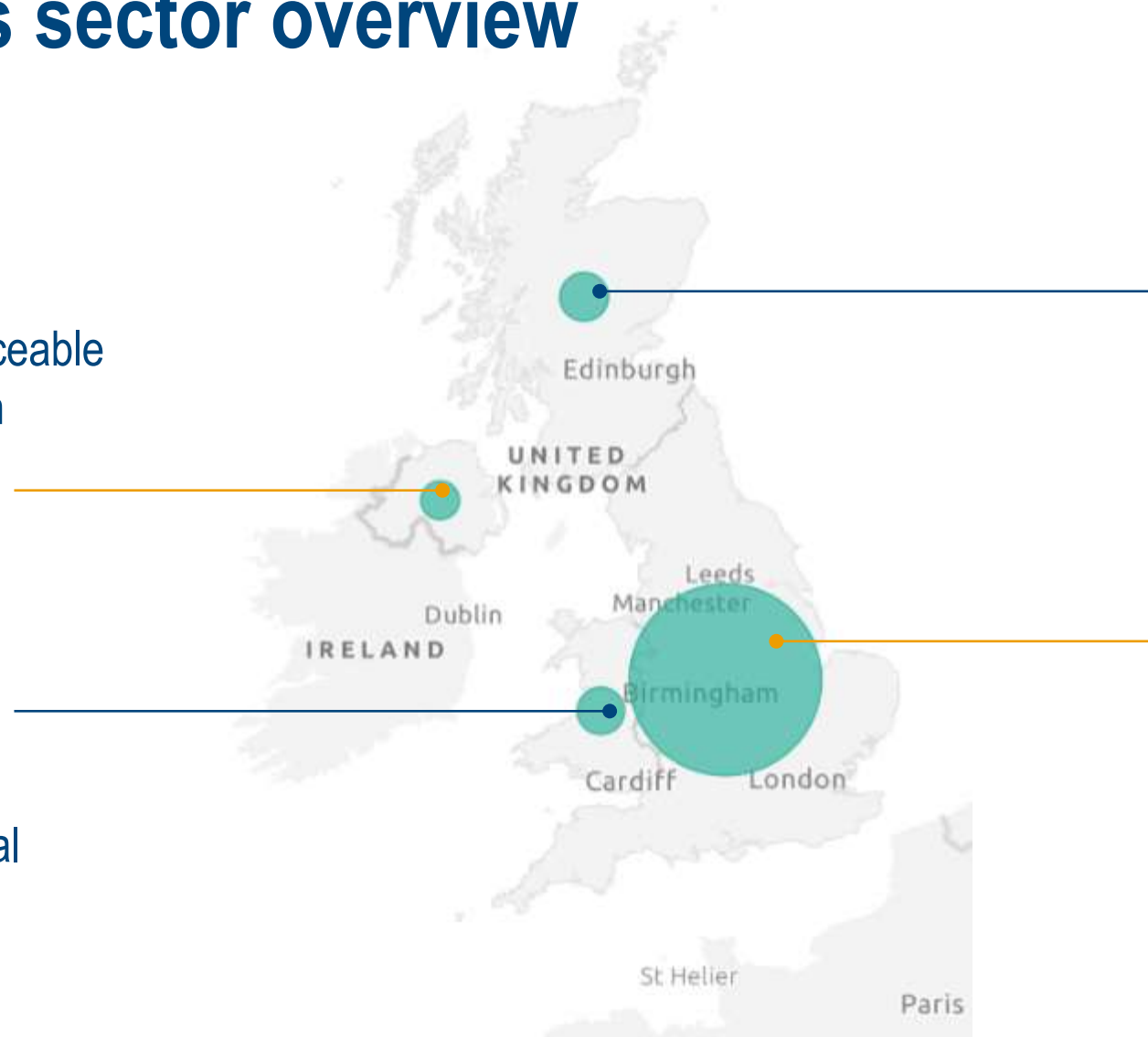
UK highways sector overview

Northern Ireland

- Department for Infrastructure - no noticeable devolved administration policies different to Westminster

Wales

- Welsh government has instructed 2-metre social distancing



Scotland

- Construction guidance issued by the government 6th April – review in 3 weeks
- Transport Scotland has stopped major scheme works

UK

- 156 local authorities in UK, continuing critical work
- Highways England continues with major scheme works

Key worker safety and public perceptions

KCC Press Office @KCCpressdesk · 4h
Whilst many can work from home during the #coronavirus pandemic, @KentHighways staff continue essential work on the county's roads #KentTogether @Ameyplc @SGNgas @SouthernWater @sewateruk bit.ly/2xikFKh



