



PIARC Webinar COVID-19 & Winter Service



Welcome!



17th December 2020

Our program today

- 1- Welcome and introduction the webinar**, Miguel Caso Florez, PIARC Technical Director (10 minutes).
- 2- Promotion of XVI World Winter Service and Road Resilience Congress**, Nadia Lappa, Transport Canada (2 minutes).
- 3- Leaning into new practices: the second wave and winter adaptation in Quebec**. Anne-Marie Leclerc, PIARC Honorary President and Deputy Vice-Minister, Ministry of Transport, Quebec, Canada (15 minutes).
- 4- Questions & Answers** from participants through the Chat, moderated by Christos Xenophontos, PIARC Performance of transport administrations Technical Committee Chair and Rode Island DOT, USA (5 minutes).
- 5- Measures against Influence of COVID-19 in German Winter Maintenance**. Horst Hanke, PIARC Winter Service Technical Committee member and Ministry of Economy, Labour, Energy and Transport, Germany (15 minutes).
- 6- Road Maintenance Operations in Covid -19 scenario in Chile**. Amilcar Veneciano Muñoz, PIARC Winter Service Technical Committee member and Ministry of Public Works, Chile (15 minutes).
- 7- Winter Service Preparations due to COVID in Minnesota, USA**. Steve Lund, PIARC Winter Service Technical Committee Secretary and Minnesota Department of Transportation (15 minutes).
- 8- Measures for Preventing COVID-19 in Winter Service in NEXCO-East**. Ryo Nakatani, PIARC Winter Service Technical Committee member and East Nippon Expressway Company (15 minutes).
- 9- A few words on Covid and Winter Service in France**. Didier Giloppe, PIARC Winter Service Technical Committee past Chair and Cerema, France (15 minutes).
- 10- Questions & Answers** from participants through the Chat, moderated by Christos Xenophontos, PIARC Performance of transport administrations Technical Committee Chair and Rode Island DOT, USA (30 minutes).
- 11- Conclusions & next steps**, Miguel Caso Florez, PIARC Technical Director (5 minutes).

Aproximative duration: 2h30

Participation in the webinar.



Your camera and microphone must remain off.



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



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



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



Introduction to the Webinar

Miguel Caso Florez

Technical Director, PIARC

#PIARCCOVID19

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
- **Use the “Chat” feature in Zoom**
 - ⇒ It can be found at the bottom right of the main window under “...”
 - ⇒ Send a message to “All participants” (this is one of the “chat” options)
 - ⇒ If you want to direct the question to a panelist, start with “*Question to...*”
 - ⇒ Use English language
- That channel is monitored by Christos Xenophonos (Chair of PIARC TC 1.1)

About your name in Zoom

- **We recommend that participants accurately name themselves in the Zoom application:**
 - First Name Last Name Country
- This fosters interaction between participants

Participation in the Webinar

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



Key Concept: Focus on the short-term

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

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

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



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



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

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

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.”

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 125 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

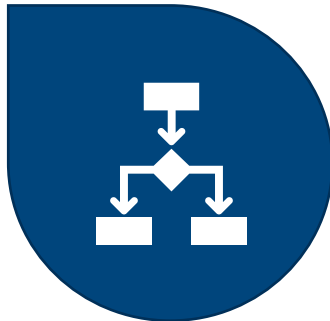
- Be a **leading international forum for the analysis and discussion of** the whole spectrum of transport issues related to roads and road transport.



- 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.

PIARC COVID-19 website

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

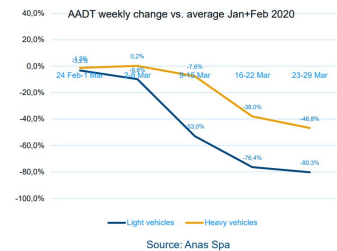


- The recordings of the **20+ webinars** held on "COVID-19 and roads"
 - Including the lively and informative Q&A sessions
- The presentations from these seminars in PDF
 - Available in English, French and Spanish in most cases
- PIARC Technical Reports related to pandemic management
- Synthesis Notes



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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Source: Anas Spa

Freight & Logistics

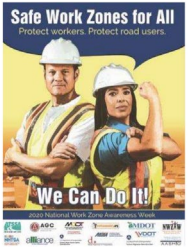
- On site: main concerns are
 - Drivers health and food
 - Employees health and safety (O&M is Egis Exploitation Aquitaine, 100 people)
 - Maintain area clean and secure
 - Service provider economic sustainability (limited turnover) – 4 service stations (total approx. 100 employees)



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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



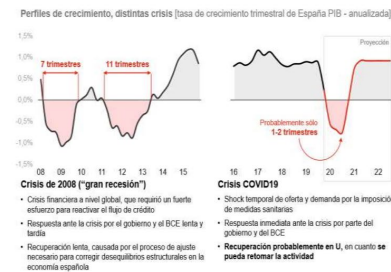
Slah Zouari 1st delegate of Tunisia and President of the ATR

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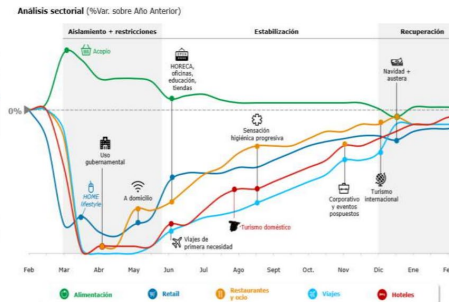


