



PIARC Webinar

COVID-19 and Roads: Lessons learned so far and way forward

29 July, 2020

Welcome!

Agenda

- Patrick MALLEJACQ, Secretary general of PIARC – Presentation of the Webinar
- Oscar DE BUEN RICHKARDAY (Mexico), Past President of PIARC – Introductory Speech
- Young Tae KIM, Secretary General, International Transport Forum (ITF) – Keynote Speech
- Christos XENOPHONTOS (USA) and Valentina GALASSO (Italy) – Success of the Webinar Program
- Findings and Lessons learned so far:
 - Jose Manuel BLANCO SEGARRA (Spain): management of roads during the crisis, business continuity
 - Valentina GALASSO (Italy): road operations, intelligent transport systems
 - Caroline EVANS (Australia): passenger transport, resilience
 - Martin RUESCH (Switzerland): freight, border controls
 - Jonathan SPEAR (UAE): work force, health and safety
 - Saverio PALCHETTI (Italy): security issues
 - Fabio PASQUALI (Italy): evolution of travel demand, economics
- Christos XENOPHONTOS (USA) – Wrap up and Next steps
- Robin SEBILLE, Deputy Secretary general of PIARC – Questions and Answers
- M^a del Carmen PICÓN CABRERA (Spain) - Conclusion of the Webinar

Participation in the webinar.



Your camera and microphone must remain off.



You can ask questions **using the “Q&A” channel - not the “Chat”**
Please state to which Panelist the question is directed, if to any one in particular



At the end of all presentations, Robin Sébille will direct these questions to the panelists. A limited number of questions can be answered due to the large number of participants.



Tip: We do not use the “raise your hand” feature.



PIARC Webinar

COVID-19 and Roads: Lessons learned so far and way forward

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Welcome!



Management of the Webinar

Patrick Malléjacq

Secretary General, PIARC

#PIARCCOVID19



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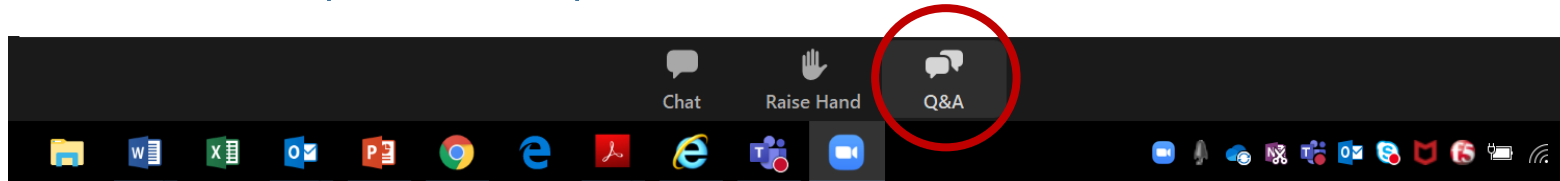


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Participation in the Webinar

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



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.”

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Covid19 knowledge and information sharing and way forward

Oscar de Buen Richkarday

PIARC Past President

#PIARCCOVID19

July 29, 2020

Oscar DE BUEN RICHKARDAY



- Civil Engineer, National University of Mexico (UNAM).
- MSc in Transport, Massachusetts Institute of Technology (MIT).
- Vice Minister for Infrastructure at Mexico's Ministry of Communications and Transports, between 2006 and February, 2011.
- PIARC President during 2013-2016.
- Currently President at Ainda Energía & Infraestructura, a Mexican investment fund specializing in energy and infrastructure projects.
- Member of the Board of Governors at UNAM.

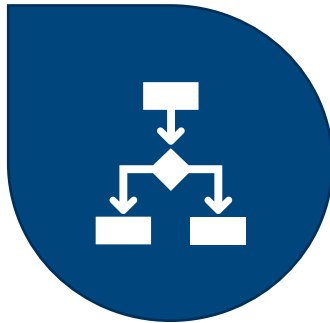
What is PIARC?

- **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.



PIARC's four key missions

- Be a **leading international forum for the analysis and discussion of** the whole spectrum of transport issues related to roads and road transport.
- Identify, develop and disseminate **good practices** and **give better access to international information.**



- Consider within our activities the needs of **countries with developing economies and economies in transition** fully.
- Design, produce and promote **efficient tools for decision making** on matters related to roads and road transport.

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

Covid 19 and its effects

- As of July 26, 16.1 million confirmed cases and almost 650,000 deaths worldwide.
- Third largest cause of deaths in all the world.
- According to the World Bank, world GNP is expected to fall by 5.2% in 2020, the deepest recession in almost a century.
- In some cases, such as the world's most advanced economies, GNP is expected to fall by 7-8% with respect to 2019.
- In some sectors, such as transport and tourism, the pandemics generated a sudden drop in demand which practically paralyzed and suspended activities.
- Depending on the nature and speed of recovery, Covid 19 effects will extend over several years into the coming decade.

Covid 19 effects in the transport sector

- For roads and road transport, Covid19 has presented specific challenges:
 - How should roads and road transport help to overcome the pandemics?
 - How can roads and road transport help to fight the economic crisis and move towards a “new normal”?
 - How should longer term policies and initiatives in roads and road transportation be adapted to cope with the new realities and the challenges presented by Covid?
- This webinar will present lessons and findings that focus on the following issues:
 - Management of roads and business continuity
 - Road operations and intelligent transport systems
 - Freight and border controls
 - Workforce health and safety
 - Passenger transport and resilience
 - Evolution of travel demand and economics

Knowledge sharing will remain necessary to provide effective responses to COVID now and during the coming months

- Covid has affected countries and continents differently and with varying time lags, thus making timely information sharing key to overcome the emergency.
- Road professionals and policy makers can benefit from other experiences in shaping their countries' response to local challenges.
- Providing systematic access to peers and colleagues who may have already faced similar issues through webinars and information sessions will remain a key service of associations such as PIARC.

Information sharing will also be needed to learn how to bring sanitary concerns into transportation

- Covid has shown that the world is not well prepared to deal with pandemics.
- In transportation, changes will be needed in fields such as:
 - Facility and vehicle design
 - Inspection areas
 - Types of services to be provided
 - Infrastructure programs
 - Worker protection
 - Sanitary protocols
 - Reducing all types of sanitary risks
 - User data tracking and processing
- At the national, sector and modal levels, knowing what initiatives and solutions are being implemented elsewhere will provide value to local efforts to cope.

The response to Covid must not weaken or stop efforts to make progress on road transportation's pressing agenda

- Before Covid, the road transport sector was expected to 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 both 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

Conclusion

- The short and long term response to Covid is presenting the road and road transportation sectors with multiple challenges.
- To meet them, knowledge sharing is already helping and will continue to help:
 - To adjust initial responses to the emergency at the national and local levels
 - To bring sanitary concerns and solutions to transport policies and decisions
 - To enrich the long-term transport agenda with broader sanitary concerns
- Providing continuity to efforts such as PIARC's Covid-19 Webinar series will be key to ensure that road professionals worldwide have access to the latest ideas and thoughts on this extremely urgent topic.

Thank you very much!



Oscar de Buen Richkarday

PIARC Past President

oscar.debuen@piarc.org

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



[@PIARC_Roads](https://twitter.com/PIARC_Roads)



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ITF and the Covid-19 Crisis

Dr. Young Tae Kim
Secretary-General

PIARC Webinar
29 July 2020



CONTENTS

- 1. New World**
 - 2. ITF and the Covid-19 Crisis**
 - 3. Way Forward**
-

1.

New World

Where Are We Going?

From the New World	In the New World	To the New World
<ul style="list-style-type: none">- Genesis / Big Bang- C. Columbus- Antonin Dvořák (1893)- Land	<p data-bbox="802 568 1745 706">➤ Covid-19 ➤</p> <ul style="list-style-type: none">- Total uncertainty- Lockdown- Telework /	<p data-bbox="2038 696 2114 806">?</p> <p data-bbox="1702 1110 2451 1225"><i>I know that I know nothing. - Socrates -</i></p>

Impact of COVID-19 on Transport & Travel

- **Economic deterioration**
- **Health as a new crucial factor to consider**
- **New perception on the public transport system**
- **Public - private cooperation in dealing with the crisis**
- **Radically improved air quality during the lockdown**



ITF remains fully operational !

2.

ITF and the Covid-19 crisis

*** Special section on ITF website**

Transport and Covid-19: responses and resources

Global Platform for Sharing Information

1. Covid-19 Transport Briefs

2. Updates on Covid-19-related measures in ITF member countries

*** This includes measures related to international road passenger and freight transport in Europe**

3. Exchange of related links with international partners

*** ITF, as the global multi-modal platform, took the lead in building up a very useful information network to cope with this unprecedented crisis**



Covid-19 Transport Briefs

- ✓ **How Transport Supports the Health System in the Corona Crisis (Apr. 6th)**
 - Compilation of different initiatives from around the globe
 - ✓ **Electric Mobility: Taking the Pulse in Times of Coronavirus (Apr. 27th)**
 - EV market has been affected by Covid-19. But if clean mobility remains a policy priority, the sector can be optimistic about its future.
 - ✓ **Global Container Shipping and the Coronavirus Crisis (Apr. 29th)**
 - Container freight rates have remained stable, but global trade volumes have declined, which can create insolvency risks.
 - ✓ **Re-spacing Our Cities For Resilience (May 3rd)**
 - Due to the social distancing measures, public transport use has decreased, with increased levels of cycling, walking and car travel. So, the proper adaptation is necessary.
- 

Covid-19 Transport Briefs

✓ **How Badly Will the Coronavirus Crisis Hit Global Freight? (May 11th)**

- Global freight transport is expected to shrink by up to 36% by the end of 2020. But, freight transport within cities is expected to be hit less hard due to such factors as increase in online shopping (-8 % compared to BAU)

✓ **Restoring Air Connectivity Under Policies to Mitigate Climate Change (May 20th)**

- Disruption will accelerate the retirement of older, less fuel-efficient aircraft, but neither effect will alter climate change impact significantly and durably.

✓ **Drones in the Era of Covid-19 (Jun. 19th)**

- Drones have been used for delivery, surveillance, hygiene applications, etc. These experiences will change perception on drone use.

* **Also coming soon...**

- Gender, Transport and Covid-19
 - Covid-19 Could Reduce Global Passenger Transport up to 20% in 2020
- 

Ongoing Interaction with Stakeholders

1. Webinar for ITF member countries

- ✓ **Policy Responses to Covid-19: A Dialogue with Member Countries**, 21 April
- ✓ **Urban Mobility and Covid-19: Challenges and Solutions**, 2 June
- ✓ **Transport Data and Covid-19 Crisis**, 4 June
- ✓ **Supply Chain Management and Freight Logistics**, 23 June
- ✓ **Air connectivity**, date TBC

2. WG, RT, Cooperation with international partners

* TUMI, UN DESA, UN ESCAP, FIA, PIARC, ADB, etc.



3.

Way Forward

Recommendations for Sustainable Recovery

- **Add health factor to the traditional notion of safety**
- **Add environmental criteria to stimulus packages**
- **Emphasis on the system resilience**
- **Effective public-private partnership**
- **Promotion of flexibility in using city space**
- **Active cooperation between transport and other sectors**
- **Establishment of efficient control tower**



Thank you !

Young Tae Kim
Secretary-General
youngtae.kim@itf-oecd.org



Success of the PIARC Webinar Program



Christos XENOPHONTOS (USA)

Valentina GALASSO (Italy)

Chairs of PIARC Committees 1.1 and 2.4

#PIARCCOVID19

July 29, 2020



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, National Transport Commission, Australia, TC 1.4 Chair (AU)
- Martin Ruesch, Rapp Trans Ltd., TC 2.3 Chair (CH)
- Andrea Peris, Paraguay National Committee (PY), Comm. Commission

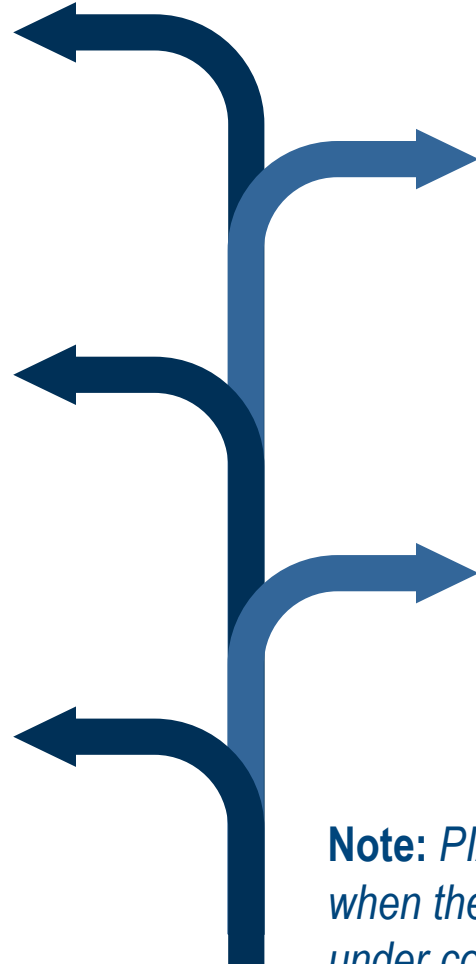
For more information, contact info@piarc.org

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.

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



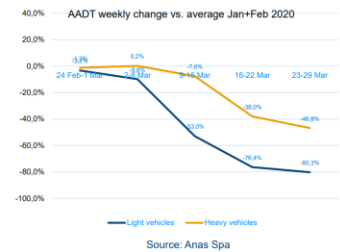
Manage impacts on the economy and supply chains; Revive the economy after the crisis



Security (including cyber security)

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

Covid-19 Phase 0 – Economic consequences for a NRA



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



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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)



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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



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COVID-19 & roads in Paraguay



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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



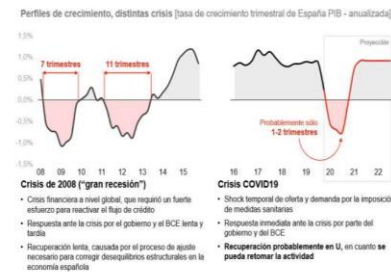
Slah Zouari 1st delegate of Tunisia and President of the ATR

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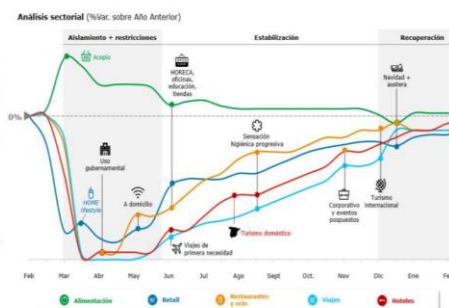


RECOVERY

¿Cómo compara esta crisis contra 2008?
A diferencia de la crisis de 2008, que duró años, estimamos que la salida de esta crisis será cuestión de trimestres



Racional de recuperación por sectores



COVID-19 Transportation Impacts: New York City

Summary of Transportation Trends across Modes in NYC

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

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

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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



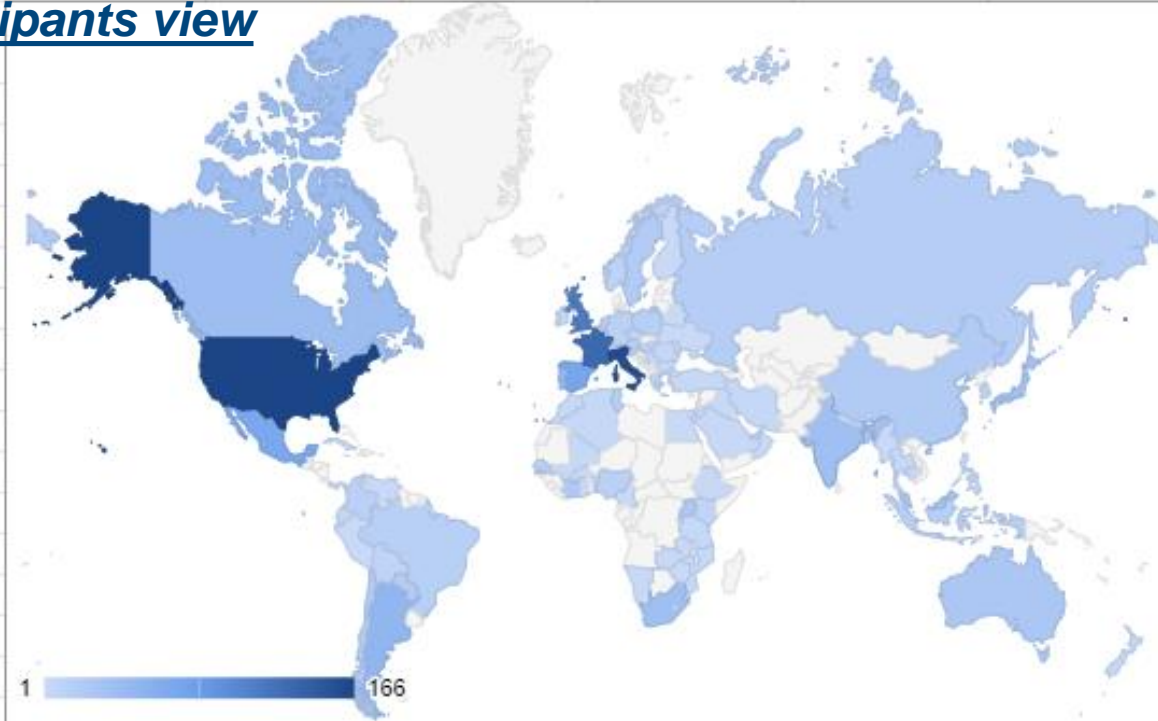
Two synthesis Notes are available... ... and an Article in Routes & Roads is forthcoming

- These Notes present the emerging findings from the first Webinars.
- They are relevant for the road community and may be useful to inform planning and operational decisions that have to be made on the ground urgently.
- Available from www.piarc.org
 - Free
 - In English, French, and Spanish



PIARC & COVID-19: Strong Participation Worldwide

Participants view



22 Webinars in 3 languages

48% of world countries reached in less than 4 months (94 out of 195)