Amey @Ameyplc · 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



Supporting those who are keeping the country going

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



#TransportHeroes

- Various employers issue 'Key Worker' letter to individuals across a wide range of sectors
- Construction Leadership Council issues 'Site Operating Procedures' for the construction sector
- Public perception of highways work is varied – some acknowledge the wisdom of highway maintenance and improvements on a quiet road network but others direct abuse as the purpose of highways work (i.e. keeping the network safe and arresting decline) is misunderstood

Supply chain position

Current challenges

- Some local authorities/clients have downsized highways activity so reduced demand for asphalt and concrete means major suppliers have shut plants
- 2-metre social distancing and limited supply of face masks/sanitizers means SMEs struggling to remain operational
- Poor construction sector behaviour (not social distancing) and over-use of the Tube tainting public perception of the highways sector in general

Collaboration opportunities

- Ordering business as usual materials to deliver jobs and endeavoring to give greater notice of works programmes and requirements so the supply chain can accurately predict requirements
- Supporting suppliers to change production (i.e. RBLI making masks rather than road signs)
- Supporting social enterprises which have far-reaching benefits

Highways Sector Council instigating sector-wide changes

- Public and private collaboration between service providers, ADEPT, CIHT and others – all working with the DfT
- Collaborative outputs already include:
 - Creation of ‘COVID-19 Highways Safe Operating Procedures’ – guidance for safe site operation, depot cleaning guidance, isolation directions, hand washing protocols, canteen & eating facilities management
 - ‘Project SafeStart’ – identifying ‘Emergency/ Critical Work’ (Tier 1), ‘Key/Urgent Work’ (Tier 2) & ‘Planned Work’ (Tier 3) and achieving (or restoring) near ‘business as usual’ status as soon as possible under current circumstances

**HIGHWAYS
SECTOR COUNCIL**



Project SafeStart (following ‘Golden COVID-19 rules’)

- Government/Department for Transport challenged the Highways Sector Council to “accelerate” and “bring forward” major maintenance and to deliver “shovel-ready” essential highway projects on all local authority highway networks. **Project SafeStart** begins the recovery process for highways through consideration of issues such as:
 - Rigorous programming & planning (no restricted hours)
 - Good traffic/public management (e.g. “sterile” perimeter for “closed” work sites)
 - Tier 1 (critical) and Tier 2 (essential) works being delivered as minimum standard practice (See Appendix)
 - Full road & footway closures for Tier 3 works wherever possible
 - Intensifying media support (*#HighwaysHeroes*)
 - Greater essential worker status recognition



The two-phased road to recovery – now and post-COVID-19

Mitigation Actions

Consistent and proactive implementation of PPN01/20 (urgent procurement) and PPN02/20 (supplier payment and cashflow)

Accelerate preparation of maintenance programmes

Maintain momentum on scheme preparation and design and the planning of future schemes

Confirm funding allocations & bring forward future announcements

Unlock planning/consultation constraints

Stimulate discussion on what our transport systems will need to be post COVID-19

Clear and positive messaging

Accelerating Recovery

Extend/flex funding milestones

Extend road space availability and permitted working hours

Prime supply chain to re-mobilise

Support self-employed

Expedite contract execution

Extend PPN02/20 to support cash flow through supply chain

Unlock planning and other approvals via digital tools and innovation

Extend certain ISO and other accreditations

Skills – relax requirements for mandatory (non-safety impact) tickets

Relax TTROs

Appendix

Describing Tier 1 “Critical” and Tier 2 “Essential” Highway Works

Tier 1 – Emergency & Critical highway maintenance works

“Critical” worker status

Tier 1 - Emergency and Critical	
Severe Weather	Gritting and snow clearance (winter maintenance)
Severe Weather	Tree clearance (storm event)
Severe Weather	Flooding (storm event)
Incident Response	Attendance of Incident including bridge strike/other structures
Incident Response	Pothole repair
Incident Response	Emergency and Cat 1 (urgent) defects
Incident Response	Sweeping (clean up after incident)
Incident Response	Removing dangerous debris including oil spills
Incident Response	Emergency arboriculture
Incident Response	Traffic management (emergency closure/diversion etc)
Incident Response	Emergency street lighting & electrical repairs
Incident Response	Emergency traffic signal repairs
Incident Response	Removal of roadkill & other obstructions on the highway
Routine Maintenance	Debris patrols & collection - high speed network
Routine Maintenance	Litter picking/ blocked drains/EH issues/amenity areas - environmental health
Routine Maintenance	Street cleansing/sweeping urban areas
Routine Maintenance	Vehicle safety barriers/make safe - (where affecting integrity)