RECOVERY

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

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

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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)

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XVI WORLD WINTER SERVICE AND ROAD RESILIENCE CONGRESS

FEBRUARY 8-11, 2022

**XVI^e CONGRÈS MONDIAL DE LA VIABILITÉ HIVERNALE ET DE
LA RÉSILIENCE ROUTIÈRE**

8-11 FÉVRIER 2022

**XVI CONGRESO MUNDIAL DE VIALIDAD INVERNAL Y RESILIENCIA
DE LA CARRETERA**

8-11 FEBRERO 2022

December 17, 2020 – PIARC

<http://www.piarc-calgary2022.org>
<http://www.piarc-calgary2022.org/fr>
<http://www.piarc-calgary2022.org/es>



Planning Progress

▶ Call for Papers:

- ▶ Winter Service
- ▶ Resilience

- **January 31, 2021:** **Deadline for submission of abstracts**
- March 15, 2021: Notification of accepted abstracts
- July 15, 2021: Deadline for submission of full papers
- October 1, 2021: Notification of accepted full papers

▶ Topics of the call for papers on Winter Service:

- ▶ Topic 1: Extreme winter situations in cold climate areas.
- ▶ Topic 2: Effect of climate change on winter service.
- ▶ Topic 3: Road weather information.
- ▶ Topic 4: New technologies and methods in winter service.
- ▶ Topic 5: Winter maintenance management.
- ▶ Topic 6: Road user communications and connected and autonomous vehicles during winter.
- ▶ Topic 7: Winter service in urban areas.

Submit your 400 words abstract before January 31st



Planning Progress



- ▶ Communications/Promotion:
 - ▶ Website (www.piarc-calgary2022.org)
 - ▶ Bulletin No. 1
 - ▶ Social Media Platforms
- ▶ Venue: Calgary TELUS Convention Centre
- ▶ Hotels: 5 Hotels in close proximity to the Convention Centre
- ▶ Program:
 - ▶ Opening/Closing Ceremony/Senior Officials Session/Keynote Speakers
 - ▶ 6 Concurrent Technical Sessions/9 Blocks of Technical Sessions (max 54 sessions)
 - ▶ Welcome Cocktail/Snow Plow Championship/Private Rodeo
 - ▶ Technical Tours within Calgary/Banff
- ▶ Calgary 2022 and COVID-19

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Canada-Québec.

Leaning into new practices: the second wave and winter adaptation in Quebec

Anne-Marie Leclerc, ing. M. Ing

Assistant Deputy Minister for Engineering and Infrastructures for
ministère des Transports du Québec (MTQ), PIARC First
Delegate for Canada-Québec and PIARC Honorary President

December 17, 2020

Leaning into new practices: the second wave and winter adaptation in Québec

1. Since March: return on the initial measures
2. Measures implemented to counter the second wave
3. Winter service in Québec in times of pandemic

1. Since March: a look back on the initial measures



1. Since March: a look back on the initial measures

At the internal level: the crisis unit

- Activation of the crisis unit in February 2020
- Approval of the list of 17 essential services
- Ministerial Action Plan for Service Continuity (165 actions in total)
- 39 continuity plans for each of the critical services
- Ministerial Strategy for the Gradual Resumption of Workplace Activities (May 2020)
 - 9 Security protocols for the more than 300 MTQ sites

LES 17 SERVICES ESSENTIELS À LA CONTINUITÉ DES SERVICES POUR LA SÉCURITÉ, LA SANTÉ ET LE BIEN-ÊTRE ÉCONOMIQUE DE LA POPULATION

Les services essentiels à la continuité des services du ministère des Transports (MTQ) sont ceux dont la perturbation ou l'interruption d'une durée variant entre zéro et huit heures pourrait mettre en péril la vie, la sécurité, la santé ou le bien-être économique des personnes dans une partie ou dans la totalité du territoire. Il ne faut pas confondre ces services avec les services essentiels en cas de grève ni avec les activités essentielles vécues par les gouvernements, provincial et fédéral.