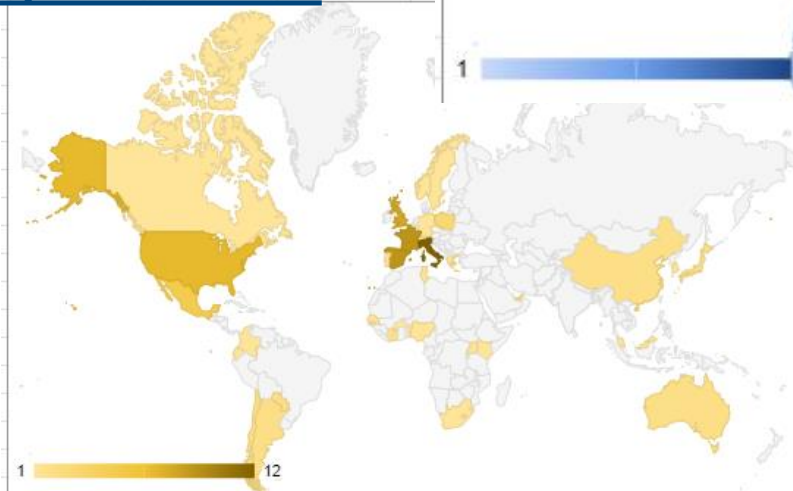
More than **1500 participations** (more than 860 individual persons in total)

More than **90 speakers** from all over the world

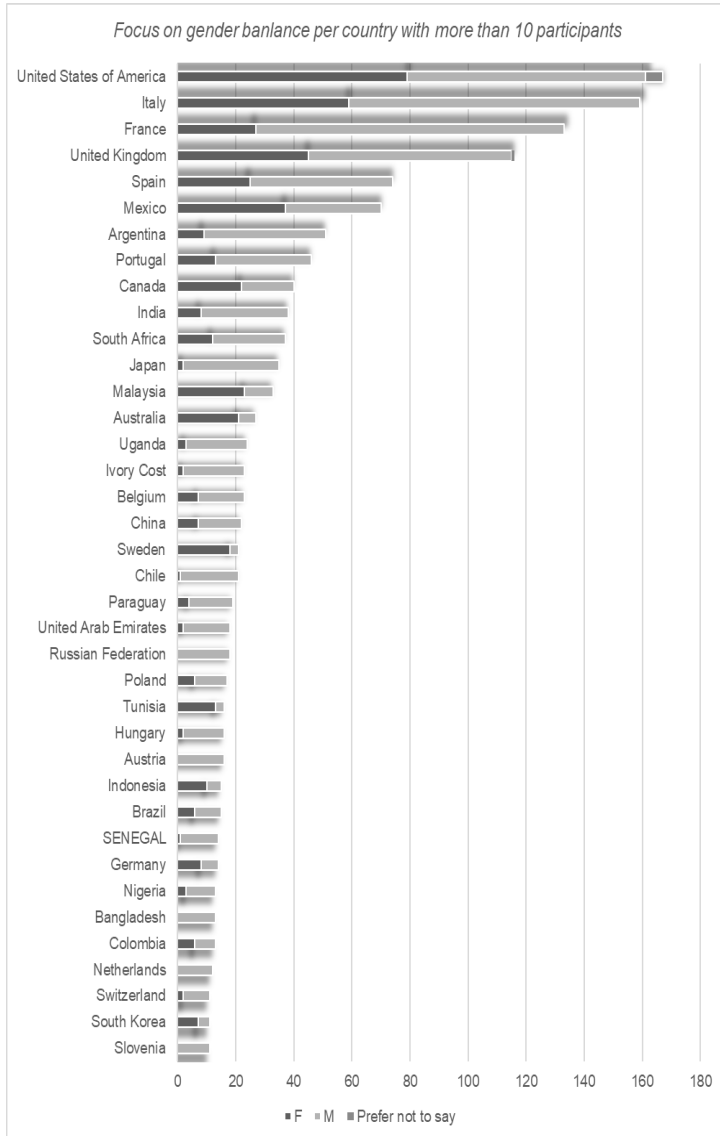
~47 hours of presentations and discussion (like 6 full days congress)

2 person out of 3 participated at least twice

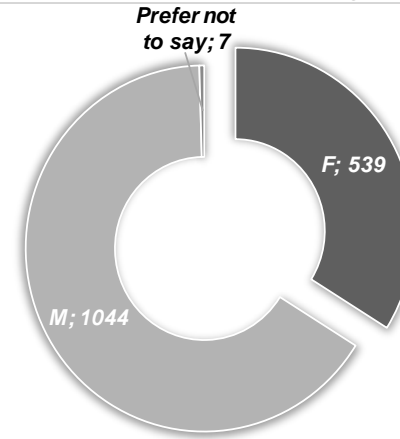
Speakers view



Covered Countries from 25th of March to 15th July 2020



Participation distribution per gender - overall

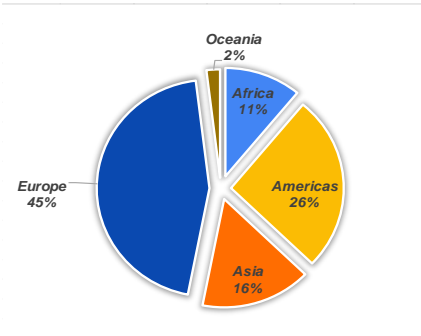


- Almost **1 participation out of 4** is from a woman in transport
- Among more than **860 total participants**, only **33%** are women
- Top 5 countries with a strong participation of women are: USA, Italy, France, United Kingdom and Spain.

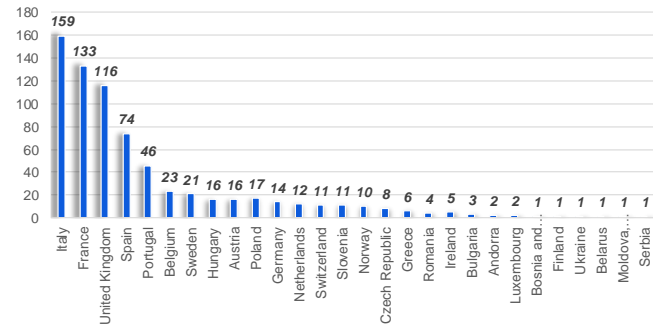
PIARC & COVID-19: Strong participation worldwide

Audience deep dive

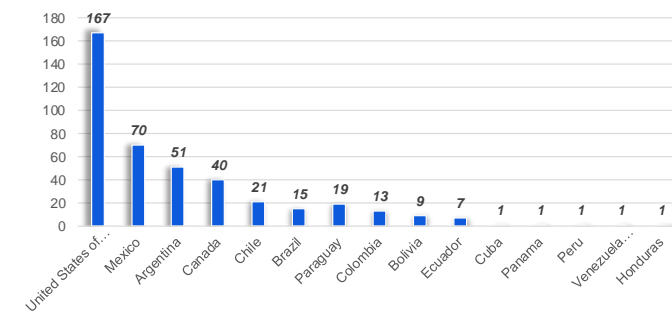
Participations distribution per World Region



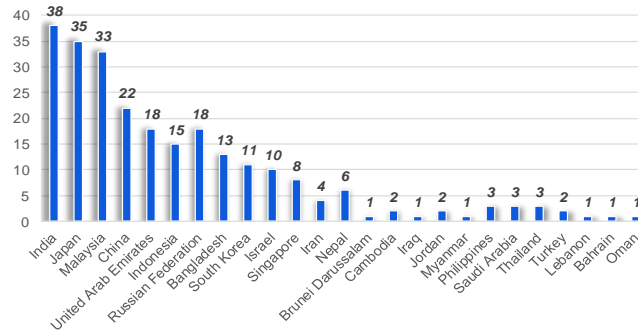
Participations numbers per country - Europe



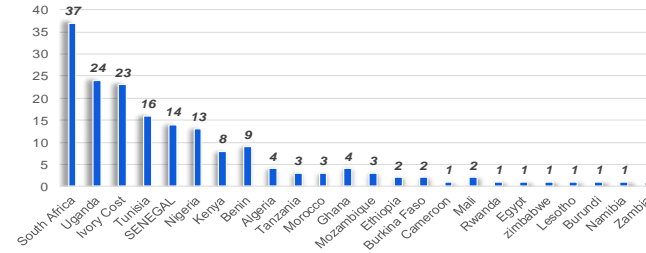
Participations numbers per country - Americas



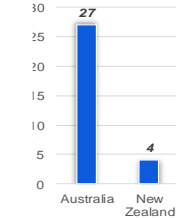
Participations numbers per country - Asia



Participations numbers per country - Africa



Participations numbers per country - Oceania



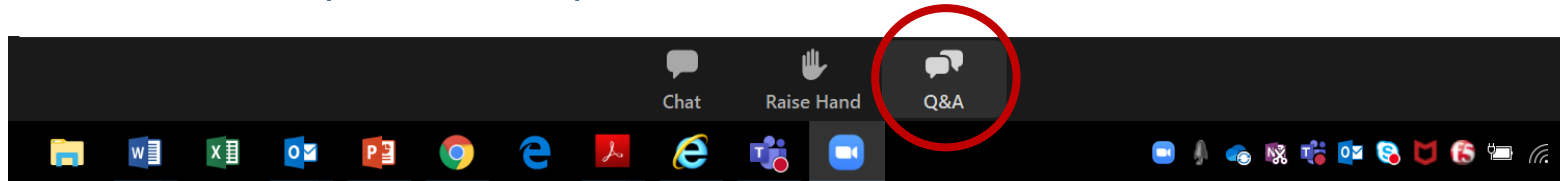
- Participation is stronger in Europe and America.
- Within American countries, South America demonstrated the more interest in the webinars, together with USA.
- Good participation from African countries, with a strong focus on LMICs.

*Analysis based on 22 webinars

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

This is strongly encouraged!

- Only questions that are specific to roads or road transport
- **How to do it? Use the “Q&A” button**
 - ⇒ Use English language
 - ⇒ If you want to direct the question to a panelist, start with “*Question to...*”



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 - ⇒ We do not use the “raise your hand” feature either



Findings and Lessons learned so far

PIARC Response Team

#PIARCCOVID19



PIARC Response to COVID-19

Management of Roads during crisis, business continuity



José Manuel Blanco Segarra

PIARC COVID-19 Response Team (PC19RT) Member

PIARC TC 1.1 Spanish speaking Secretary

Spain

Webinar 29 July 2020, 13h (Paris time)



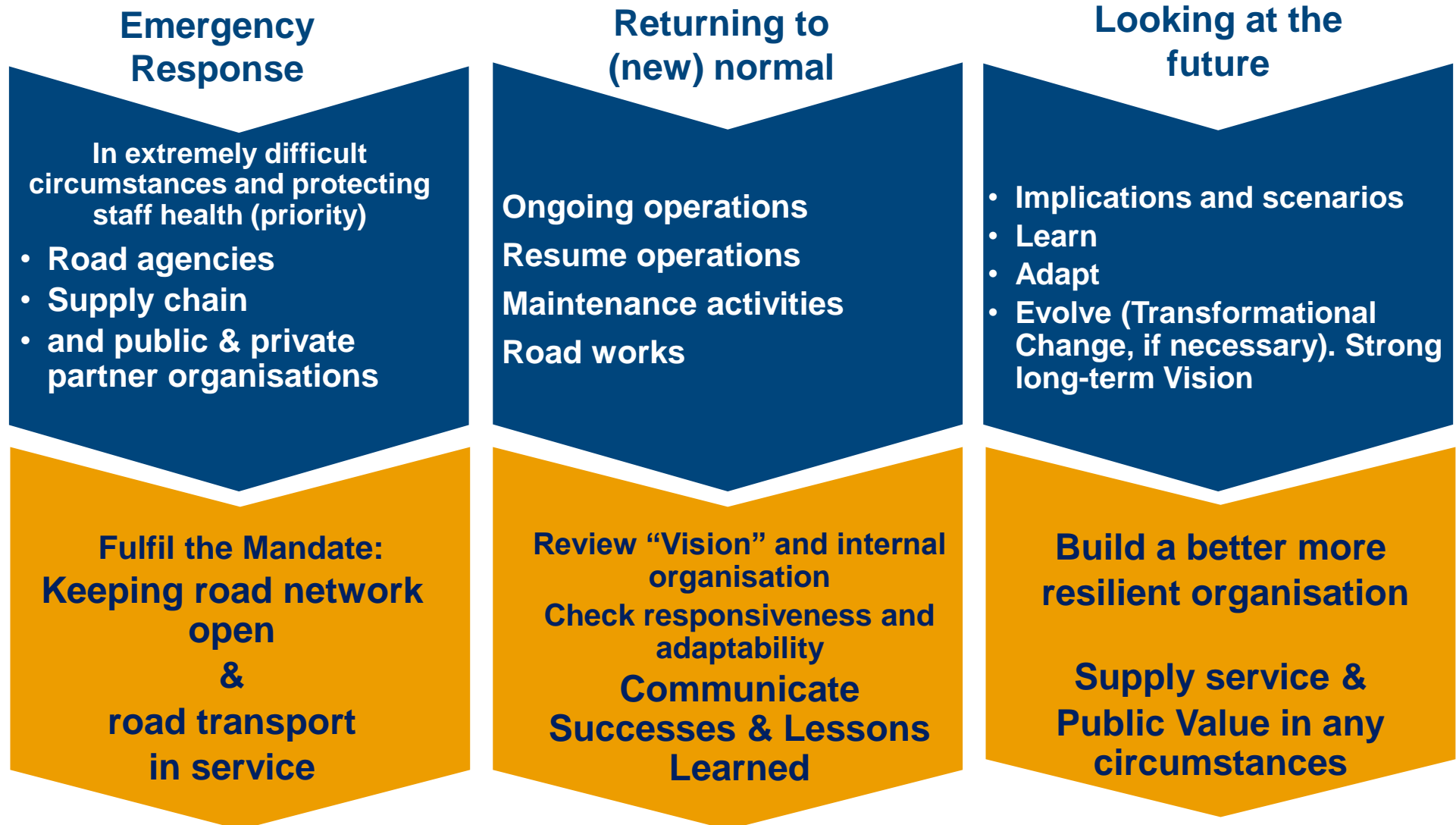
MAINTAINING ACTIVITY AND BUSINESS CONTINUITY

Objective: share lessons in several domains, from more than 20 International Seminars on Road Response to COVID-19 organized since first one held 23th March

Several aspects of road management during the crisis (outbreak, containment, mitigation):

- **Keeping everyday activity**
- **Maintenance work. Roads stay open, transport in service**
- **Management of Roads projects**
- **Impacts on the supply chain / on productivity**
- **Working with Ministries, directives...**

Successfully managing current & future uncertainty. Communication?



❖ **Maintaining everyday activity in offices and in road inspection / surveillance**

“Road business continuity in disaster is the management technique under all available human and material resources whilst in pandemic in under very limited and restricted available human resources” (Yukio Adachi, Japan, PIARC TF 3.1 Chair)

Identification of critical, essential or priority positions & functions. Operational instructions for uniformity

Minimal staff for public attention. Telematics in official registers. Suspension of processing procedures

Unprecedented opportunity for tasks and duties reorganization & reducing commute of employees (Gender impact?) Teleworking disruptive factor. Personal adjustments & new pressures and roles.

Introduction of a culture of networking, by making maximum use of the potential of digital services in an asset, as well as culture of decentralization with “bosses” in the field having authority and means. (André Broto, Coord. PIARC ST 2 Mobility)

Keeping strategic linkages with ministries, public entities, supply chain, stakeholders... and communication to public & media?

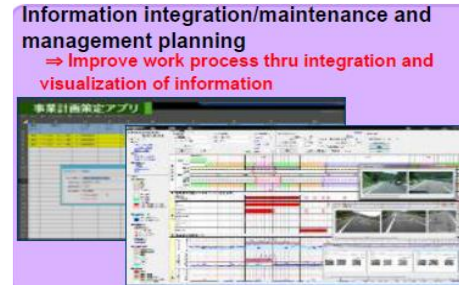
Reduction of inspection visits to works or concessions to the necessary minimum

Protection of our operative personnel. Equipment on board service vehicles, workshops, etc.

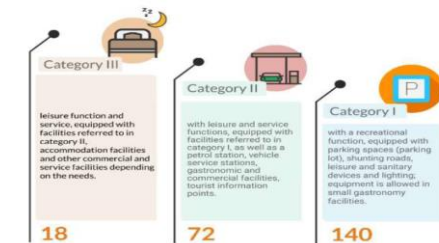
Measures to process payments to companies and employees without interruption..

❖ Maintenance work (in house, contract, concession):

Goal: Road open, transport in service. Ensuring freight and essential workers transport in all pandemic stages (**mobility, connectivity**) reinforcing precautionary measures. **Humanitarian corridors. Effectiveness of reduce teams. Operations adjusted traffic decrease.**



230 Travelers' Service Points



Priority services for ongoing maintenance: surveillance, communications, primary attention to accidents and incidents, tunnel control, winter service and “ordinary conservation”. Acceleration of some maintenance works. Implication for further consideration: to increase trend **towards digitalisation through Maintenance Management Platform.**

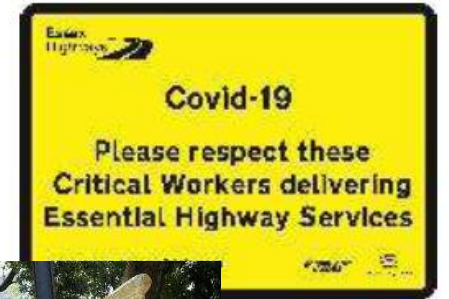
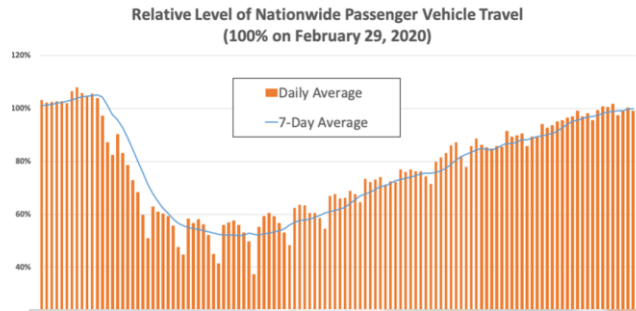
Services & Rest Areas: essential for long-distance transport, but not always open in first steps of pandemic. To be clean and secure. Apps for reporting problems. Novelty on Japan: pilot parking reservation system for double articulated trucks.

Companies with maintenance contracts or concessions: have been warned of their obligation to provide this essential service on a permanent basis. Similar measures than in non concessional-roads.