Routine Maintenance	S58 statutory inspections - single person & use of CCTV/technology where possible
Routine Maintenance	Maintenance & inspection of long-term temporary traffic management
Routine Maintenance	Street lighting: fixing power outages
Routine Maintenance	Drainage: repair and maintenance of critical network drainage systems (series 500)
Routine Maintenance	Safety critical road marking
Routine Maintenance	Safety critical mandatory road signs
Routine Maintenance	Emergency repair of powered apparatus (sump pumps etc)
Routine Maintenance	Grass cutting / maintenance of sight lines (inc strimming/mowing)
Routine Maintenance	Plant and fleet maintenance (keep fleet compliant)
Employer's Premises	Security/fire safety/depot facilities
Employer's Premises	Cleaning (virus containment), depots & welfare facilities
Employer's Premises	Health and safety compliance checks e.g. Legionella
Employer's Premises	Maintenance of fuelling equipment
Employer's Premises	Maintenance of safety critical equipment (brine tanks/salt stocks)
Employer's Premises	Fuel stocks & salt stocks

Tier 2 - Key / Essential highway maintenance

“Essential” worker status

Tier 2 - Key/Essential	
Incident Response	Mandatory sign repair and maintenance
Routine Maintenance	CAT 2H/M (up to 28 day) defects (likely to become CAT 1 if not treated)
Routine Maintenance	Vehicle safety barrier repairs
Routine Maintenance	Drainage: gully cleansing
Routine Maintenance	Pothole repair and surfacing where critical to integrity of the network
Routine Maintenance	Street lighting: structural Integrity testing
Routine Maintenance	Street lighting: identification and repair of cable faults
Routine Maintenance	High frequency gully cleaning (flood prevention)
Routine Maintenance	Traffic management for "others" undertaking safety works
Routine Maintenance	Street lighting: electrical testing
Routine Maintenance	Maintenance of powered apparatus (sump pumps etc)
Routine Maintenance	Drainage: schemes to improve integrity & resilience
Routine Maintenance	Drainage: grip / ditch clearance
Routine Maintenance	Drainage: clearing trash screens
Routine Maintenance	Sweeping and clearing highway channels (impact on drainage if not completed)
Routine Maintenance	Fleet: client vehicle maintenance and repairs

Tier 3 - Major maintenance & “shovel-ready” essential highway projects

Tier 3 - Programmed Services & Works	
Routine Maintenance	Litter picking (highway)
Routine Maintenance	Sign repairs & maintenance – non-mandatory
Routine Maintenance	Street lighting: lantern and lighting column replacement
Routine Maintenance	Street lighting: night scouting
Routine Maintenance	Street cleansing/sweeping rural areas
Routine Maintenance	Carriageway/footway surfacing work
Routine Maintenance	Carriageway patching and surface dressing pre-patching
Routine Maintenance	Surface treatments inc surface dressing
Routine Maintenance	Minor pothole repair
Routine Maintenance	Capital scheme works
Routine Maintenance	Grass cutting (low risk areas)
Routine Maintenance	Road marking maintenance
Employer's Premises	Electrical testing and other compliance tests
Employer's Premises	Routine inspections

Please note - highway maintenance 'Tier 1' & Tier '2' activities are deemed “critical” or “essential” works

Yellow highlights above denotes Tier '3' major maintenance & “shovel-ready” essential highway projects that should proceed

Questions and Answers

Moderated by Christos Xenophontos



Our Speakers today

- Patrick Malléjacq, Secretary General, PIARC
- Fabio Pasquali, Chair of PIARC Committee on Road transport planning for Economic and social development, ANAS, Italy
- Matt Daus, International Association of Transport Regulators
- Gordana Petkovic, Norway Public Road Administration, Member of PIARC Committee on Climate Change and Resilience of Road Networks
- Mark Stevens, Suffolk Highways, and David Ogden, Amey, UK

Conclusion and Next Steps



Disclaimer

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

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

Thank you for your attention

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

Two PIARC polls are now open

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

- To identify issues of concern:

<https://forms.gle/cgi8WCeQYyCeNFQA>

- To identify stakeholders who wish to share their practices :

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

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

PIARC's Response Team: Contact details

- christos.xenophontos@dot.ri.gov
- jmblanco@fomento.es
- vgalasso@deloitte.it
- jonathan.spear@atkinsacuity.com
- s.palchetti@stradeanas.it
- yukio-adachi@hanshin-exp.co.jp
- caroline.evans@arcadis.com
- martin.ruesch@rapp.ch
- If needed, contact info@piarc.org

Thank you for your attention!



Patrick Mallejacq

PIARC Secretary General

patrick.mallejacq@piarc.org

@PMallejacq

World Road Association (PIARC)
Grande Arche – Paroi Sud – 5^e étage
92055 – La Défense Cedex – France



@PIARC_Roads



World Road
Association PIARC



World Road
Association PIARC



World Road
Association PIARC

www.piarc.org