GESTION DES INFRASTRUCTURES DE TRANSPORT	AIDE AUX PARTENAIRES	SOUTIEN
EXPLOITATION DU RÉSEAU ROUTIER : MONITORING ET ENTRETIEN	7. Évacuations aéromédicales Impact sur la santé des patients	ADMINISTRATIF 12. Disponibilité, sécurité et protection des personnes Impact sur la sécurité du personnel du Ministère sur les lieux de travail
1. Québec 511 Impact sur la sécurité des usagers du réseau de transport	8. Sauvetage aérien Impact sur la sécurité des personnes disparues ou en situation d'urgence	TECHNIQUE 13. Conception des structures Impact sur la sécurité des structures
2. Interventions et mesures d'urgence Impact sur la sécurité des usagers du réseau et des infrastructures sous la responsabilité du Ministère	9. Société de protection des forêts contre le feu (SOPFEU) Impact sur la sécurité du territoire et des populations touchées par les incendies	14. Capacité portante, transport hors-norme et état des structures Impact sur le maintien de la sécurité des structures
3. Veille opérationnelle Impact sur la sécurité des usagers du réseau routier supérieur	10. Carburant – CGER Fonctionnalité des sites de distribution de carburant	15. Électrotechnique et structures de signalisation Impact sur le maintien de la sécurité des structures de signalisation et des équipements électrotechniques
4. Surveillance des tunnels Impact sur la sécurité des usagers des tunnels ciblés	11. Ateliers mécaniques – CGER Impact sur la fonctionnalité du parc de véhicules gouvernementaux	16. Géotechnique et géologie Impact sur la sécurité des citoyens
5. Déneigement et déglacage Impact sur la sécurité des usagers du réseau et des autres infrastructures sous la responsabilité du Ministère		17. Hydraulique Impact sur la sécurité des citoyens
MAINTIEN DES INFRASTRUCTURES DE TRANSPORT AUTRES QUE ROUTIÈRES (FERROVIAIRES)		
6. Transport ferroviaire Impact sur le bien-être économique et la sécurité en situation d'urgence		

UNITÉS ADMINISTRATIVES NÉCESSAIRES AU PLAN D'ACTION POUR MAINTENIR LES 17 SERVICES ESSENTIELS :

BSM Bureau du sous-ministre CBS Centre de gestion de l'équipement roulant, DGGER Direction générale de la gestion des immeubles et des services partagés, DGI Direction générale des technologies de l'information, DGF Direction générale des finances, DSSGV Direction générale de la sécurité civile et de la veille opérationnelle, DSRH Direction générale des ressources humaines, DCCM Direction des communications, SMT Sous-ministère à l'efficacité des transports, à la sécurité et à la mobilité, SM Sous-ministère aux territoires, SMCSM Sous-ministère à la gestion contractuelle et à la surveillance des marchés, SSM Sous-ministère à l'exploitation aérienne et aéroportuaire, SMI Sous-ministère à l'ingénierie et aux infrastructures, SPM Sous-ministère à la performance organisationnelle, SPSM Sous-ministère aux services à la gestion.

LES VALEURS QUI DOIVENT GUIDER LES ACTIONS DES INTERVENANTS

LA BIENVEILLANCE LE JUGEMENT LE FOCUS

Votre gouvernement Québec

1. Since March: a look back on the initial measures

At the internal level: the crisis unit

- Identification of resilience issues and risk materialization related to the 17 essential services:
 - Meeting with the managers responsible for the continuity plans of each of the critical services to monitor risks: loss of site access, loss of essential services or resources, loss of communication systems, etc.
- Creation of a register for attendance management:
 - Identify absences associated with COVID-19 (with or without telecommuting), face-to-face work and other absences.
 - Identify staff with skills associated with essential services.

1. Since March: a look back on the initial measures

Work and distance learning

Deployment in tele-work: collaboration platforms

1. Using the platforms and good equipment

2. Consolidating the expertise

3. Adjusting our training opportunities

4. Webinar training for those who work in the field and who now have to work from home momentarily

1. Since March: a look back on the initial measures

Work and distance learning

■ Conferences and events

- Coordination of employee participation in virtual conferences, congresses, seminars and other types of events
- Organizing the numbers of participations according to the type of event, whether virtual, hybrid, face-to-face eventually, and whether the events are free of charge or not.
- Organization of the Virtual working meeting Host Task Force 1.1 Well-prepared Projects - PIARC

A scenic landscape featuring a winding asphalt road with white and yellow lane markings. The road curves through a valley with a mix of green and autumn-colored trees. In the background, there are rolling hills and a small cluster of houses. The sky is overcast with grey clouds.

2. Measures implemented to counter the second wave

Reactivity and continuity of health measures

2. Measures implemented to counter the second wave

Quick follow-ups with contractors' requests

- Special measures to facilitate the handling of contingencies and the management of impacts on construction sites.
- Ministerial Committee for Reference and Harmonization of Disputes was set up.

Objectives

- Ensure fair and uniform treatment of the different situations experienced by companies.
- To ensure that work is carried out in accordance with the ministère des Transports (MTQ) quality requirements.

2. Measures implemented to counter the second wave

Quick follow-ups with contractors' requests

Committee's mandate

- Support the territorial general directorates, major road and public transportation projects for the time needed to manage health measures related to COVID-19

Receive issues raised;

Agree on harmonized solutions to ensure fair and consistent treatment of the various issues;

Communicate information in the form of clear directives.