Road safety: (3700 lives per day, 100.000 cases per day road trauma). Less traffic volume, faster driving. Overall crashes decreased. Multiveh. crashes decreased, single veh run off, fixed object crashes, opposite direction increased. Role of Traffic Control Centres and Patrols monitoring/enforcing road network. **PIARC Road Safety Manual** <https://roadsafety.piarc.org/en>

Maintenance:

Latest Synopsals:
INRIX United States National Traffic Volume Synopsis Issue #15 (June 20 - June 26, 2020)



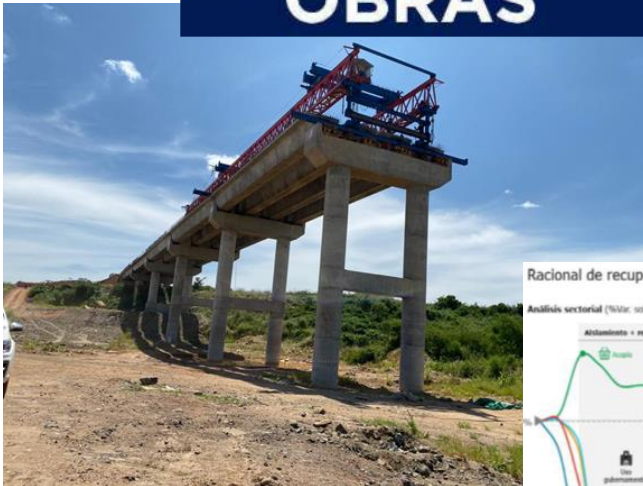
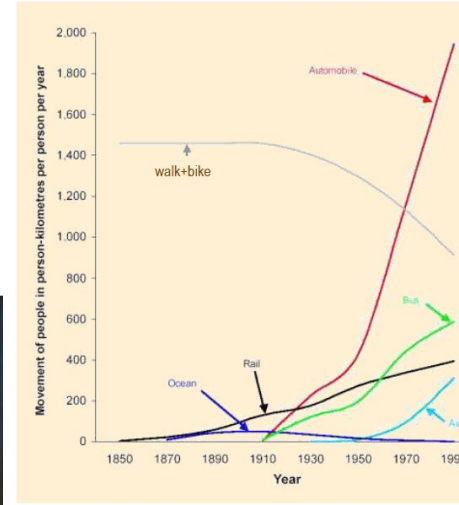
❖ Management of Road Projects

- **Key concept:** pandemic is a public health problem, not specifically one of H&S in the workplace. **Preventing spread of infection in road works** includes, in some cases medical control when entering and leaving work
- **Tenders and awards: due to health + economic reasons: usually suspension of start-up procedures for new tenders and a halt of initiated ones. Dilemma of future tenders:** risk of COVID-19 2nd wave.
- **Road Works:** response varied in different countries from immediate stop, to activity trying to be as usual. **Suspension partial or total of non – exceptional work contracts**, followed for safe reactivation (some with prioritisation of national products) or looking to advance works where possible. Term extensions.
- **Road projects in pipeline: slowdown or even temporary shut down**, in many countries (not all).
- **Sector is facing a complicated situation and without clear perspective:** Apart from economic issues for works and concession, it may be hindered by short supplies of materials, equipment and logistics.. Will criteria of profitability & execution of new projects be **modified?**
- **Close dialogue and cooperation of all stakeholders:** State, Administration, contractor, engineer, suppliers, supervisors, Unions... **The way forward: Construction is a key driver for the economy with fast impact.**

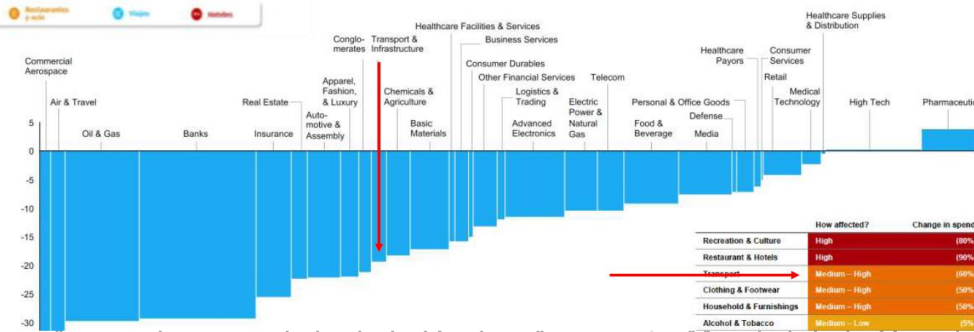
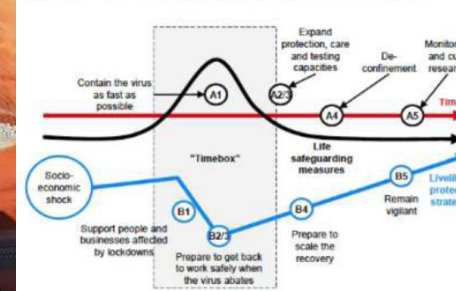
Reduce the need to travel
 Improve the road network
 Improve public transport



Travellers



Imperatives for "timeboxing" the virus and economic impact

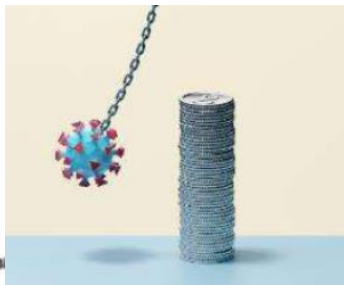


❖ Impacts on the supply chain / on productivity:

- **Supply chains are affected across industries both globally and domestically. Bankruptcies anticipated.**
- **Crisis has reminded us the current complexity of the supply chains.** Primary concern for contractors and Professional Associations (PAs): ensuring employees (staff and workers) H&S. **Goal: Continuity with safety.**
- **Consulting sector, such design companies,** has switched massively to teleworking overcoming initial problems of corporate network accessing via VPN and others. Now, many of them work in a hybrid way (work office / work home) so reducing office space, but households have to cope.
- **Lower (altered) productivity: initially staff fear and supply difficulties** (masks, sanitizers, IPEs). Restrictive measures of distance and hygiene. Impact of daily transportation to worksite. Labour shortage problems. Deferring specialist tasks.
- **Little increase in illness and absenteeism** (after first fear).
- **Delays to materials and components** not only products from abroad, but also from within the country (supply chain not operational). **Restrictions in work monitoring by road administrations:** deferring visits to worksites
- **Supply chain understand prudence but asks for and need stability** in the infrastructure market and clearer forecasts on restart – recovery – revitalise - reform

❖ Working with Ministries, directives, other administrations:

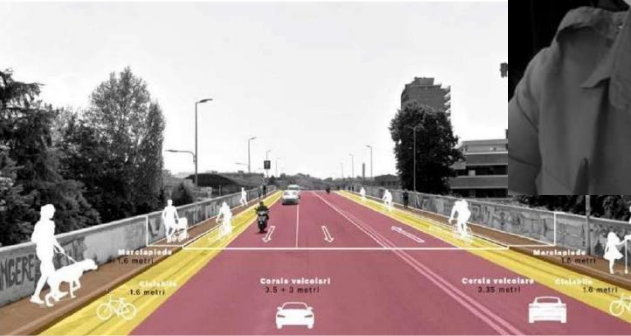
- **Interministerial & interjurisdictional coordination** sharing information & making decisions to unify vision
- **International agreements for faster border controls, freight, passengers, foreign workers...**
- Suspensions of vehicle control and surveillance campaigns, driving licenses extension, CPC, permits...
- Cooperation with **Security Forces and Corps and Road Patrols** for compliance and support them in establishment of check control. Impact of police checks (control of rules) on Road Safety.
- **Monitoring & studying mobility** applied to health crisis. **Collaboration with Health authorities:** dissemination campaigns in the constructions sector. Information and awareness.
- Some countries: passenger information collected through online ticket-seller system, scanning QR code online filling, non-contact temperature test etc. forward to Health Department, plus observation stations.
- Some countries: cooperation with **Fire Corps** / Municipalities in disinfection and street cleaning tasks.
- Facilitation permits for restaurants and other establishments, with the support of their Municipalities, to occupy **space on the road side**. Collaboration with **Municipalities on re-allocation of urban space**.



Operation with MOPC equipment for street disinfection in cooperation with municipalities

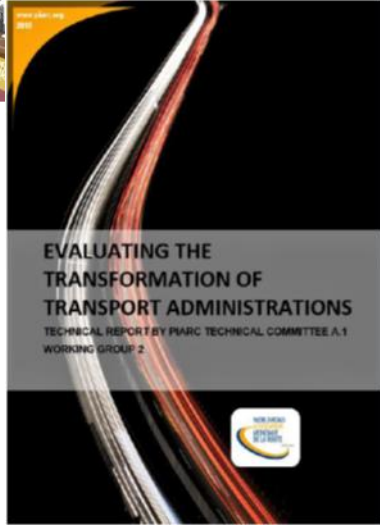


Open Roads - "there is hunger for space"



STRADE APERTE
Bologna
C'È FAME DI SPAZIO

Intensificaremos los controles esta #SemanaSanta para verificar que los desplazamientos están justificados. Es una imprudencia no respetar las medidas establecidas en el #estadodealarma y poner en peligro la salud del resto de la ciudadanía.
#QuédateEnCasa 🏠 y parará el #COVID19



上车扫码齐登记 疫情出现易通知

第一步：微信扫码

温馨提示：尊敬的各位乘客，请微信扫码留下联系方式，万一同行乘客发生疫情，我们将第一时间通知您，感谢您的配合。

粤B1234B

Some mid- and long-term implications and conclusions:

- Initially we didn't see COVID-19 impacts in terms of global reach. Now doubts. Various scenarios for pandemic duration, recovering timing, overall travel demand. **Many questions, few answers.**
- **Understand our teams better.** Emotional component, complex nature of human being, variety of context
- We have been able to find ways to adapt with agility and wisdom. **Let's rethink what we have realized doesn't work in keeping everyday activity, re-evaluating and drawing lessons.**
- “New normality” is emerging in the society and in our business and we will witness **important paradigm shifts in daily working and transport, how it will affect us?** Most predictions: situation will become **disruptive** leading to permanent changes to be determined and managed also in our everyday tasks.
- **Future role of road authorities.** Providing sustainable road planning criteria & prioritisation and innovation for maintenance, operation and road works? Provider / guarantor of road mobility in new context? Communication channels to public and media.

Pandemic has prevented us from projecting the future as before (Ariel Dofman quote, Sem 12th May)

A system of transport is a necessary which, like the respiratory system of the body, we take entirely for granted, as long as it is working well (Colin Clark quote, Sem 12th May)

Presentation

The role of ITS for the enhancement of Road Network Operations within COVID-19 crisis: Lessons learned so far and way forward

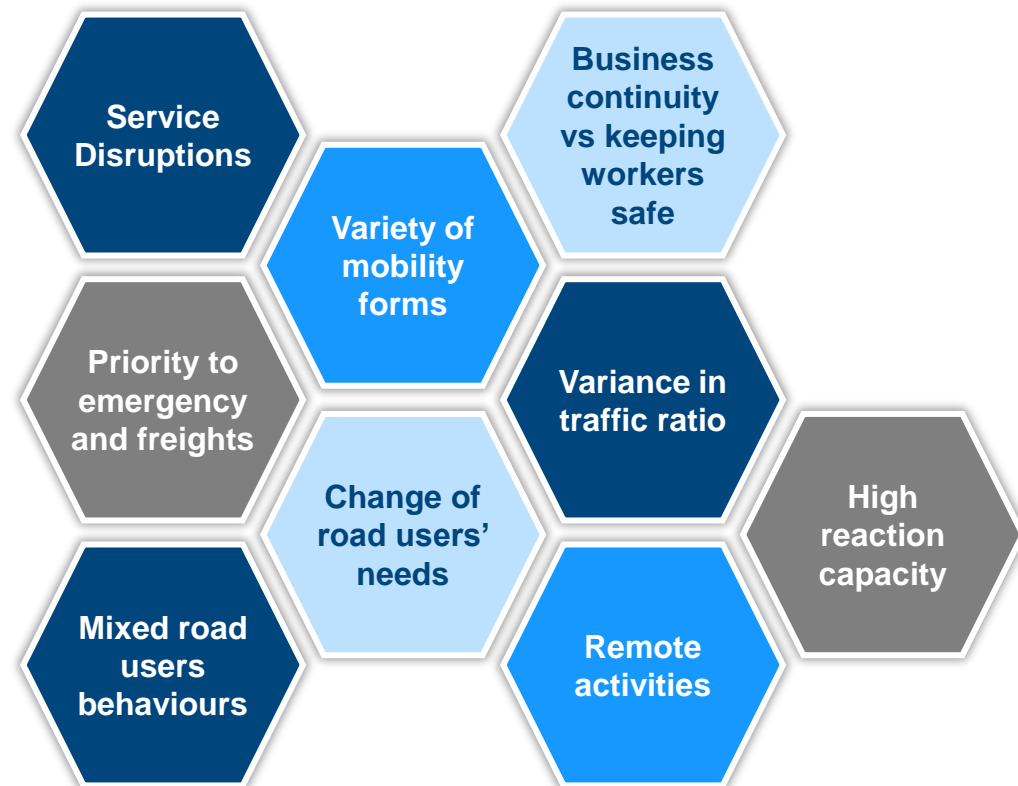
By Valentina Galasso (Italy), Chair of PIARC TC 2.4 and Senior Manager @Deloitte Consulting



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



Road Operators' perspective

Increase of complexity in relationship to mobility management

Heterogeneous environment to monitor and control 24h
7/7

Strong pressures from Governmental stakeholders

Brand and people high exposure to ensure business
continuity

Constant evaluation of different solutions and trade-offs
between ensure services and keep road workers safe

Keep calm and implement ITS!

The role of ITS and RNO systems in this critical period

How well are we prepared to face an emergency situation?



**I CAN'T KEEP
CALM
I'M TRANSPORT
MANAGER**

- Intelligent Transportation Systems have a key role for Road Network Management, above all in these difficult times.
- Why?
 - ITS enhance the mobility of people and goods, that now means guarantee the availability for critical infrastructures for emergency vehicles and increase the efficiency in delivering goods
 - ITS improve the communication exchange with internal and external stakeholders
 - ITS support the decision making process
 - ITS allow road operators to communicate more safely and through technological devices and to enable the continuity of transport services

RNO and ITS within COVID-19 crisis

Some major measures within the RNO domains

Exchange of information with road users

Guarantee the information exchange with road users

- Use of “standard tool for ITS, like PMV;
- Introduce low cost ITS
- Use servcel communication channels to deliver the message, according to road users’ needs

Management of Tolling

Allow business continuity in road network operations taking into account the protective measures of COVID-19

- Dynamin management of tolling with priority to digital payment
- Free tolling for emergency vehicles
- Tolling rate decrease for all the population

Network Management & Overall Mobility

Avoid disruptions guaranteeing well defined level of services, even in extraordinary situations

- Restrictions for mobility and people and goods
- Dynamin management of the Network with priority (corridors) to emergency vehicles and freights
- Use of new technology for mobility management

Decision management support

Define the best actions from evaluation of different scenario, with an end-to-end approach

- Integrated information management for managing the mobility along the network
- Develop practices for high data processing to support decisions
- Use ITS as a support for stakeholders’ management

RNO and ITS within COVID-19 crisis (1/4)



Best practices and lessons learnt from around the world

Exchange of information with road users

Management of Tolling

Network Management & Overall Mobility

Decision management support

Country	Experience	Best practices and lessons learnt	Webinar reference
Argentina	 <p>Use of ITS to communicate with Road Users, thanks to PMV and remote controlled equipment</p>	<ul style="list-style-type: none"> Fast track of information in order to be sure road users receive them when in need of mobility 	<p>PIARC&COVID-19 Webinar on April 7th – Daniel Russomanno</p>
France	<p>Customize communications to take care of special type of road users, like i.e. truck drivers or emergency work force</p> 	<ul style="list-style-type: none"> Enhance the exchange of communication using several tools or channels (PMV, SMS, Socials) managing the right kind of communication according to users' expectations and need 	<p>PIARC&COVID-19 Webinar on April 22nd – Olivier Quoy</p>
Italy	 <p>Multichannel communication strategy for road users in accordance with the RNO strategy</p>	<ul style="list-style-type: none"> Manage information flow thanks to integrated and interoperable platform that can also allow to trace the information shared and make historical analysis of data 	<p>PIARC&COVID-19 Webinar on May 12th – Emanuela Stocchi</p>
Portugal	<p>Communication exchange through different channels</p> 	<ul style="list-style-type: none"> Use non conventional tools, like social network, as a valuable assets to reach for road users and getting precious data and information from them as well 	<p>PIARC&COVID-19 Webinar on April 22nd – Ricardo Tiago</p>
Spain	 <p>Use social network to share information with users and to get information from them as well</p>	<ul style="list-style-type: none"> Make the delivering of information immediate and simple 	<p>PIARC&COVID-19 Webinar on April 23rd – Ana Luz Jimenez Ortega</p>

RNO and ITS within COVID-19 crisis (2/4)

Best practices and lessons learnt from around the world

Exchange of information with road users

Management of Tolling



Network Management & Overall Mobility

Decision management support

Country	Experience	Best practices and lessons learnt	Webinar reference
Argentina	 <p>Quarantine and Circulation of Essential Services</p> <p>Allowing free transits for all with mobility priority given to essential and health services, including management of freight</p>	<ul style="list-style-type: none"> Allow dynamic management of tolling site give the possibility to maintain business continuity in time in crisis 	<p>PIARC&COVID-19 Webinar on April 7th – Daniel Russomanno</p>
France	<p>Dynamic management of tolling stations and enhancement of free flow and quasi free-flow and high rate of electronic tolling</p> 	<ul style="list-style-type: none"> Consider electronic payment as a valid alternative to put in place to improve road network management 	<p>PIARC&COVID-19 Webinar on April 22nd – Olivier Quoy</p>
Greece	 <p>Rapid switch to contactless tolling station in order to protect road users and road workers</p>	<ul style="list-style-type: none"> Be aware that road users' expectations and needs change according to the role they have into the mobility ecosystems and the outside conditions (like COVID-19 crisis), road network operators should be "following their lead" 	<p>PIARC&COVID-19 Webinar on April 8th – Bill Halkias</p>
Italy	<p>Pay after you go in Italy: allowing road users to pass through and adjust the payment also later</p> 	<ul style="list-style-type: none"> Let new technologies and innovation enhance the diffusion of ITS systems and advanced Road Network Management 	<p>PIARC&COVID-19 Webinar on May 12th – Emanuela Stocchi</p>

RNO and ITS within COVID-19 crisis (3/4)

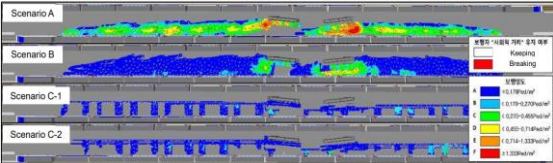


Best practices and lessons learnt from around the world

Country	Experience	Best practices and lessons learnt	Webinar reference
China	Use of low cost ITS solutions to regulate mobility on public transport	<ul style="list-style-type: none"> Consider integration and management of the Road Network with an end-to-end approach is key. 	PIARC&COVID-19 Webinar on April 1st – Jian Wang
Paraguay	 <p>Road Network Operations management enhanced by ITS and remote controlling of the road network, also in partnership with the law enforcement</p>	<ul style="list-style-type: none"> Do not underestimate the power of ITS, also at low cost: developing ITS solutions doesn't necessarily means implement complex and expensive projects, above all in time of crisis, options are available using smartphone devices and sensors for instance 	PIARC&COVID-19 Webinar on April 7th – Andrea Peris Yegros
UK	Introduction of Innovation and new technology to monitor and control the Road Network	<ul style="list-style-type: none"> Do not reinvent the wheel, but try instead to maximize from others experiences 	PIARC&COVID-19 Webinar on June 17th – Graham Kingstom
Singapore	 <p>Centralization of ITS platform to increase RNO management</p>	<ul style="list-style-type: none"> Try to get the positive effect of a crisis: it can be a booster to accelerate innovation and implement faster effective solutions because in time of need 	PIARC&COVID-19 Webinar on June 17th – Chandrasekar



RNO and ITS within COVID-19 crisis (4/4)

Best practices and lessons learnt from around the world

Country	Experience	Best practices and lessons learnt	Webinar reference
Korea	 <p>Using Big Data and Advanced analytics to identify different scenarios for transport management</p>	<ul style="list-style-type: none"> Consider data as a key asset for organization working in transportation Develop your ITS and RNO solutions with a long term and end-to-end vision, with a strong attitude to data management and processing 	<p>PIARC&COVID-19 Webinar on June 17th – Seonha Lee</p>
Spain	 <p>Use of advanced and new technologies to support the decision making process for the road operators</p>	<ul style="list-style-type: none"> Allow the use of new technologies for RNO and ITS: they can enhance mobility solutions and empower road workers to do their job better and more efficiently 	<p>PIARC&COVID-19 Webinar on April 23rd – Ana Luz Jimenez Ortega</p>
USA	 <p>Device data processing to determine mobility trends and establish ITS based on data platform</p>	<ul style="list-style-type: none"> Introduce planning and predicting features into your RNO systems to facilitate decisions Allow better exchange with stakeholders based on data and scenarios 'planning Give mobility data the right value within the mobility ecosystem 	<p>PIARC&COVID-19 Webinar on June 3rd – Lei Zhang</p>



Important take-outs from PIARC TC 2.4 previous work

What can we learn from PIARC products so far

1



Report on “Road Network Management for Improved Mobility”

- Basic information about ITS and how they can play a role for the improvement of mobility of people and goods
- How ITS can enhance communication exchange between operators and with the stakeholders
- What are the expectations of road users in terms of services they need

WHY?
NOW

Information exchange is the key. In this time of crisis, manage the flow of information among road operators and stakeholders and with road users means working in a complex environment that ITS can help to navigate in

2



Report on “Low Cost ITS”

- New emerging technologies can play an important role in developing ITS solutions when dealing with low budgets and limited operational costs
- They can also be a valid alternative when there is no time or scarce resources to implement more complex solutions and there is a compelling need of providing services

WHY?
NOW

Low cost ITS solutions can be introduced as a new paradigm when obstacles intervene but a solution is needed. This approach in time of crisis could be a good starting point to try the potentiality of ITS without dealing with great mobilization of resources

3



Report on “Big Data for Road Network Operations”

- The importance of data and how they can influence the whole value chain in the road transport sector
- Best practices in order to use Big Data for internal processes related to road network operations
- Preliminary investigation about how big data can support decision making and what are the best practices within the world

WHY?
NOW

In time of need and crisis it is important to re-evaluate strategies and rethink RNO and ITS in order to better consider the fundamental value of the data to support decision making and to enhance interoperability and cooperation between different road operators

4



PIARC web-resource on “RNO and ITS”

- Basic and advance knowledge about RNO and ITS, including media content and case studies
- Access to an official and important source of information from PIARC

WHY?
NOW

The knowledge related to ITS and advanced technologies applied to RNO demonstrated themselves to be crucial in time of need, like the pandemic is.

Conclusions

How can we take some good insights from this situation to improve our RNO strategies and our ITS?



Let's capitalize and share expertise



- *Look out into your professional network for similar experiences. That's the time to help and being help*
- *Develop partnerships between private and public sector. This can be beneficial for anyone and empower one another through crisis*



Develop a strong, long-term vision



- *Invest time and efforts in scenarios thinking*
- *Develop a comprehensive view, there is not silos anymore within the transportation sector and transportation modes interact one another*



Adjust to change and maybe rethink what's not working



- *Look at new technologies and new emerging mobility forms as possibilities to evolve and not as threats*
- *Crisis forces us to think differently, use this moment to re-think your normality*



PIARC Response to COVID-19: Passenger transport & resilience



Caroline Evans

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

Australia

Webinar 29th July 2020

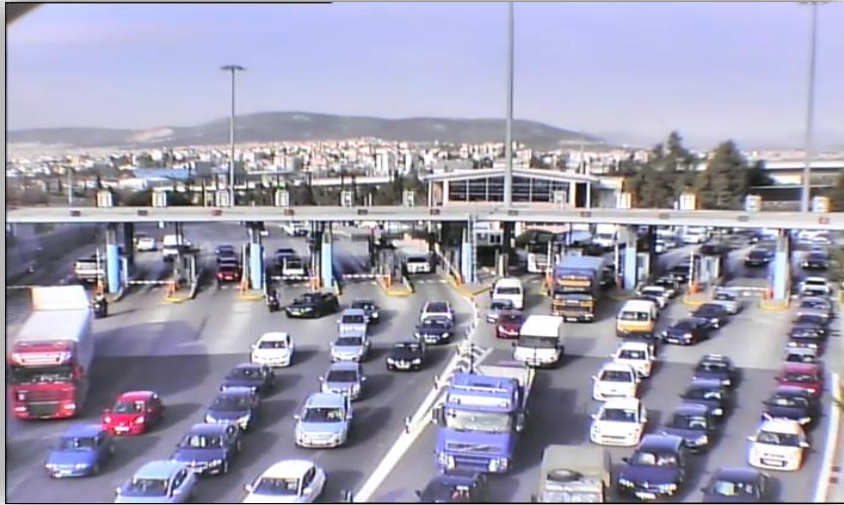
Impacts of COVID-19 on passenger transport

- Impacts on travel usage and mobility – public transport cancellations and reduced ridership, changes in travel choice
- Role and enforcement measures – Measures taken for long, short and medium distance passenger transport, suspension of long-distance public transport service, border controls
- Mobility of Uber, MUV and Taxis – Compliance with health protocols
- Use of electronic ticketing – Implementation of electronic ticketing ensuring that passenger interaction with drivers and other passengers is minimised

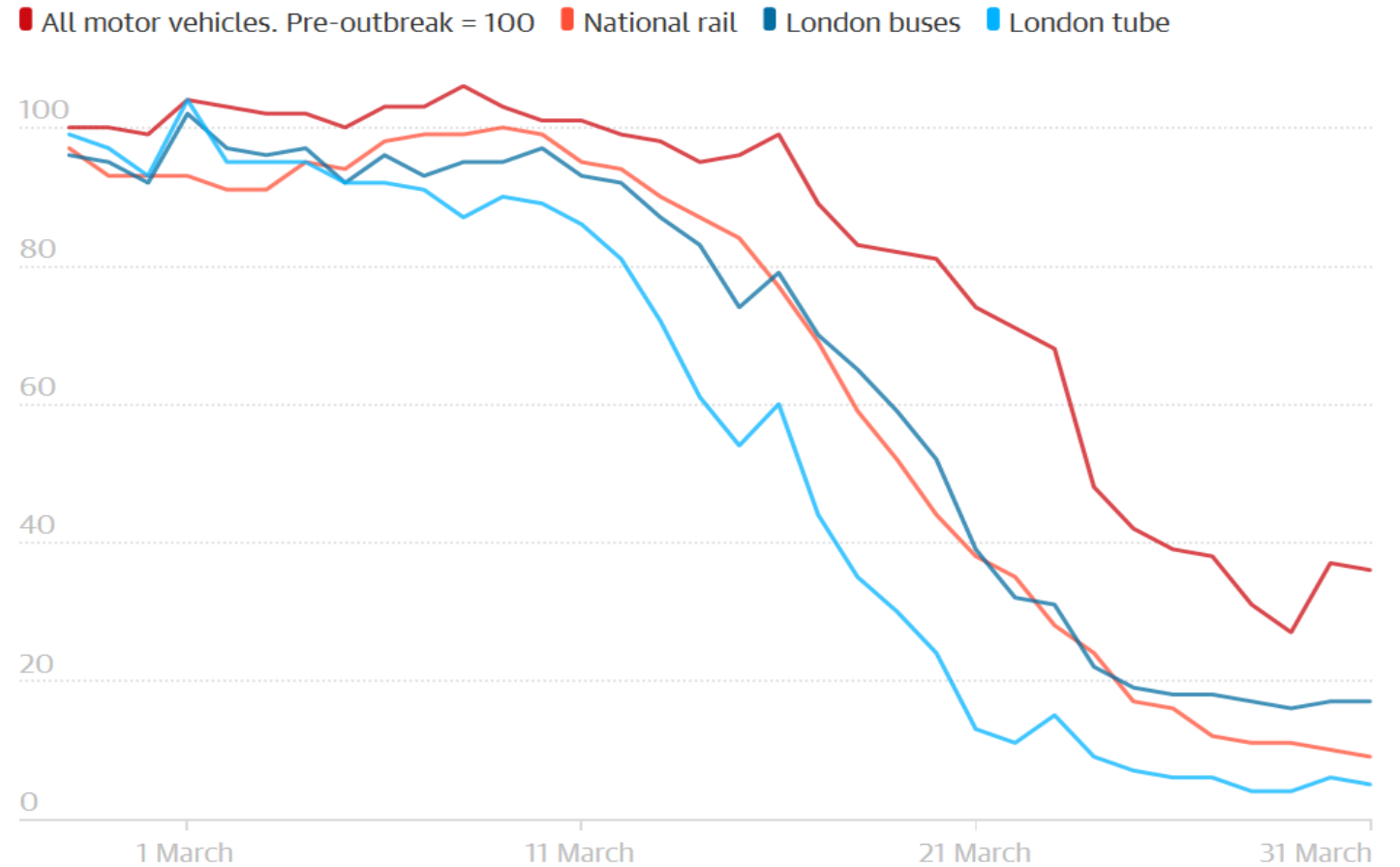


Impacts on transport usage

March 5th 2020 (08:57), Attica Tollway, Metamorfofi East Plaza



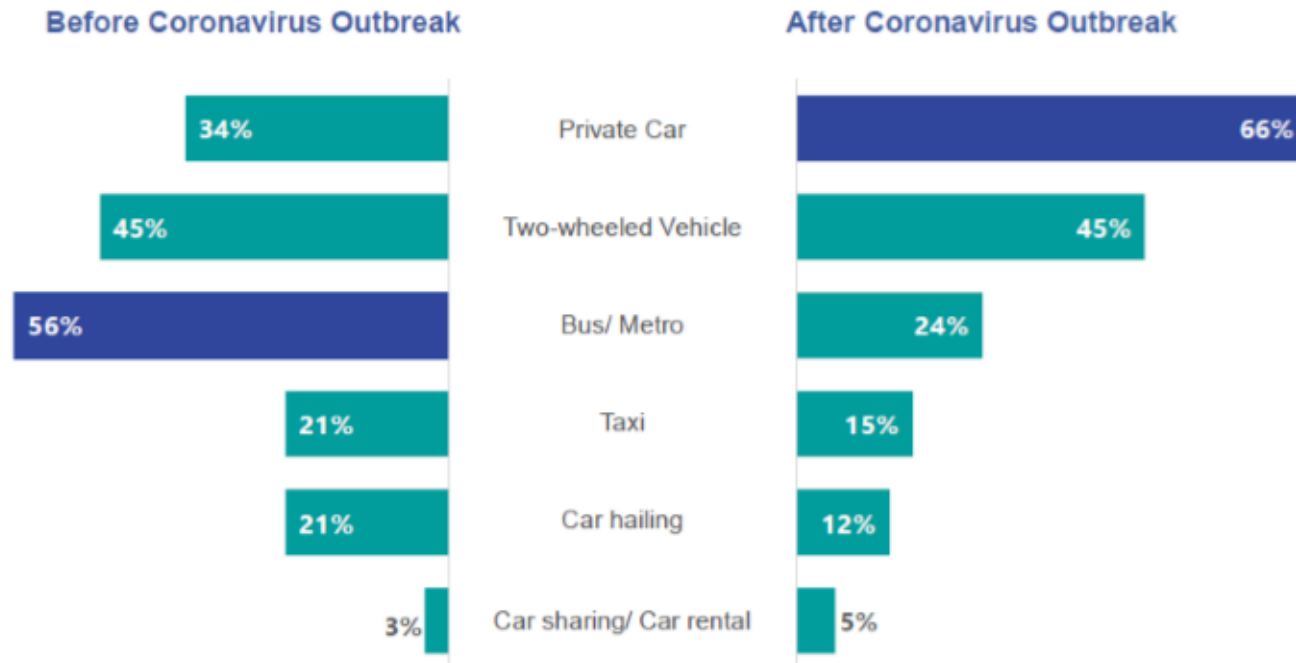
April 2nd 2020 (08:57), Attica Tollway, Metamorfofi East Plaza



Guardian graphic | Source: Cabinet Office

Impacts on transport usage

CONSUMERS TEND TO USE MORE PRIVATE CARS AND LESS PUBLIC TRANSPORTATION



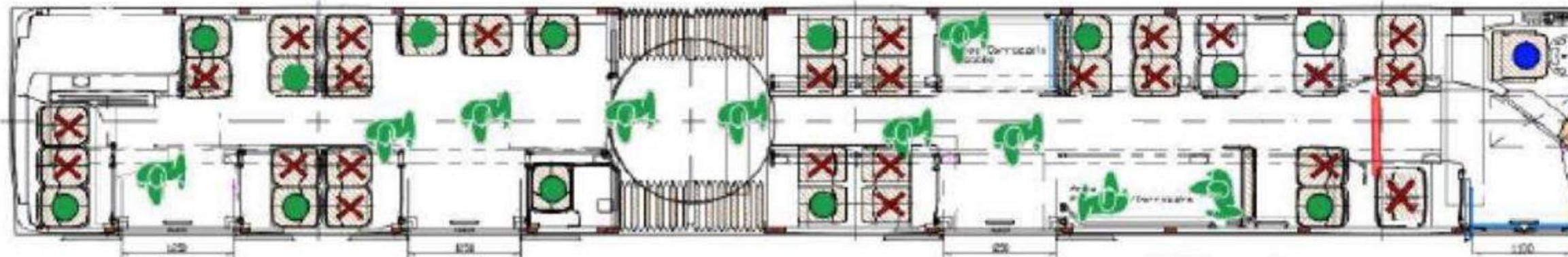
Total respondents (N=1620)

3 - © Ipsos | Impact of Coronavirus to New Car Purchase in China



Essential interventions in public transport:

- sanitization;
- driver protection;
- information and restraint;
- space onboard and seats management;
- ...



Strategies and Solutions

- Future mobility patterns as a result of the Covid 19 are unclear:



Work from home culture will grow



People keep away from crowds and public spaces



Spurs innovative personal commuting devices



Bicycles become more popular for commuting



People use cars for safer commuting resulting in more congestion on roads

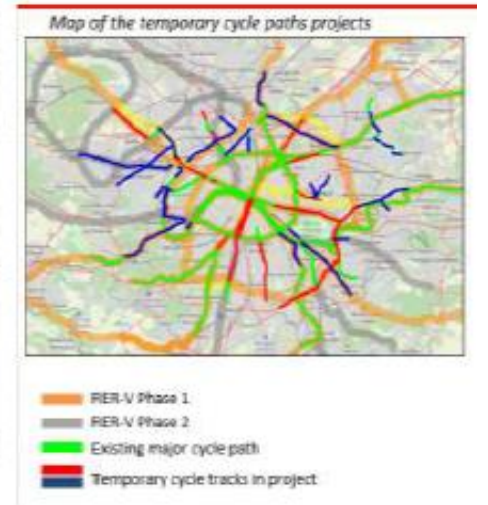
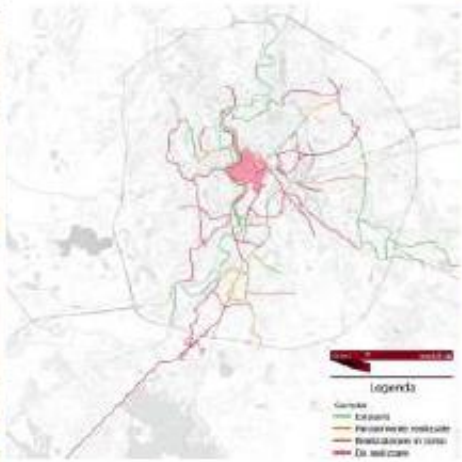


People use motor bikes for commuting

Innovation will happen in communities to come up with effective solutions

Policy makers must have political will to make the right decisions for the future

Respacing streets



Sources: Barcelona, Berlin, Brussels, Ile-de-France, Milan, Rome



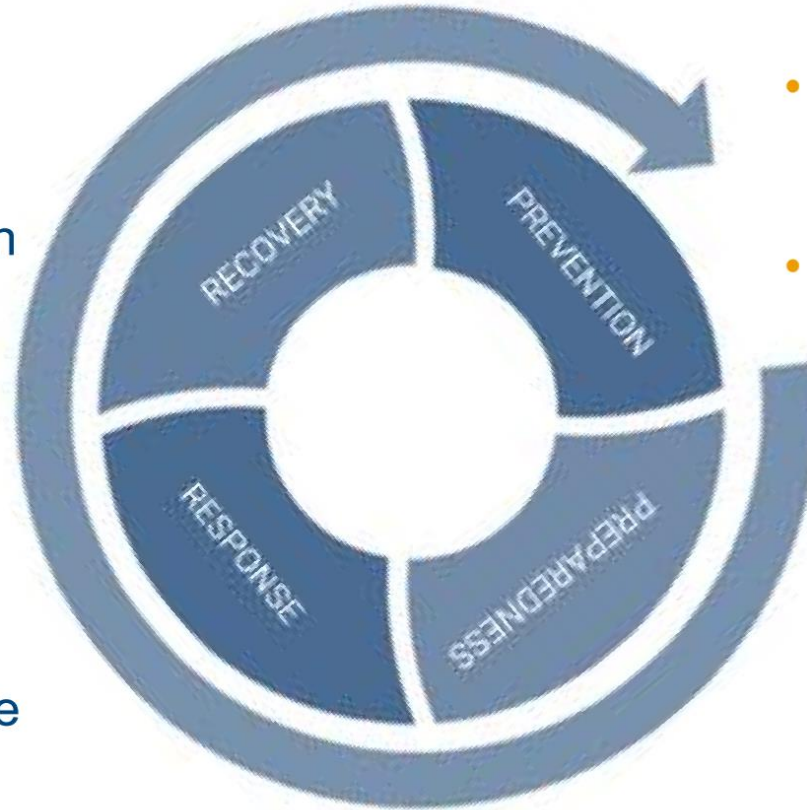
Fast-tracking



A resilience perspective

- Prepare bids to recover construction works ASAP.
- Ensure the budget for road construction and maintenance.
- Ensure the operation of transport corridors (some areas will stay closed due to the high transmission risk).
- Zoning of areas to reactivate construction works.
- Inspections points in transport terminals to identify potential COVID-19 cases.
- Road inspection activities to ensure the transportation operations.
- Reduce lines on toll roads. Use electronic toll collection.
- Highway police surveillance

Integrating lessons learned



- Sectoral policies to address the pandemic.
- Definition of essential activities for transport sector.
- Develop guides and recommendations to face the pandemic.
- Inform stakeholders.
- Implement actions to protect road workers health.
- Implement home office and teleworking.
- Establish working groups to ensure road maintenance and operations in all regional centers.
- Ensure materials and supplies.