- Dissemination of Committee deliverables

- **On-line publication of documents on the Website:**

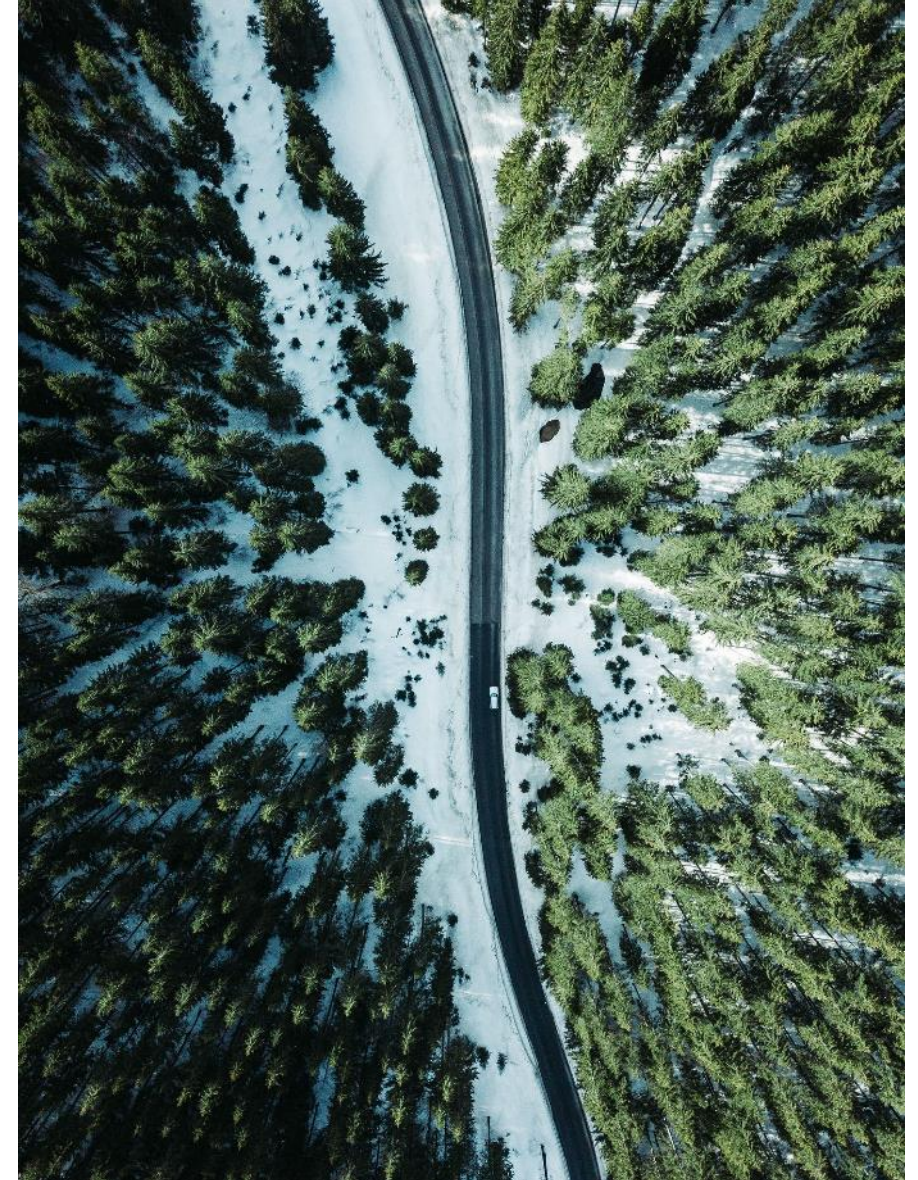
<https://www.transports.gouv.qc.ca/fr/Pages/covid-avis-entreprises.aspx>

- Notice to contractors
- Notice to Service Providers
- Notes to Supervisors

2. Measures implemented to counter the second wave

Monitoring the costs of health measures related to road projects

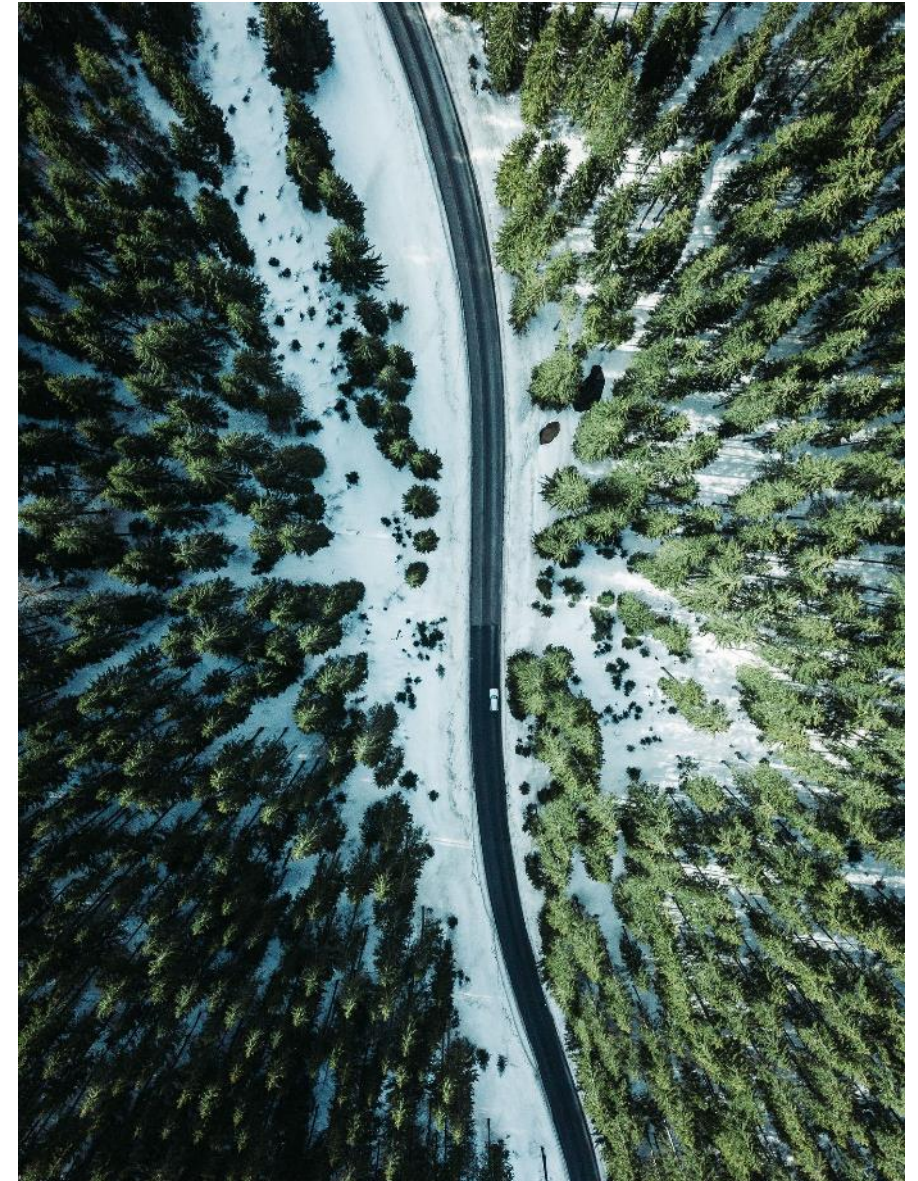
- Identification of 3 payable items
 - Additional health measures
 - Work suspension
 - Other
- Decision not to compensate for production losses
 - If the contractor feels aggrieved, a claim management process is in place.



2. Measures implemented to counter the second wave

Monitoring the costs of health measures related to road projects

- Manage by endorsement of the contract
 - Two possibilities :
 - Refund
 - Compensation possible up to a maximum allowable amount
- The contractor must provide:
 - Monthly specific invoices for acquisition or renting
 - The register of those present and workers present on the site
 - The number of business days for the targeted payment period



2. Measures implemented to counter the second wave

Monitoring the costs of health measures related to road projects

- Refund of costs for individual washing equipment and protective equipment

Item
Added a sink (1 sink/ 25 workers)
Handwashing products (3 ml per wash and 6 washes per day)
Personal protective equipment
Costs associated with additional washing of facilities and equipment

2. Measures implemented to counter the second wave

Monitoring the costs of health measures related to road projects

- Compensation for the application of additional health measures by workers

Item	Maximum time applied	Eligible rate
Time allocated to specialized tasks and COVID-19 security	1 minute per day per worker	Hourly rate of the resource identified for this task (maximum at \$60/hour)
Time allocated to meetings and reception at the construction site	15 minutes per day per worker (first week of construction only)	Weighted average hourly rate
Handwashing time	8 minutes per day per worker (for other weeks of construction)	

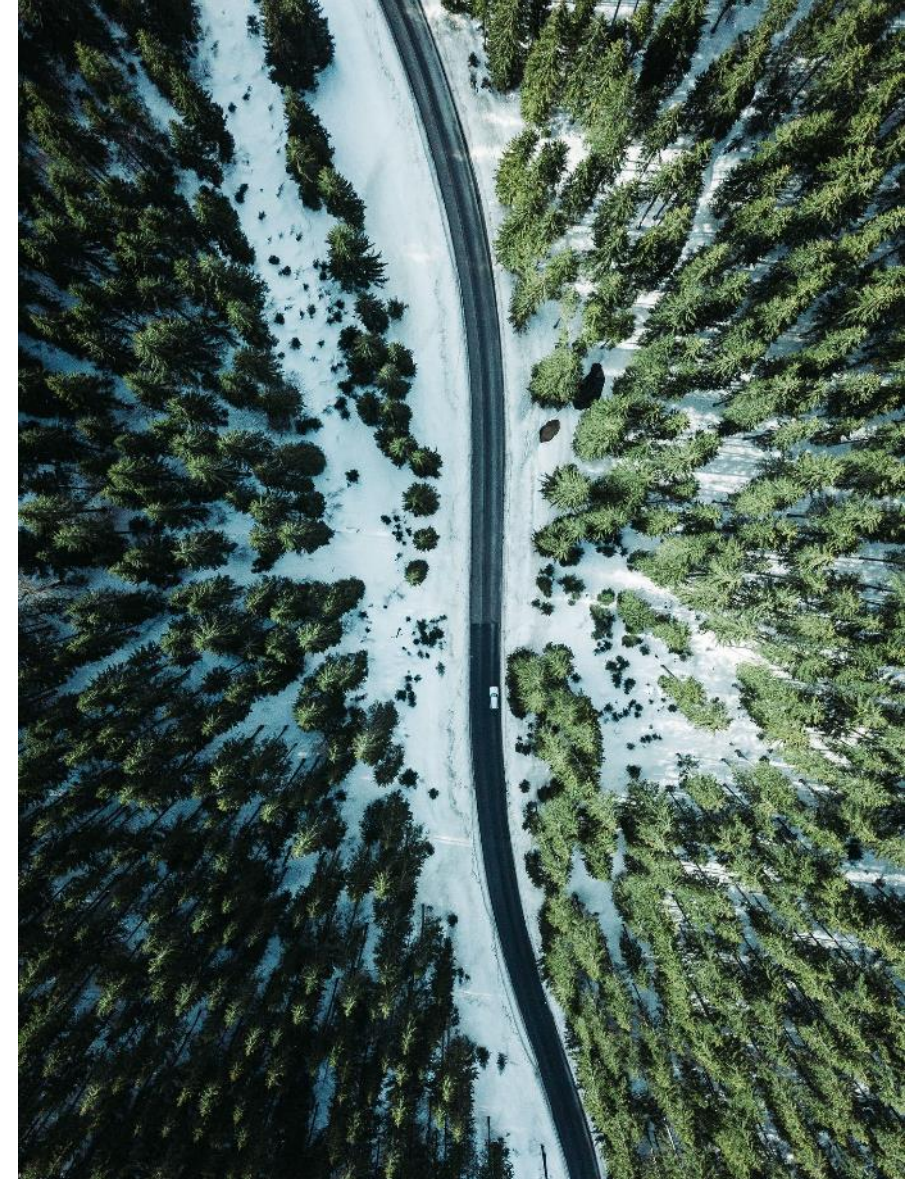
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Monitoring the costs of health measures related to road projects