Synthesis

- Major changes in the demand for public and private transport have been observed: Traffic volumes have decreased in some cases by 50-70%
- Changes in the role, mandate and powers of transport agencies, often fast-tracked: Closure of non-essential activities reaching decreases of more than 90%
- Changes in demand vary by mode: Mass transit has collapsed in many places leading to active modes
- Respacing of roads and increased walking and cycling
- Broad economic, social, and environmental impacts have been observed: cities showing resilience



Synthesis

■ Focus on:

- people's needs and expectations
- traffic demand and people mobility (all modes)
- changes in mobility trends and behaviour
- trends of public support to new transportation policies
- developing resilient sectoral policies for addressing pandemics and develop related guidelines
- building up flexibility, our ability to recognise and choose the most sustainable measures that enable us to efficiently and effectively return to normal (new normal)



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PIARC and COVID Webinar 29th of July 2020

Logistics and Freight Perspective

Martin Ruesch, Chair TC 2.3, Freight, Rapp Trans Ltd.
Switzerland

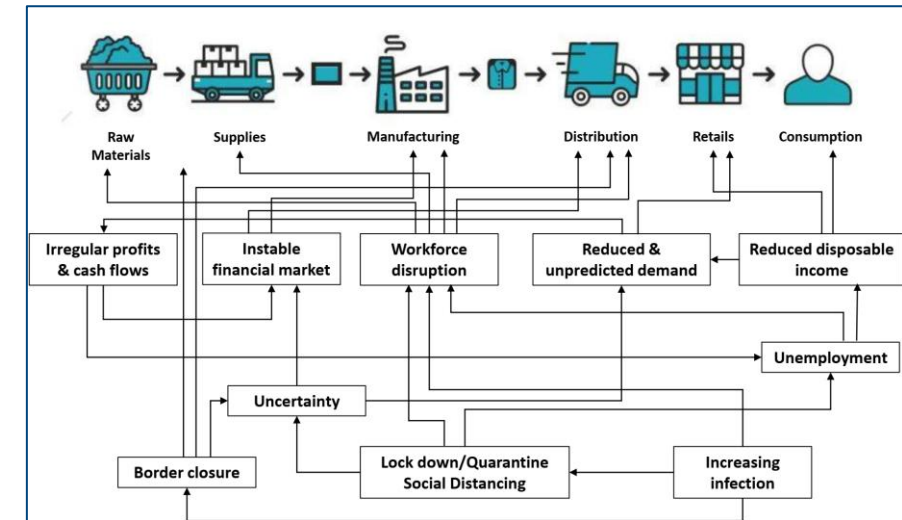
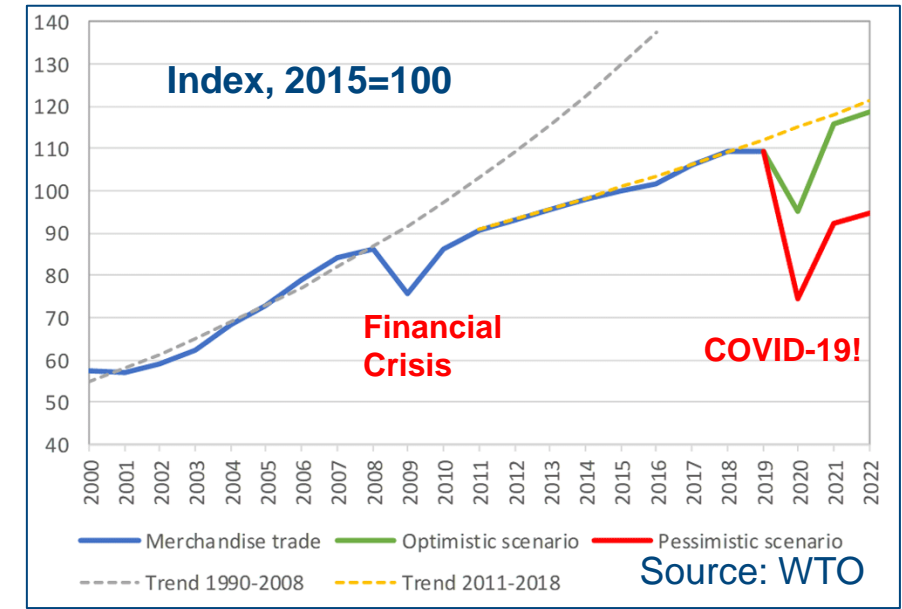
Webinar, 29.7.2020



1. Impacts/Challenges

Logistics chains and demand structure

- **World trade heavily affected: -20 to -40%!**
- **Logistics and freight quite heavily affected**
- **Disruptions in international logistics chains**
 - Production reduction and failure
 - Reduced capacities of logistics centers
 - Reduced capacities of transport means (air, ships, ..)
 - Seizure of consignments of health equipment
 - **Price raise due to limited capacities**
- **Huge changes in freight demand structure**
 - Increasing demand for food, medical equipment, etc.
 - Reduced demand for construction/raw materials, etc.
 - Big changes in delivery channels; e.g. delivering directly end clients and not shops (exploding e-com.)

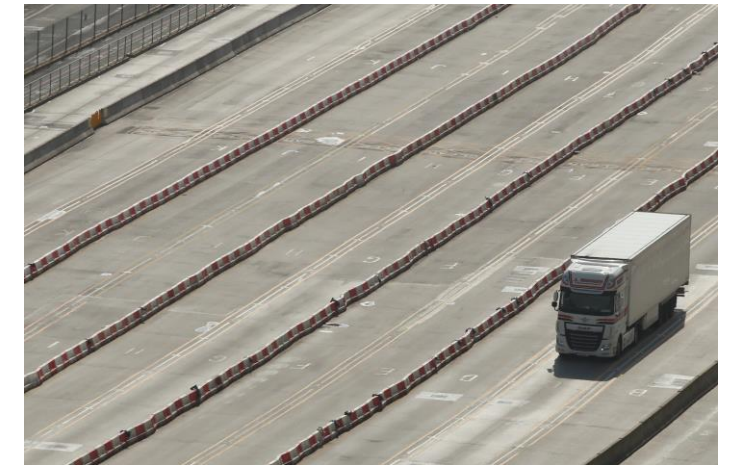
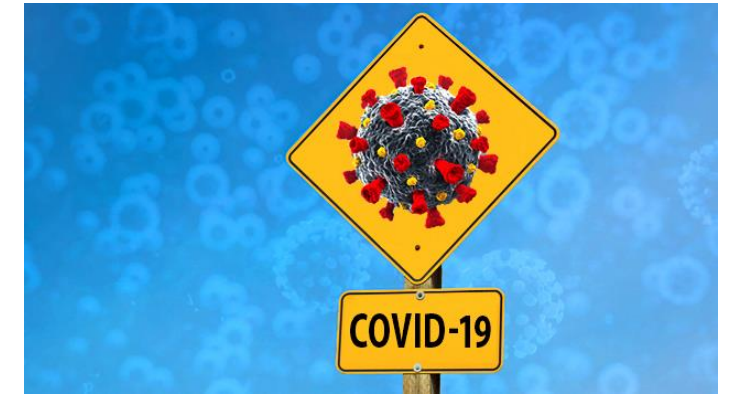


Source: IEC, Apr 2020

1. Impacts/Challenges

Truck transport business

- **Reduced fleet in operation** (international, long distance transport) (e.g. 25% in SA in the first phase)
- **Loss of industry capacity** due to closure of many freight companies
- **Increased operating costs** due to of compliance with Covid-19 regulations, inefficiencies/delays at border controls, ports etc.
- **Loss of profit, leading to business closures**
- **Drivers facing increased risk of unemployment** (e.g. SA)
- **Freight companies storing non-essential goods in their warehouses - costly**
- **Incorrect application of the lock down regulations by Law enforcement agencies- unlawful arrests & impounding of trucks**



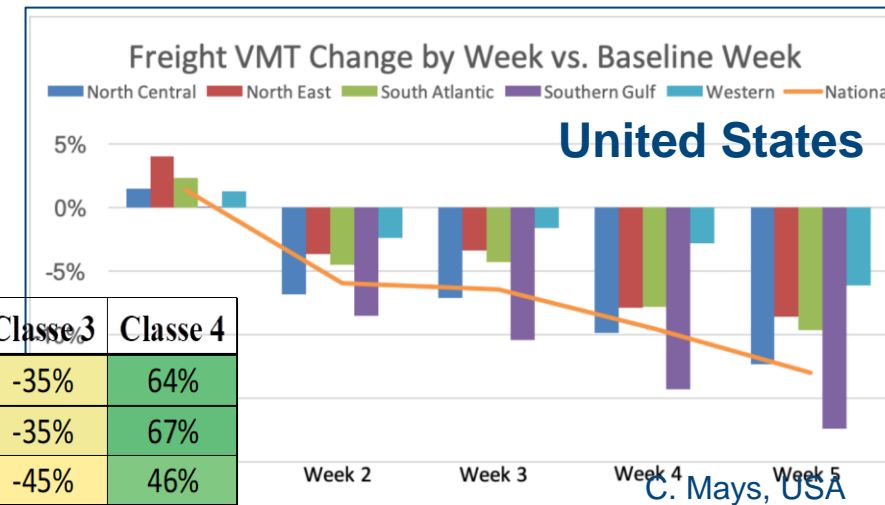
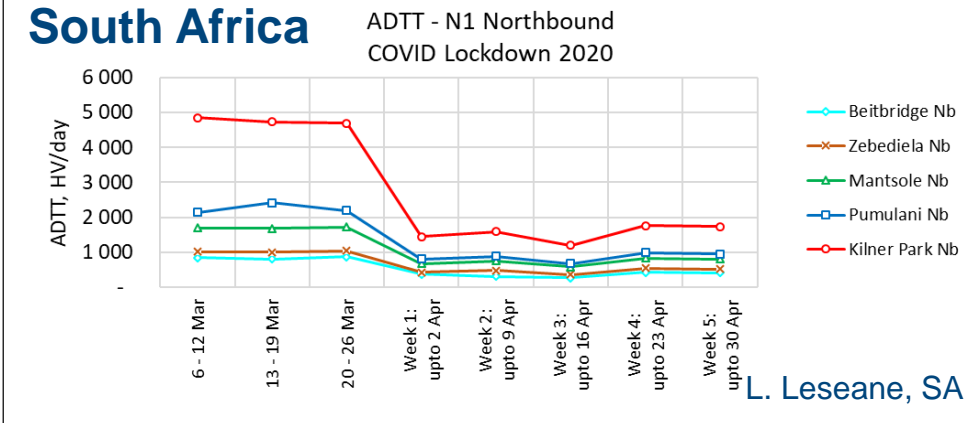
1. Impacts/Challenges

Supply, traffic demand and tolls

- Supply problems, also caused by hamster purchases
- Decrease in traffic volumes (1st phase)
 - Depends heavily on extent on COVID-restrictions
 - Passenger Cars:** 80-90% reduction (ES, IT, UK, BJ), 50-60% reduction (CH, BE)
 - Truck traffic:** 50% reduction (ES, IT, SA), 40%-50% reduction (BE, FR), < 20-30% (CH, AUS, US)
 - Lower reduction on rail freight (10-20% in CH)
- More difficult to find freight for return trips → more empty trips (IRU: +40%!)
- Substantial loss in toll revenues due to reduced truck traffic



Empty shelf for basic foodstuff, Wädenswil (CH), mid of March 2020



PEAGE ATTINGUIE	Classe 1	Classe 2	Classe 3	Classe 4
VARIATION JANVIER 19/20	9%	-15%	-35%	64%
VARIATION FEVRIER 19/20	14%	-5%	-35%	67%
VARIATION MARS 19/20	-4%	-11%	-45%	46%
Vf Ivory Coast	N/A	N/A	N/A	N/A

1. Impacts / Challenges

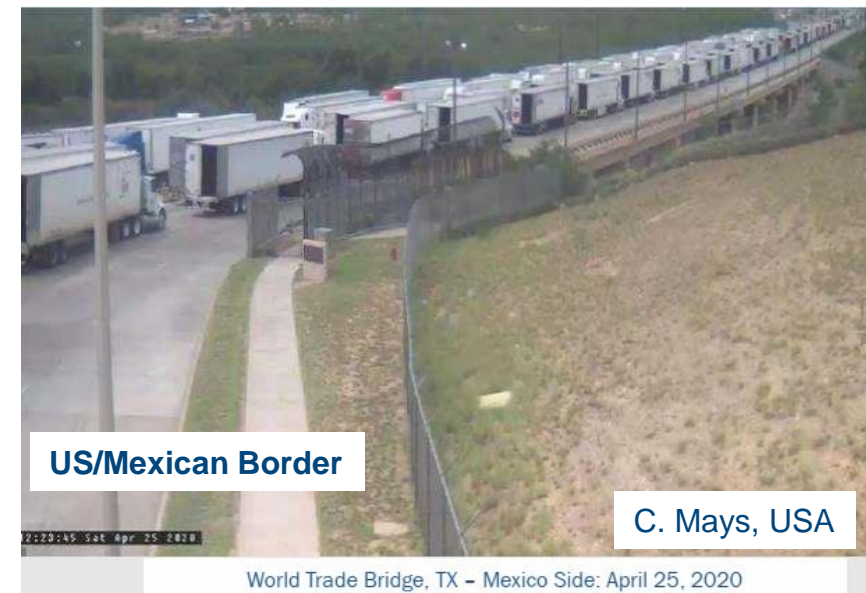
Working conditions for truck drivers

- Obstructions, traffic jams and delays and at border crossings
- Lengthy delays at ports of entry & quarantine of drivers
- Bans for transit truck traffic, detour traffic for trucks due to restrictions and obstructions (some border closed)
- Difficult working conditions for truck drivers at truck parkings /border crossings
 - Operational challenges for long-distance drivers – no hot meals, limited rest stops on many routes (e.g. SA)
 - Quarantine requirements for foreign truck drivers from risk countries
 - partly reduced services
 - big variety of COVID rules in different countries
 - restricted access to fuel and accommodation for truck drivers
- Lack of international coordination between national governments

Truck Border Waiting Times, 14.4.2020, 11.30 AM



<https://covid-19.sixfold.com/>



1. Impacts/Challenges

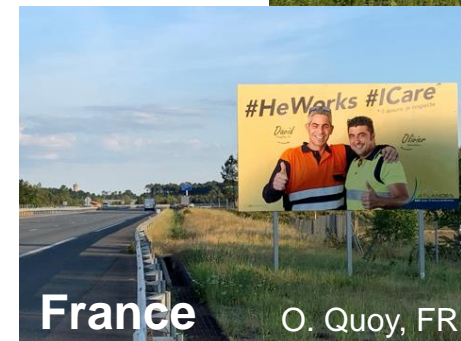
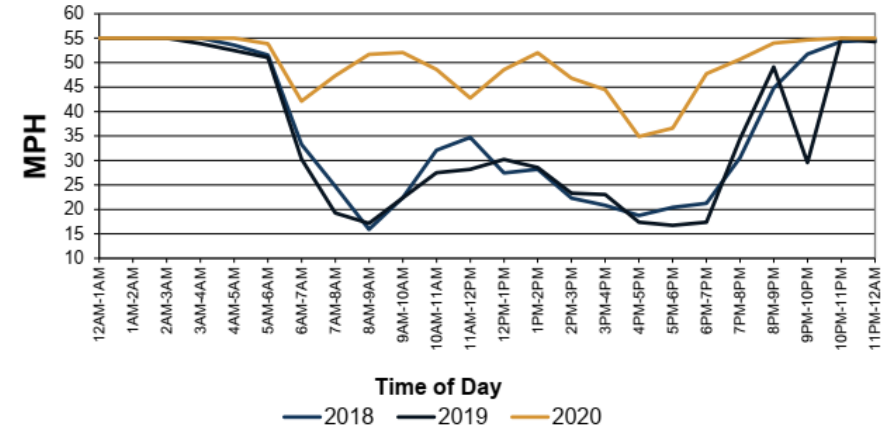
«Positive» COVID Impacts

- More capacity for trucks on motorways
- Increasing average speed of trucks
- More capacity for rail (available slots) due to reduced number of passenger trains
- Positive environmental impacts
 - Reduced truck mileage
 - Reduced air belly freight
 - Some modal shift (rail, sea, ...)
 - Reduced greenhouse gas emissions
- Safety: Less accidents with trucks (e.g. SA, AUS)
- More cooperation, (usually) less bureaucracy
- More appreciation for logistics and transport companies and services; better image!