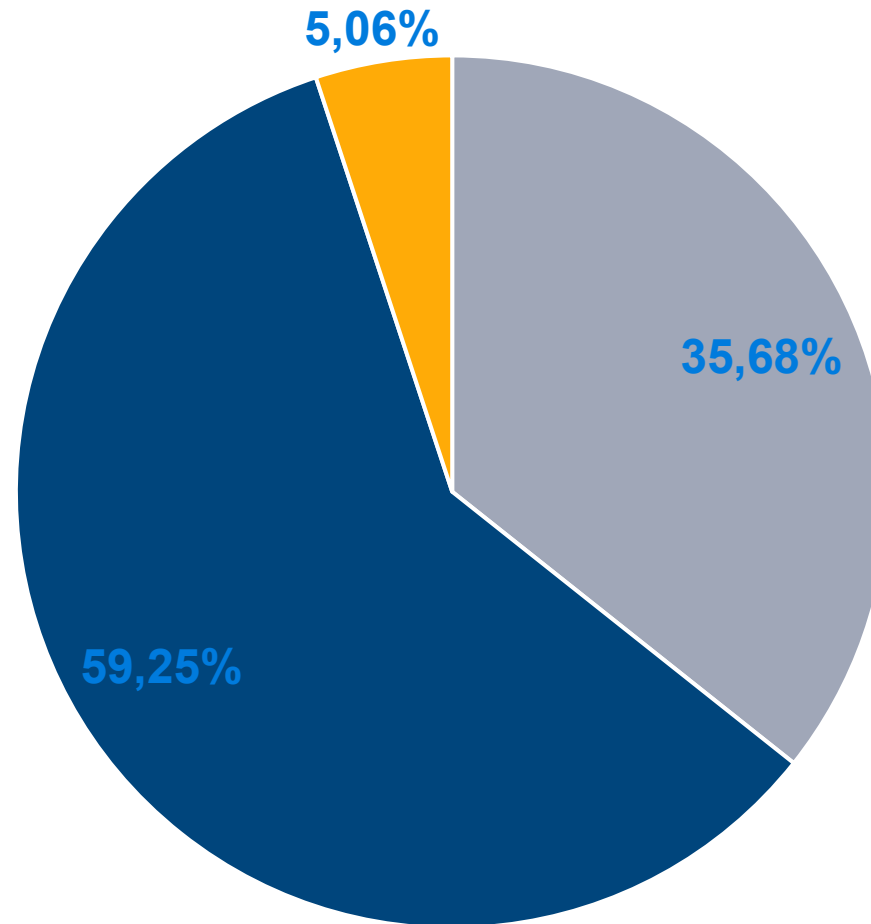
- Compensation for other specific elements related to additional sanitary measures

The contractor must demonstrate the need for these items.

The Department may refuse payment of these items



Proportion of each item to the total value of COVID-19 endorsements



■ Autres / Other ■ Mesures sanitaires / Health measures ■ Suspension des travaux / Work Suspension

**% COVID cost compared to
the initial amount of
construction contracts**

0,81%

2. Measures implemented to counter the second wave

Work with extended time slots in normally busy areas (extended night hours)

- Extended hours from 1.5h to 3h:
 - Efficiency of 25% and more per night
 - Fewer obstacles on the network
 - Gain in overall lead time
 - Savings for the MTQ
- Decrease in traffic allowed:
 - Twinning of work phases
 - Savings in dynamic lane management on some bridges (Louis-Bisson et Île-aux-Tourtes)

2. Measures implemented to counter the second wave

Work with extended time slots in normally busy areas (extended night hours)

■ Extended hours on weekdays

- Production of 30 m² versus 12 m² per night
- Work that moves faster
- Less repeated night-time noise pollution in the same area

■ Extended hours on weekends

- Production of 60 m² versus 22 m² per night
- Favourable to the acceleration of the work
- Less repeated night-time noise pollution in the same area