Houston, TX United States

Average Speed by Time of Day
Houston, TX: I-45 at I-69/US 59
Third Week of March 2018-2020

C. Mays, USA



O. Quoy, FR

2. Strategies and Solutions

Keeping logistics and transport services in operation

- 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 (e.g. PL)



2. Strategies and Solutions

Easement of truck traffic regulations

- Suspension or easement driving bans on weekends (e.g. AT, CH, PL)
- Suspension of night driving bans (e.g. CH)
- Easement of max. weight limits (e.g. SA, US)
- Easement of driving and resting time regulations, more flexibility (e.g. NOR, SWE, DEN, PL, CH)
- Exemptions regarding border restrictions for freight and logistics industry (e.g. AUS), Exemptions from internal/sanitary control, (e.g. PL)
- Waiver for permits for the passage of non-standard (oversized vehicles) transporting medical equipment (e.g. PL)
- Extension of certificates for trucks/driver licences (e.g. ARG) and visas
- Actual phase: easements are partly abolished (e.g. CH)



2. Strategies and Solutions

Traffic management and information, tolling

- **Border crossing truck management with priority for trucks and vans** (trucks should not need more than 15 minutes, better 0 minutes, e.g. within EU)
 - priority lanes for trucks (e.g. PT, PL, ARG)
 - 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 (e.g. France, Australia)
- **Encourage the use of the TIR system (IRU)**, particularly eTIR to ensure seamless and paperless border crossing



O. Quoy, Atlantes



2. Strategies and Solutions

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: Foodtruck initiatives, Special offers (cleaning kits, free coffee/drinks, etc.), Clothes cleaning, etc.
 - More frequent patrols
 - Sanitizing and cleaning
 - Last cleaning time display
- 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 Geours 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 !

The screenshot displays a mobile application interface for finding rest and service areas on the A63 motorway. The list includes:

- Lugos Ouest (rest area) + Est**: 72 endroits, 4.23 rating, 35.83 km (+0.26 km) 0h 34m
- Porte des Landes Ouest (service area) + Est (service area)**: 148 endroits, 4.2 rating, 52.64 km (+0.00 km) 0h 46m
- Labouheyre Ouest (rest area) + Est**: 72 endroits, 3.5 rating, 65.66 km (+0.25 km) 0h 57m
- Onesse-et-Laharie Ouest (rest area) + Est (rest area)**: 72 endroits, 4.1 rating, 86.10 km (+0.43 km) 1h 12m
- Aire de l'Océan Ouest + Est**: 148 endroits, 3.93 rating, 105.10 km (+0.60 km) 1h 27m
- Magescq Ouest (rest area) + Est**: 72 endroits, 4 rating, 122.91 km (+0.09 km) 1h 40m

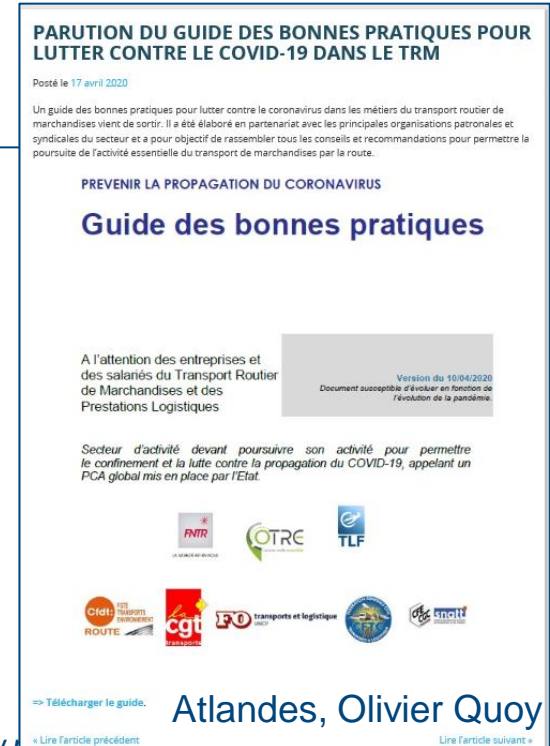
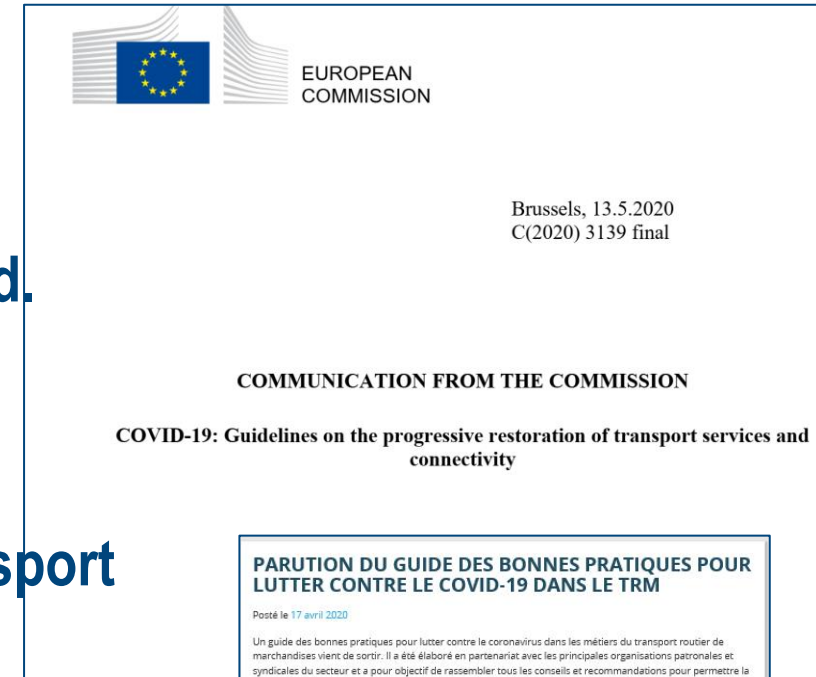
The map on the right shows the A63 motorway route with markers for these locations: Salles, Lugos, Balin-Bélot, Baccarosse, Parentis-en-Born, Gastes, Ychoux, Mouathey, Pispas, Sainte-Eulalie-en-Born, Pontenx-les-Forges, Lue, Labouheyre Commensacq, Auzilhac, and Mimizan.

O. Quoy, Atlandes



3. Synthesis and Outlook

- Resilience of supply chains and transport systems is a key factor; Transport of goods must be maintained and facilitated.
- Establish guidelines/agreements on national/international level to keep freight moving
- Consider “good practices” to keep logistics and freight transport ongoing during the COVID-crises or other disruptions
- Wider stakeholder engagement between government and freight and logistics sectors
- Amendments to the law/regulations to have more flexibility during pandemics or other disruptions
- Harmonisation of regulations/rules along international freight corridors needed



3. Synthesis and Outlook

- Governments, road operators, shippers, logistics and service provider are better prepared for similar crises
- Digital transition and push for ITS solutions
- Try to keep positive interventions regarding processes and cooperation
- Investments for key freight corridors to support economic recovery
- Investigate further long term effects on logistics, the road freight sector and road freight traffic and their impacts
- Pandemics to be better considered in resilience strategies for logistics / supply chains and transport systems

Projected COVID 19 Impact on Freight for 2020 (ITF, May 2020)

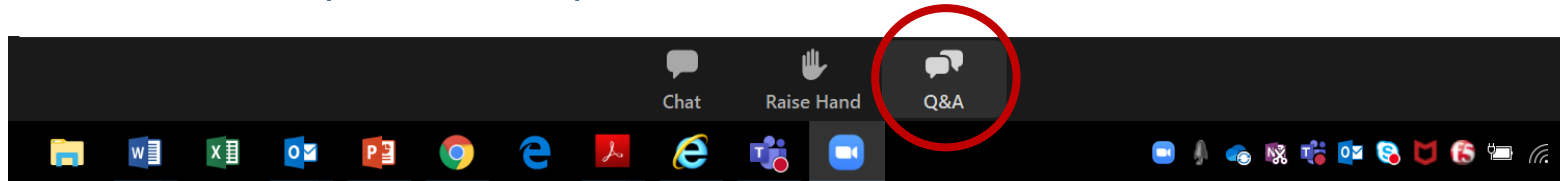
Regions	Urban freight activity	Inter-urban freight activity
ASEAN countries	-16	-53
China	-3	-27
India	-14	-51
Japan and Korea	-10	-33
Russia and Central Asia	-6	-53
Other Asia	-5	-32
Oceania	-3	-42
Middle East	-6	-36
North Africa	-15	-36
Southern Africa	-12	-32
Other Africa	-10	-50
South America (Andean)	-14	-50
South America (South Cone)	-5	-35
Caribbean	-15	-43
Central America	-12	-39
North America	-10	-37
Scandinavia	-15	-41
Western Europe	-12	-43
Eastern Europe	-14	-40
Global	-8	-37



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

This is strongly encouraged!

- Only questions that are specific to roads or road transport
- **How to do it? Use the “Q&A” button**
 - ⇒ Use English language
 - ⇒ If you want to direct the question to a panelist, start with “*Question to...*”



- That channel is monitored by Robin Sébille (Deputy Secretary General)
- **Do not use the “Chat” for questions – questions asked there will not be answered**
 - ⇒ You can use it for general conversation if you want
 - ⇒ We do not use the “raise your hand” feature either



COVID-19 Evaluating the Early Impacts on Employees in the Transport Sector

Jonathan Spear, Director, Transport Policy & Planning¹

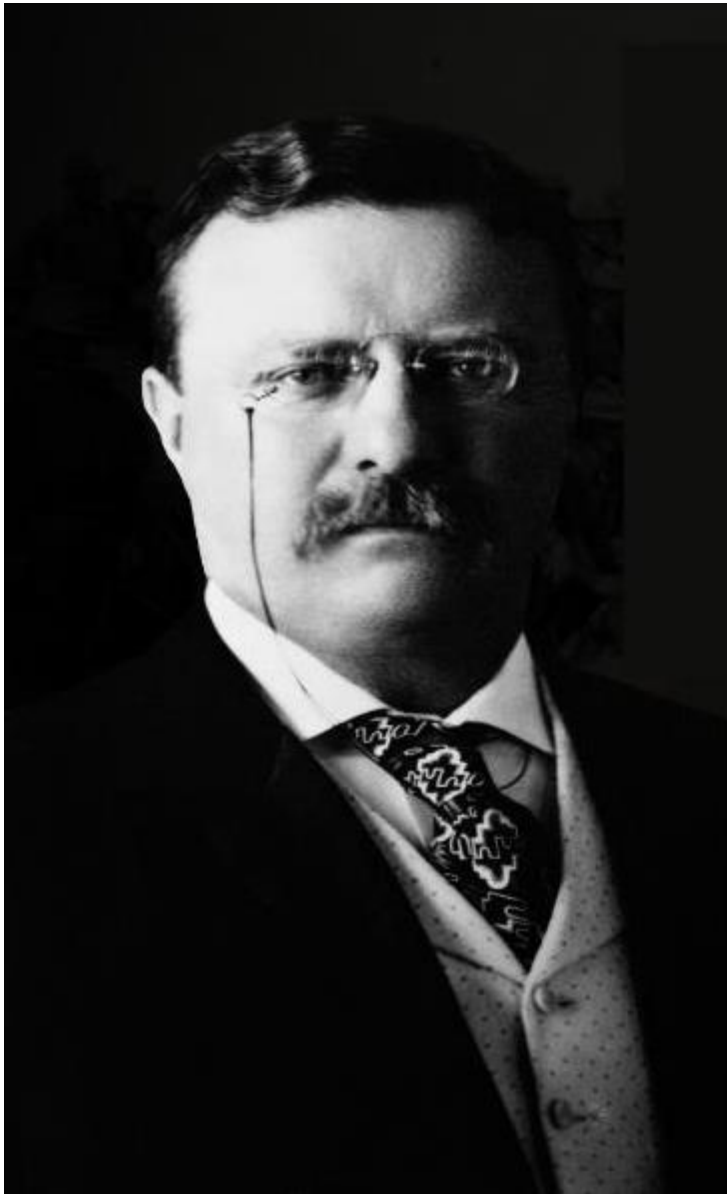
Technical Committee 1.1 (Performance of Transport Administrations)

Dubai, United Arab Emirates

29 July 2020



¹ Grateful acknowledgement is also given to Lauren Ellis, Senior Manager, Atkins Acuity for concepts and proposals on Leading Teams and Remote Working during COVID-19.



Do what you can, with what
you have, where you are.

Theodore Roosevelt

Context






- Globally, land transport is estimated to account for 60 million direct jobs, 2% of total employment¹. Indirect employment in the wider supply chain is even greater and land transport provides physical mobility which supports employment in multiple other sectors
- Direct employment in public agencies in the land transport sector is estimated at around 1.3 million² at local, regional and national level
- The COVID-19 crisis has brought major changes to these agencies, their supply chain, and related workforces:
 - The demand for mobility has seen a significant decrease, variable across different modes and networks
 - Introduction of border closures movement restrictions between nations, regions and cities
 - The continued operation of transport infrastructure and services has been critical to keep the supply of essential workers and goods moving
 - Construction, refurbishment and maintenance work, and related contracts, have been suspended, slowed down or rescheduled
 - Employees have had to continue duties, whether delivering frontline services or working in administration, but under conditions of disruption
 - In the private sector, economic slowdown has been accompanied by considerable employee furloughs and redundancies
- Globally, the International Labour Organisation 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 jobs³
- In many countries, lockdowns have given way to a gradual re-opening and there is now a shift in policy, planning and operations towards a restarting of economic and social activity – this has workforce implications
- However, disruption, working hours lost and employment in the transport sector unlikely to recover until well into 2021

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






² Based on an extrapolation of estimates for public transport agencies by UITP 2009

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

Organisational Impacts

Impact	Detail
Operations & Facilities 	<ul style="list-style-type: none"> • Direct productivity impacts from staff self-isolating, sick or unable to work • Frontline operations severely disrupted from staff shortages and need for social distancing • Offices and facilities largely shut down and shifted to remote Working from Home • Employees stepping up into new roles and adapting to working differently
Travel & Mobility 	<ul style="list-style-type: none"> • International travel virtually shut down or requires top management approval • Domestic travel similarly allowed only by exception and for “essential” purposes only
Workforce 	<ul style="list-style-type: none"> • Staff whose job allows it Working from Home, varying policies on return to the office • Homeworking presents issues of line management, productivity and wellbeing, especially when combined with lockdowns and differing personal circumstances (e.g. childcare) • Loss of the “social” aspects of life within the workplace and/or working in teams
Contractual & Regulations 	<ul style="list-style-type: none"> • Health and safety now top of agenda with new regulations/procedures to comply with • Need to review and change employment policies, contractual terms and conditions • Lines blurring between work, professional and personal space and time
Commercial 	<ul style="list-style-type: none"> • Increased risk/actual workload cancellation, postponement & rescheduling of milestones • Redundancies, forced leave, retirements and pay cuts (Especially in private sector)

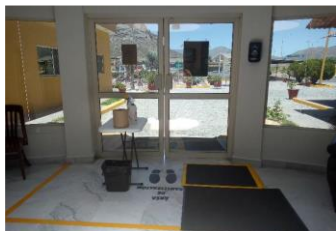
Organisational Responses

Response	Detail
Operations & Facilities 	<ul style="list-style-type: none"> • Activation of Business Continuity Plans, Emergency Management Committees and equivalent • Maintaining or reopening frontline operations safely, for example through use of PPE • Strengthening ICT for WFH, including VPN, security & access to technical applications • Rapidly finetuning key communications platforms e.g. MS Teams, Zoom over Skype • Preparing precautions for safe reopening of office working (e.g. deep clean, sanitiser)
Travel & Mobility 	<ul style="list-style-type: none"> • Investment in remote working and ICT will reduce need to travel in short- to medium-term • Organisational travel policies and procedures likely to change in the medium-term
Workforce 	<ul style="list-style-type: none"> • Increased communications and management via intranet, staff notices, virtual team meetings • Arranging virtual staff check-ins to manage workload, provide updates and address issues • Emphasis on physical & mental well-being (relating to lockdown as well as WFH) • Virtually replicating team socialising (e.g. Coffee Breaks, WhatsApp Groups)
Contractual & Regulations 	<ul style="list-style-type: none"> • Strong focus regulations for employee safety, wellbeing and protection • Review of workplace policies beyond practical temporary workarounds
Commercial 	<ul style="list-style-type: none"> • Re-scheduling of work and transactions with stringent management of avoidable costs • Use of furlough schemes, unpaid leave and other Government support to protect jobs

Protecting and Celebrating Frontline Workers



Provision of PPE & Social Distancing

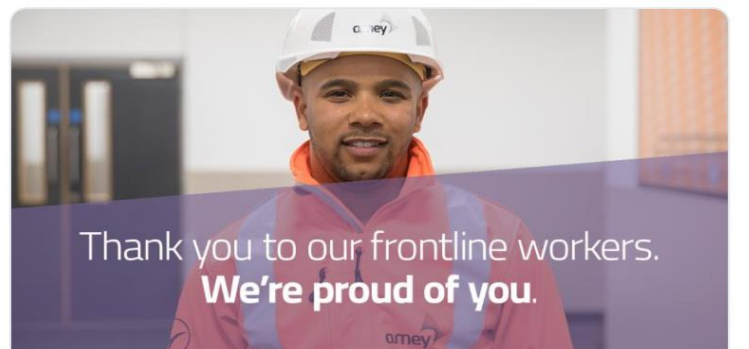


Campaigns for hand washing with soap, use of protective masks, sanitising gel, adjustments to shifts, separation of teams and occupational health and safety

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



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



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

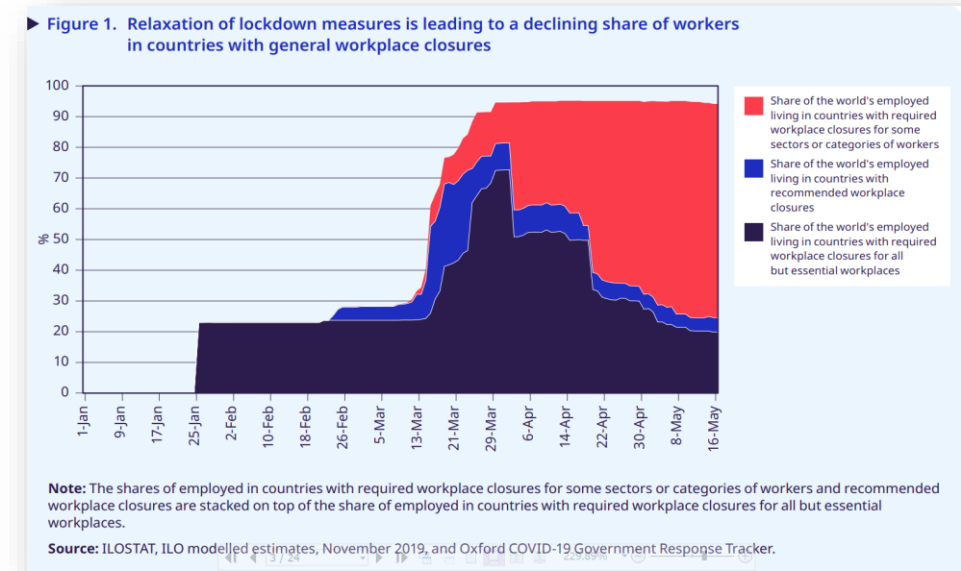
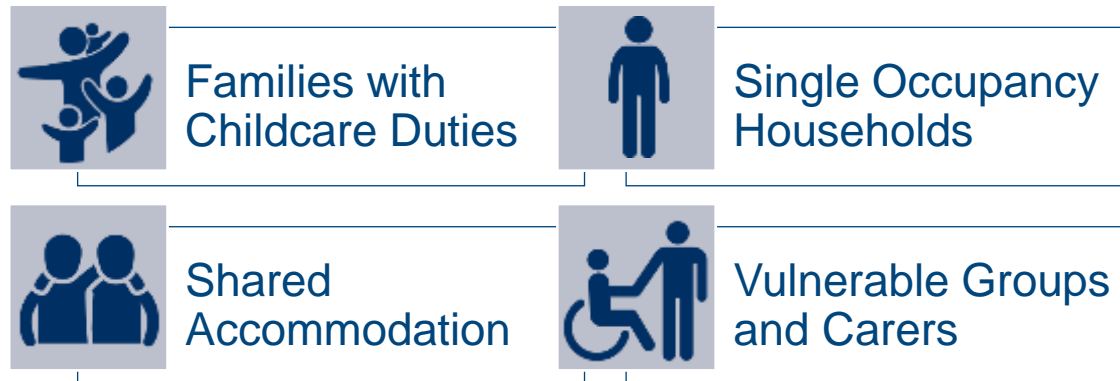


Protection of drivers and attendants, social distancing of passengers, sanitisation and restriction of access on public transport vehicles and at stations.