2. Measures implemented to counter the second wave

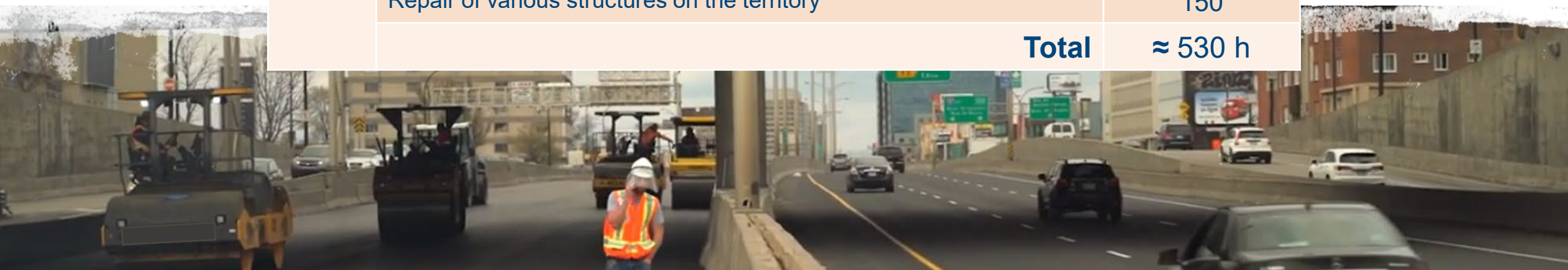
Work with extended time slots in normally busy areas (extended night hours)

Axis	Building sites 2020 Montreal Metropolitan Area	Estimated gain in work (hours)
A-13	Replacement and repair of structures on the A-13 over the A-40 and Saint-François road	20
A-40	Maintenance work on the Île-aux-Tourtes bridge	20
	Repairs to the Saint-Régis Bridge	200
	Rehabilitation of the Henri-Bourassa bridges	180
	Resurfacing A-40 between A-520 and Provencher	250
	Rehabilitation of the structures of the Metropolitan Expressway	30
	Rehabilitation of the Côte-Vertu Boulevard Bridges	30
A-720	Maintenance work on the vaults of the Ville-Marie Tunnel	250
Others	Lots 1&2 (Rehabilitation of super signalling gantries)	20
	Total	≈ 1 000 h

2. Measures implemented to counter the second wave

Work with extended time slots in normally busy areas (extended night hours)

Axe	Building sites 2020 Montreal Metropolitan Area	Estimated gain in work (hours)
A-13	Replacement and repair of structures on the A-13 over the A-40 and Saint-François road	200
A-40	Maintenance work on the Île-aux-Tourtes bridge	50
	Rehabilitation of the structures of the Metropolitan Expressway	100
	Resurfacing A-40 between A-520 and Provencher (floor area)	30
	Repair of various structures on the territory	150
	Total	≈ 530 h



2. Measures implemented to counter the second wave Blitz work in normally busy areas

Example of the repair of the slabs of the Metropolitan's structures

- Blitz 24/7 of 3 days
 - 305 m² (Patriots' Day)
 - 327 m² (Labour Day)
 - 306 m² from July 3 to 6
- Blitz 24/7 of 2 days
 - 215 m² on June 6 and 7, 2020
 - 199 m² on September 20 and 21, 2020



2. Measures implemented to counter the second wave

Project prioritization

As the largest client in Quebec, the MTQ is a key player in the recovery of the Quebec economy, particularly through the implementation of promising infrastructure projects:

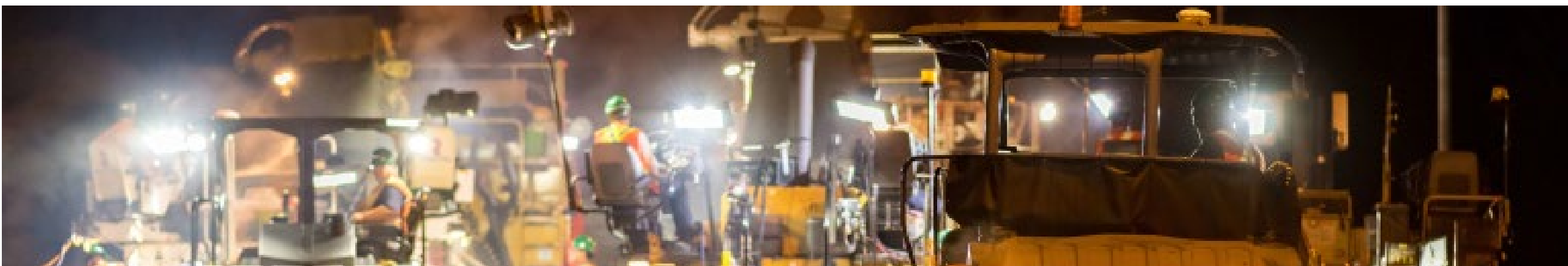
- accelerating the pace of infrastructure projects and increasing productivity;
- becoming even more agile, productive and efficient;
- better allocating resources with respect to government priorities;
- improve the coherence and synergies of the organization.