Remote Working during COVID-19

- 88% of organizations have encouraged or required their employees to work from home¹
- Total video calls in Teams grew by over 1,000 percent in March²
- Participants in Zoom meetings up from 10 million in Dec 2019 to 300 million in April 2020³
- 74% of companies plan to permanently shift to more remote work⁴
- Households have had to cope with varying demand, having 4.9 people on average globally⁵ (From 6.9 in Sub-Saharan Africa to 3.1 in Europe)



What's Changed Since COVID-19 / WFH Started?

↑ 15% DAY LENGTH	↓ 8% FOCUS TIME	↑ 17% MANAGER OUTREACH	↑ 10% MORE MANAGER 1:1S
↑ 25% RECURRING MEETINGS	↑ 25% INTERRUPTIONS FROM EMAIL, MEETINGS AND CHAT	↓ 15% INTER-TEAM COLLABORATION	↑ 15% OVERALL COLLABORATION

WE'RE MEASURING THE IMPACT OF WORK FROM HOME USING ANONYMIZED DATA FROM TOOLS LIKE OFFICE 365, G SUITE AND SLACK

worklytics

1 Gartner, Coronavirus in Mind: Make Remote Work Successful!, 5 March 2020

2 <https://www.microsoft.com/en-us/microsoft-365/blog/2020/04/09/remote-work-trend-report-meetings/>

3 The Verge, 3 June 2020, Zoom saw a huge increase in subscribers — and revenue — thanks to the pandemic

4 Gartner, COVID-19 Bulletin: Executive Pulse, 3 April 2020

5 Statista 2020

Some Challenges



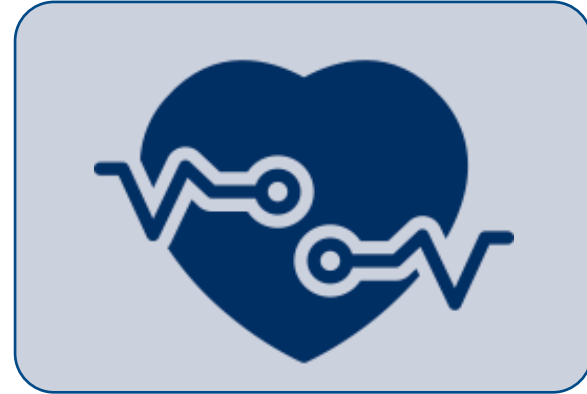
Changing the Way We Work

- Limitations of WFH
- Technology
- Work/home boundaries & time management
- Future of the office



Leading and Evolving Roles Remotely

- Dealing with new duties and pressures
- Different activities
- Managing effectively



Staying Physically & Mentally Safe

- Jobs now less active
- Connecting/managing families and partners
- Concerns over health, with & beyond COVID

Some Lessons and Actions

Changing the Way We Work

We need to manage our teams and employees better

- Personal situations
- Resilience levels
- Use of space(s)
- Technology

- Redesign employment policies flexibility & resiliently
- Deploy ICT creatively
- Reimagine the office as a portfolio of working spaces
- Support personal training to adapt to a new environment

Leading and Evolving Roles Remotely

We need to design for organisational resilience

- Role definitions
- 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

Staying Physically and Mentally Safe

Wellbeing needs a more central role

- Safety culture to cover wellbeing & inclusiveness
- COVID management
- Focus on healthy lifestyles & stress management

- Design COVID (and equivalent) processes (e.g. screening) into organisation
- Broaden wellbeing to include mental and physical health
- Invest in measures beyond platitudes to walk the walk

Experiment, Embed and Evaluate

Work-related inspired activities for children

MISSION 3

Hotel on Mars

A solid start for the next generation of engineers

ATKINS
member of the HCC Group

ACTIVITY 1

Design your Space Pod

When designing your Space Pod, you'll need to think about:

- What the inside of your pod would look like.
- Bacteria on earth being harmful to other life forms.
- How the pod would be powered.
- Where you would eat, wash and go to the toilet.
- How you could continue to do school work.
- How you could exercise/keep yourself entertained.
- How you would communicate with your family on earth and others on the ship.
- Where you would sleep.

Tip: Sketch out your Space Pod design ideas on paper!

Did you know?

Mars takes almost **twice as long** to go round the sun, so a Martian year is equal to almost **two Earth years**.



That means **fewer birthdays** in the same amount of time!

50%

POSSIBLE REDUCTION IN HOURS LOST FROM TESTING AND TRACING

Testing and tracing of infections, as recommended by WHO, is strongly associated with lower labour market disruption. ILO estimates suggest that testing and tracing can help to reduce working hour losses by as much as 50%. The estimated average loss of hours for countries with the lowest intensity of testing and tracing is around 14%, compared with 7% for those with the highest intensity.



Office-Based



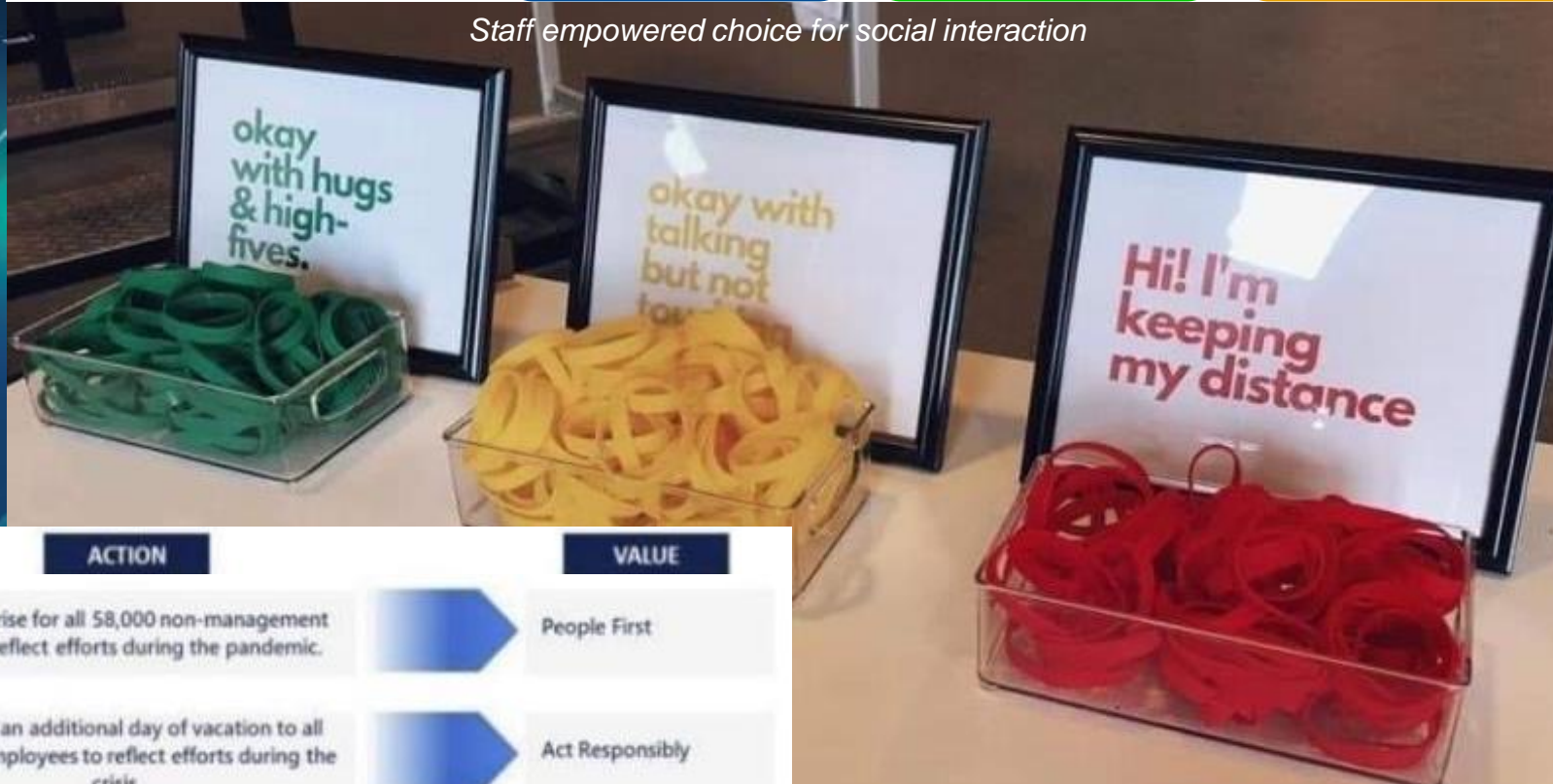
Hybrid-Remote



Fully Remote



Staff empowered choice for social interaction



Essential Highways

Covid-19

Please respect these **Critical Workers** delivering **Essential Highway Services**

www.essential.gov.au/highways

		ACTION	VALUE
	BT	1.5% payrise for all 58,000 non-management staff to reflect efforts during the pandemic.	People First
	Citi	Awarded an additional day of vacation to all 200,000 employees to reflect efforts during the crisis.	Act Responsibly

Some Final Remarks Specific to the Roads Sector

- 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 carrying on, rising to the challenge, finding practical work-arounds and getting the job done #TransportHeroes #GuardiansofMobility
- Private sector employees, including those in SMEs and informal workers, have faced unprecedented pressures, including slowdown in business, salary cuts, job furloughs and redundancies
- Roads and transport will drive the economic recovery – with demonstrable multipliers from infrastructure construction, operation and maintenance¹ – but new jobs should be green & inclusive
- Some trends seen during COVID-19 – Working from Home, Online Services. E-Deliveries – will likely endure and impact the demand for physical mobility – and future use of transport networks

¹ Boston Consulting Group and CG/LA Infrastructure - 2017 - A Jobs Centric Approach to Infrastructure Investment. Investing US\$ 1 billion in roads creates 2,200 jobs in road construction, operations and management 1,200 jobs in rail and 900 in mass transit. Complex and logistically challenging infrastructure such as ports and airports perform more strongly at 5,100 and 3,900 jobs. The quality and sustainability of jobs also varies between different infrastructure classes.



**Do what you have to do until you
can do what you want to do.**
Oprah Winfrey

SECURITY AND COVID-19

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

- **Chairman : Saverio PALCHETTI, Italy**

ANAS S.p.a. , Direction Institutional and Media Affairs –
International Relations Office – Rome (Italy),
s.palchetti@stradeanas.it



- **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)

In 5 minutes some ideas :

1. **The U.N. disarmament Chief – Izumi Makamitsu – reported in the Security Council meeting on May 22th that «the cybercrime is on the rise, with 600% increase in malicious emails during the current crisis»;**
2. **Thousands of new cyber vulnerabilities in 2020, a 22 percent increase over 2019, with a forecast of over 20,000 by this year: a new record!**
3. **Administrations are committed to organizing the remote work of their staff and to protecting the extended network perimeters (Android systems are more vulnerable);**
4. **No news at the time of specific attacks on the world of infrastructure and road transport, it is known that it is very difficult for such confidential info to be disseminated (possibly something will be known later).**

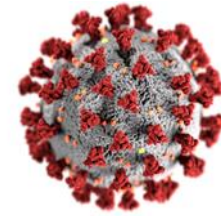
Some examples of cyber attacks to sensitive infrastructure :

- **The University Hospital of Brno, in the Czech Republic, last March 12th** : the cyber attack led to the closure of the hospital's computer network with consequences to pediatrics and maternity, the postponement of urgent surgical interventions and the moving of acute patients to other hospitals;
- **The Warsaw Institute on May 28th** : informed on cyber attacks during Covid-19 pandemic : documents were sent to targets in Ukraine, impersonating the Center for Public Health of the Ministry of Health of Ukraine, catching the full control over victims' computer.
- **The Technische Werke Ludwigshafen (TWL - Germany), a large energy and water supplier to the city** : hacking attack on to pull out customer data; the hackers have managed to collect customer data such as names, addresses and account data as well as business data.

Ref. National Center for Protection of Infrastructure (CNPI – UK)

<https://www.cpni.gov.uk/staying-secure-during-covid-19-0>

(two members in PIARC Task Force 3.1) :



- ✓ COVID-19 has had a **large impact on most businesses**, affecting not just business operations but also security operations too;
- ✓ The **Pandemic** has shown so far that some of the security threats may have changed and organizations could be more at risk; **good risk assessment is critical** to establishing what threats an organization might face and therefore what security mitigations are necessary;
- ✓ **Protective Security during Covid-19** provides general guidance on risk assessment and security planning during the crisis ; the Protective Security Management Systems (**PSeMS checklist**) is an assurance system for organizational security ;
- ✓ CPNI have released **Think Before You Link** which provides advice on the security risks of putting too much personal information on social media; a guidance **Phishing Attacks: Defending** your organization; **Small Actions, Big Consequences, Exit Procedures**; guides to **Working from home, Returning to work** : the **CPNI COVID-19 Workplace Actions campaign**, registering by emailing on **CV19Actions@cpni.gov.uk** they can keep you informed of updates of the campaign as it evolves.

Other References

- 1) The Coronavirus Cybersecurity – Survival Guide, Levi West, 2020**
- 2) Pandemic profiteering. How criminal exploit the COVID-19 crisis, Europol, 2020**
- 3) 2020 Vulnerability and Threat Trends – Mid-Year Update, SkyBox Security, 2020.**
- 4) Covid-19 Cyber Threat Assessment, Thales, 2020**
- 5) ECSO Barometer 2020: “cybersecurity in light of Covid-19”, Report on the results of surveys with ECSO members and cybersecurity community, European Cyber Security Organization (ECSO)**



Evolution of travel demand and economics in a Covid-19 era



Fabio Pasquali

Chair of **PIARC TC 1.2** - Planning Road Infrastructure and Transport to Economic and Social Development

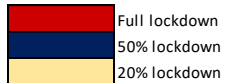
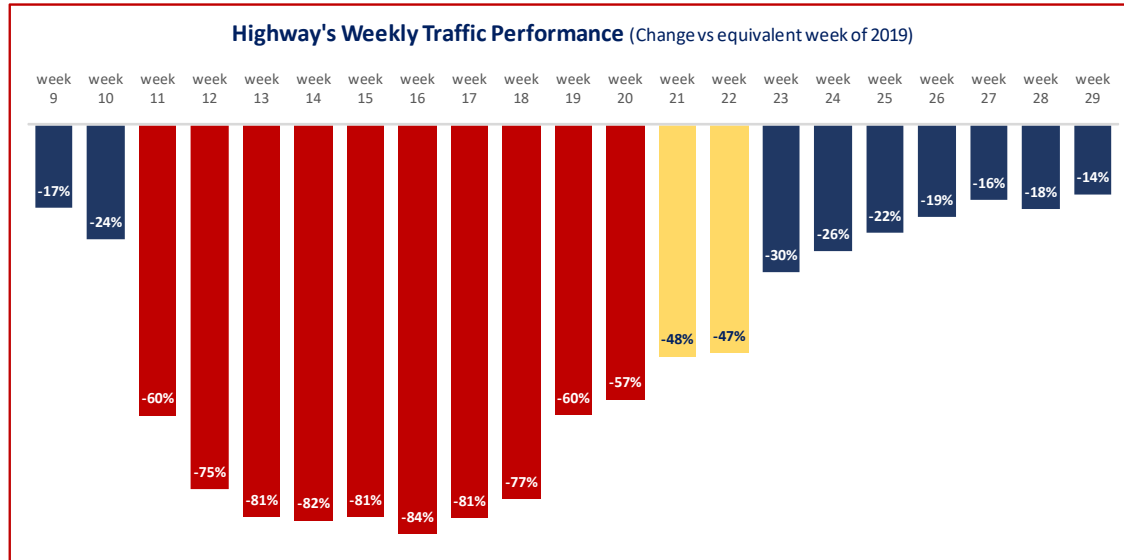
Anas SpA, National Road Agency of Italy, Head of Planning

Contact: f.pasquali@stradeanas.it

Rome, 29 July 2020

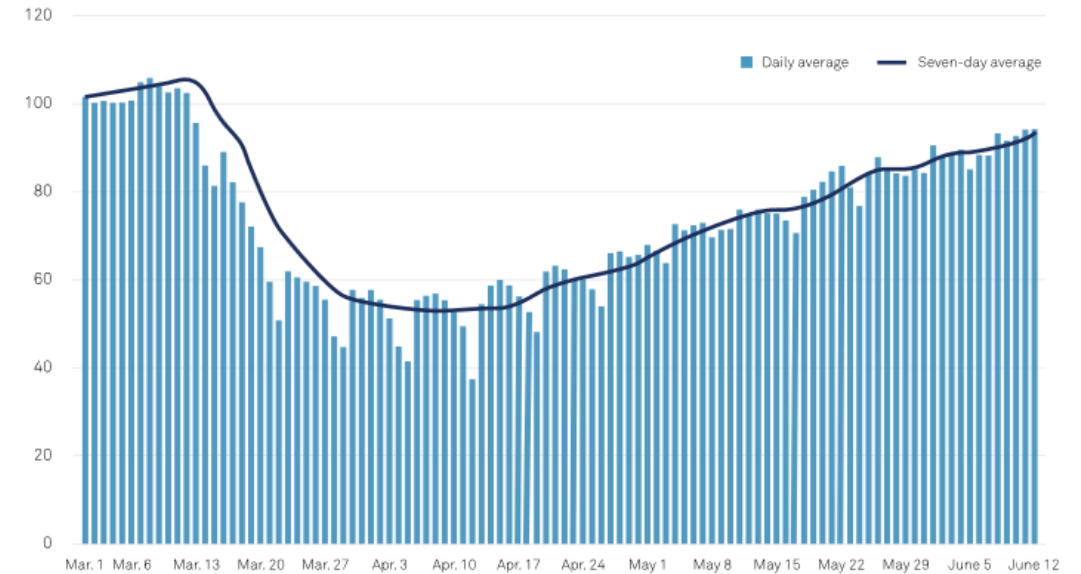
1

The demand side – Figures and trends



Source: Atlantia

U.S. Vehicle Use Tumbled During The Pandemic
Daily distance traveled, rebased to 100 as of Feb. 29, 2020



Source: INRIX.

Road traffic is elastic and fast to react vs. lockdown relaxation, but...

- lockdown relaxation is not linear
- some 10-15% of traffic is still lacking
- forecast by S&P: 100% within 12 months, 2020 -15%-30%, 2021 – 5%-10%

Change vs equivalent week of 2019 (Preliminary figures)	TOLL ROADS						AIRPORTS	
	Italy (ASPI)	Spain (Abertis)	France (Abertis)	Brazil (Atlantia + Abertis)	Chile (Atlantia + Abertis)	Mexico (Abertis)	ADR (FCO+CIA)	NICE
	ADT	ADT	ADT	ADT	ADT	ADT	pax	pax
YTD (1/1/2020 to 5/7/2020)	-37,4%	-38,5%	-33,3%	-14,7%	-33,6%	-15,8%	-69,5%	-68,2%

Source: Atlantia

2 The demand side – Behaviours and related economics

■ Achieved, now and for the future

- Passengers: smart/agile work and study → permanent loss of traffic
- Goods: no major turnaround, BaU → relative consumption of road infras due to heavy traffic
- Sustainable transportation on the track → NRAs' policies going on, electric vehicles increasing
- Economic and employment crisis is a reality → possible structural effects on mobility (depending on rebound)

■ Possible, but too soon to foresee how long

- Limited capacity of public transport/commuter or urban railway → using 50%-60% of available supply
- Limited capacity of medium and long haul rail (including HS) → supplying 40%-50% trains vs. baseline
- New scope and commitment for light (and weak) urban mobility → good new, but big security issue
- Prudent tourism flows → some world regions still locked down, boom of domestic tourism
- New organisation models in major companies/administrations → real mobility management

■ Unlikely, so far

- A redefinition of the modal split towards the road mode → too costly, congestion is back, ...
- Shared planning/management of intermodal hubs → although we saw great collaboration, we're back to BaU

3 The supply side – National road agencies and concessions

- A problem for today
 - NRAs are loosing some 30%-40% of their direct/indirect revenues in 2020
 - different remedies
 - an occasion for looking for permanent sources of revenue
 - a wider role in the mobility arena could mean new opportunities for revenues and VAS
 - APPs, PPPs and road concessions (public and private) are experiencing a dramatic financial shock
 - we may see a panoplia of cases, diseases, mitigations
 - at the end the concession risk has no coverage with respect to force majeure
 - time extension of the franchise improves project economics, but provides no help to financial stress and possible default

Shades of gray: Toll Road Company rating (S&P, June 2020)

European Toll Road Operators Largely Have Ample Liquidity To Weather COVID

	Traffic decline (%)	EBITDA decline (%)	Average FFO-to-debt expected over 2020-2022 (%)	Liquidity
Abertis Infraestructuras S.A.	-20 to -25	-15 to -20	Less than 10	Strong
Sanef	-20	-20	About 15	Adequate
Holding d'Infrastructures de Transport	-20	-20	About 15	Adequate
VINCI S.A.	-20 to -25	-25 to -30	Greater than 25	Strong
Autostrada Brescia Verona Vicenza	-25 to -30	-20 to -25	Greater than 13	Adequate
Atlantia SpA	-25 to -30	-25 to -30	10 to 11	Less than adequate
APRR S.A.	-20 to -25	-20 to -25	Greater than 10	Strong

FFO--Funds from operations. Source: S&P Global Ratings.

Project	2020 net toll revenue decline versus 2019 (%)	Debt service coverage ratio 2020		Debt service reserve	Additional liquidity
		Pre-COVID base case (x)	COVID-19 revised base case (x)		
407 International Inc.	(30.86)	2.53x	1.96x	One year	Operation and maintenance reserve and US\$1.5 billion in cash balance.
Nouvelle Autoroute 30 S.E.N.C.	(10.23)	1.23x	1.17x	Six months	80% revenues in the form of availability payments. Three-year look forward major maintenance reserve.
ITR Concession Company LLC	(15.99)	1.58x	1.34x	Six months	US\$225 million capital expenditure facility and US\$300 million revolver facility.
Elizabeth River Crossings Opco LLC	(14.45)	1.54x	1.12x	Six months	Equity lock-up of more than one year of debt service, and major maintenance reserve.
95 Express Lanes LLC	(39.41)	2.72x	1.22x	One year	Equity lock-up of more than one year of debt service, three months operation and maintenance reserve, and transit reserve than can cover more than one year of debt service.
Toll Road Investors Partnership II LP	(18.59)	2.35x	1.78x	One year (based on MADS)	Senior debt service reserve equal to the MADS (which occurs in the last year of the concession), as such, it is currently funded at an amount equal to two years of debt service. Additionally, the project is required to reserve the next 12 months of debt service and scheduled early redemption payments. A six-month operating reserve fund and a 12-month major maintenance /improvement fund.
Autopistas Metropolitanas de Puerto Rico LLC	(20.66)	1.55x	1.13x	One year	US\$11 million in a major maintenance spending reserve.

MADS--Maximum annual debt service. Source: S&P Global Ratings.

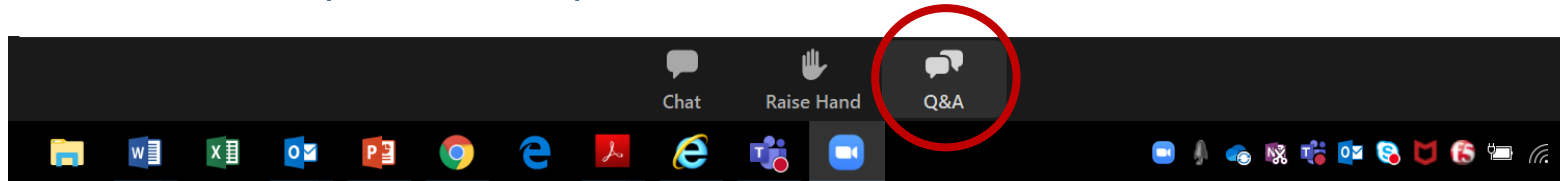
5 Take-away - Learning for the future, after having suffered

- **Road economics** (CBA, ROI, etc.)
 - Introducing resilience in the project assessment priorities, updating the calculation of the value of time vs. comfort and health safety, reassessing climate change criteria in a wider context, re-studying urban mobility, using extensively big data and other sources → if possible and appropriate, **updating the CBA process**
- **PPP and APP** (NPV, ROE, Dscr, etc.)
 - Understanding the volatility of this era (unpredictable environmental events, risk of pandemic, ...) and reflecting it in the concession contract, analysing the advantages of shadow toll and availability based contracts, allowing flexibility from the beginning (e.g. a variable time span of the franchise, depending on some possible and unpredictable events) → **essential assets must be defended**
- **In general**
 - Mobility is one of the the keys of human relations, ensuring it in hard times is a mission: we can be proud of having achieved it, let's start from that and try once again to serve the public
- **Special thanks to you all, PIARC community and colleagues worldwide, as well as to the super-human efforts of the PIARC COVID-19 Response Team**

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

This is strongly encouraged!

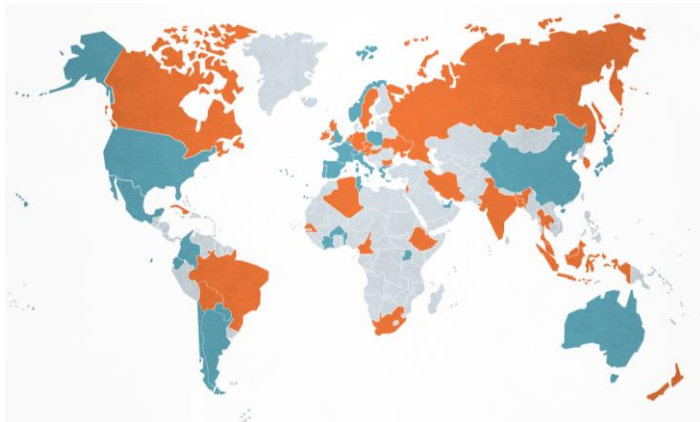
- Only questions that are specific to roads or road transport
- **How to do it? Use the “Q&A” button**
 - ⇒ Use English language
 - ⇒ If you want to direct the question to a panelist, start with “*Question to...*”



- That channel is monitored by Robin Sébille (Deputy Secretary General)
- **Do not use the “Chat” for questions – questions asked there will not be answered**
 - ⇒ You can use it for general conversation if you want
 - ⇒ We do not use the “raise your hand” feature either



Wrap Up and Next Steps



Christos S. XENOPHONTOS (USA)

Chair of PIARC Committee 1.1

#PIARCCOVID19

July 27, 2020



PIARC's COVID-19 Response – Wrap-up

- Breaking new ground, using new tools, establishing new norms.
 - **Saw a need and quickly reacted to it!**
- Took immediate action and delivered valuable needed information in a very short amount of time and across the globe.
 - **Just Do It!**
- Sharing of information was fast tracked.
 - **Now it is important that we revisit and re-assess.**
- Collaboration among Response Team members, across Technical Committees and with partner organizations.
 - **Team approach, common goals.**

PIARC's COVID-19 Response – COVID-19 Status

COVID-19 global situation

- Is reopening leading to re-emergence?
- Road and Transport Administrations and Road Operators continue to be facing COVID-19 related impacts.
- Need to Re-evaluate, Re-think, Re-Imagine traditional approaches.

*This chart from the Johns Hopkins Coronavirus Resource Center (CRC)
<https://coronavirus.jhu.edu/> was last updated on Monday, July 27, 2020 at 03:00 AM EDT*

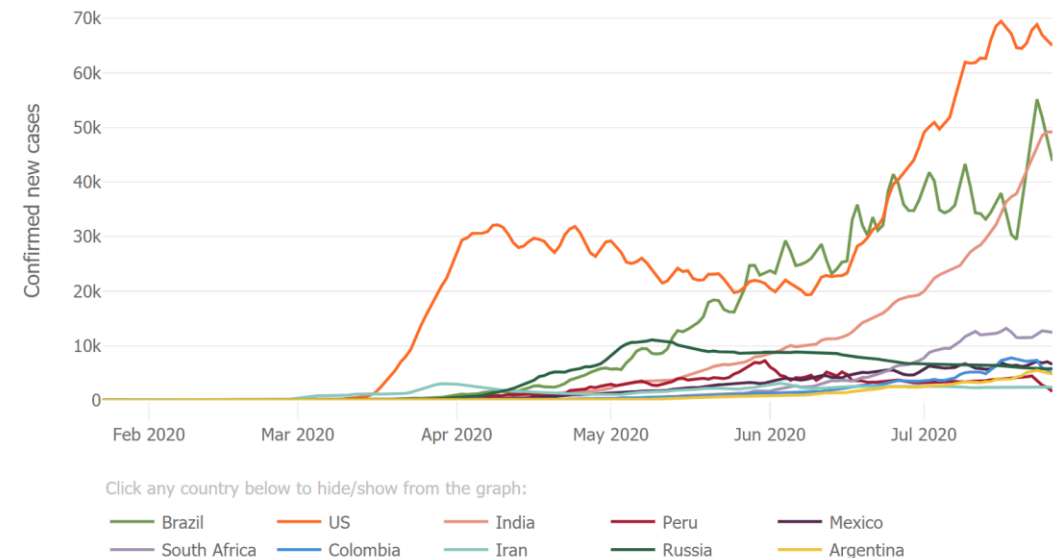
MAPS & TRENDS

NEW CASES OF COVID-19 IN WORLD COUNTRIES

SHARE: [f](#) [t](#) [in](#) [e](#)

DAILY CONFIRMED NEW CASES (5-DAY MOVING AVERAGE)

Outbreak evolution for the current 10 most affected countries



<https://coronavirus.jhu.edu/data/new-cases>

Next steps – General

- Continue updating PIARC's COVID-19 web page
 - <https://www.piarc.org/en/News-Agenda-PIARC/Coronavirus-PIARC-and-Covid-19>
- Article in Routes/Roads Magazine in Q2 issue –in your mail box already!
- A detailed survey to inform our report would be coming to your inbox soon
 - **Your help in responding is essential**
- An in-depth report is scheduled for September/October
- Further PIARC webinars are planned starting towards the end of September
- Evaluate measures that were put in place in an emergency
 - **What worked, What didn't work, Why?**
 - **Share best practices**
- Be on the watch: How is the “new normal” different (if it is different)? What expectations from users?

Next steps – Webinar Series

- Webinars series to return in late September
 - Two objectives: Dialogue between peers / Identify possible best practice
 - Monthly
 - In English, Spanish and French
 - Together with partner organizations and PIARC Technical Committees
- Diverse topics of interest based on impact of COVID-19 and report findings
 - Handling Emergency Situations
 - Finance / Revenue and Road Operations
 - Freight
 - Safety
 - Urban Transport / Mobility in the context of a road administration

Questions and Answers

Moderated by Robin Sébille

Deputy Secretary General



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.”

Agenda

- Patrick MALLEJACQ, Secretary general of PIARC – Presentation of the Webinar
- Oscar DE BUEN RICHKARDAY (Mexico), Past President of PIARC – Introductory Speech
- Young Tae KIM, Secretary General, International Transport Forum (ITF) – Keynote Speech
- Christos XENOPHONTOS (USA) and Valentina GALASSO (Italy) – Success of the Webinar Program
- Findings and Lessons learned so far:
 - Jose Manuel BLANCO SEGARRA (Spain): management of roads during the crisis, business continuity
 - Valentina GALASSO (Italy): road operations, intelligent transport systems
 - Caroline EVANS (Australia): passenger transport, resilience
 - Martin RUESCH (Switzerland): freight, border controls
 - Jonathan SPEAR (UAE): work force, health and safety
 - Saverio PALCHETTI (Italy): security issues
 - Fabio PASQUALI (Italy): evolution of travel demand, economics
- Christos XENOPHONTOS (USA) – Wrap up and Next steps
- Robin SEBILLE, Deputy Secretary general of PIARC – Questions and Answers
- M^a del Carmen PICÓN CABRERA (Spain) - Conclusion of the Webinar



Webinar on PIARC & COVID-19

Lessons learned so far and way forward

M^a del Carmen Picón

Chair of Strategic Planning Commission

29 July, 2020

Profile

- M^a del Carmen Picón
 - Chair of the Strategic Planning Commission
 - Member of Executive Committee
 - Vice-Chair of Spanish National Committee in PIARC
 - Civil Engineer with 30 years of experience in road authority, design of roads and international affairs. Ministry of Transport, Mobility and Urban Agenda of Spain.



PIARC'S Mission & Strategy

- **Knowledge sharing** is at the core of the PIARC's mission
- PIARC has fulfilled this mission very well for **over 100 years** and has been able to **adapt to the needs** of the times
- **Main goals of the Strategic Plan 2020-2023**
 - Increase **flexibility** to attend PIARC members' needs in a quick changing world.
 - Produce **more useful and frequent outcomes** to give more visibility to PIARC, and to make it more relevant.
 - Improve **quality of outcomes**, so that PIARC continues to be recognized for producing valuable road related products for decision makers and users.
 - Ensure a **diversified and value-added production** of outcomes to improve the Association's portfolio and extend its scope to a wider audience.
 - Encourage **greater collaboration among Technical Bodies** to achieve a more integral and interconnected knowledge.

PIARC'S Strategy & COVID-19 Webinars

- **COVID-19 PIARC's response fit perfectly with the strategy** currently being developed by the Association
 - **Flexibility**
 - **Quick and proportionate** response to the needs
 - **Adjusted to the evolution** of the crisis and therefore to the needs of PIARC's audience
 - **More useful, frequent and quality outcomes**
 - **Very useful and quality** knowledge exchange with more than 20 seminars and the special website
 - It has created the **basis for further knowledge building in the future**
 - **Diversity and added value**
 - **Diversified approach**, covering the various problems by topics and by regions of the world
 - **Wide participation of PIARC members**, both as panelists and attendees
 - **Greater collaboration**
 - Developed **jointly and coordinated** by various Technical Committees
 - **Good collaboration with partnership**

PIARC'S Communication & COVID-19 Webinars

- **Communication aims to support the mission of PIARC**
- **Over the last months, in response to COVID-19, PIARC:**
 - Responded to emerging needs quickly by leading international forum to support discussions on COVID-19 matters related to roads and road transport, and the efficient tools developed for decision makers
 - Adapted its communications strategy to support this new activity, relying on on-line activities only
- **PIARC adapted quickly and efficiently to the changing environment to respond to the needs of its members by:**
 - Creating a forum for discussions
 - Using digital tools allowing members from different part of the world to exchange on best practices
- **PIARC can build on this successful experience to shape the future of the Association, aligned with a world in constant evolution**

COVID-19 Webinars

- It has been proved as a **very successfully experience**
 - Good knowledge-sharing practices
 - At the right time
 - Evolving with the events
 - A good basis for further knowledge building

- **Thanks a lot to**
 - **PIARC's COVID-19 response team**
 - **Speakers:** PIARC's members and Partnerships
 - **Attendees:** Practitioners and experts

Thank you for your attention!



M^a del Carmen Picón

**Chair of Strategic Planning
Commission**

mcpicon@mitma.es

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



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PIARC Webinar

COVID-19 and Roads:

Lessons learned so far and way forward

29 July, 2020

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

**Visit the PIARC & COVID-19 page
#PIARCCOVID19**