2. Measures implemented to counter the second wave

Project prioritization - criteria

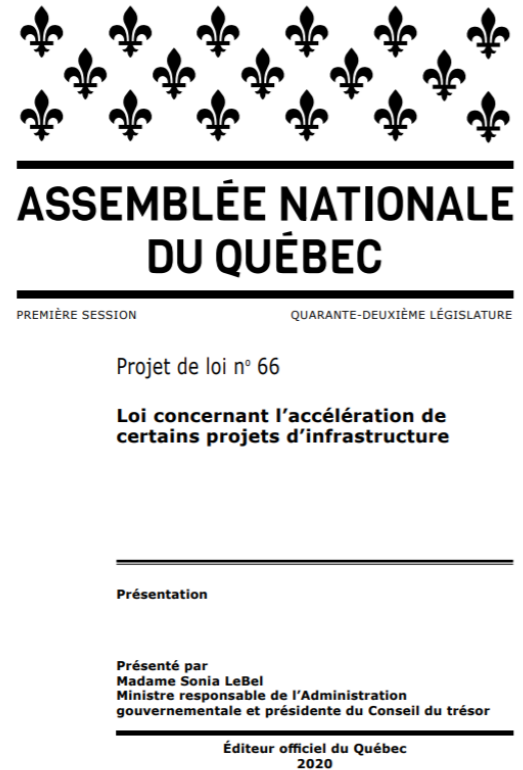
- Contracts signed with contractors ready for a quick start.
- Nature of work allowing the distancing of workers.
- Availability of resources for internal monitoring or signed contracts.
- Works with high impacts in terms of nuisance to users (mobility and noise).
- Pavement repair work (contract and contract paving).
- Work in areas that are usually very busy and scheduled at night.
- Work with very restrictive time slots (usually low productivity).



2. Measures implemented to counter the second wave

An Act respecting the acceleration of certain infrastructure projects

- Bill adopted on December 10, 2020;
- In order to help compensate for the impacts of the COVID-19 pandemic, the objective is to promote Québec's economic recovery and to accelerate certain infrastructure projects.



2. Measures implemented to counter the second wave

Acceleration measures

1. Acquisition of property
 2. Occupation of the domain of the State
 3. Environment
 4. Land use planning and development
- Measures to facilitate payment of certain public contracts
 - Oversight of public contracts
 - Reports



3. Winter service in Quebec in times of pandemic



3. Winter service in Québec in time of pandemic

Continuity of snow removal plans

Succession plan for all regional branches

- Alternatives for key equipment
 - Preventive rentals
 - Rental guarantees in case of default
- Relief staff
 - Qualified management employees
 - Recall lists, retirees, ANCAI, etc.
- Continuity of service agreements
 - **80% service providers under contract**
 - **20% by the ministère des Transports du Québec**
 - Bordering Regional Directorates
 - Municipalities
 - Mining

3. Winter service in Québec in time of pandemic

Continuity of snow removal plans

Arrangements made to limit contacts

- On-call work
 - Employees on duty but waiting at home
- Shift Arrangement
 - Avoid staff crossover
 - Arrangement of separate spaces
 - Checklists and reporting
- More frequent cleaning
 - Twice a day, at shift changes
 - Acquisition of portable vehicle disinfection equipment
- Assignment of vehicles



3. Winter service in Québec in time of pandemic Road Safety in Winter

Québec deals with heavy snowfalls and temperature differences that can be considerable at time.

Accident data analysis for the years 2010 to 2014 shows that during winter:

- 70% of accidents occur in clear or overcast weather conditions and 25 % occur in snowy weather conditions or during storms;
- 42% of fatal/serious injuries accidents occur when the pavement is snowy, icy or covered with hardened snow or slush.



3. Winter service in Québec in time of pandemic

Road Safety in Winter

Mandatory Winter Tires from 2008

- Winter tires are a much more suitable solution than all-season tires for winter driving.
- Between 1 December and 15 March, the owner of a motorized road vehicle registered in Québec, except a heavy vehicle, tool vehicle or farm machine, may not put the vehicle into operation unless it is equipped with tires specifically designed for winter driving.
- This period represents, in general, the winter period in Quebec.

Questions?



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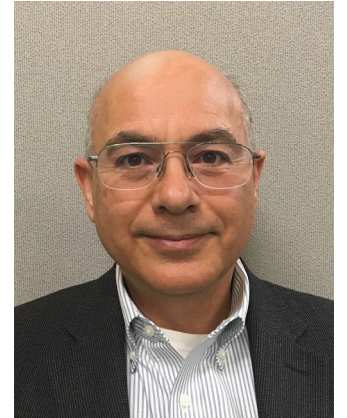


Questions and Answers

Moderated by Christos Xenophontos

Rhodes Island DoT (USA)

Chair of PIARC TC 1.1 on Performance of Transport Administrations



Questions & Answers

Leaning into new practices: the second wave and winter adaptation in Quebec. Anne-Marie Leclerc, PIARC Honorary President and Deputy Vice-Minister, Ministry of Transport, Quebec, Canada.

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Road Maintenance Operations in Covid -19 scenario in Chile

Amilcar Veneciano Muñoz

Head of Machines Department, Ministry of Public Works

PIARC webinar on COVID-19 & Winter Service

17th December 2020

Scenario

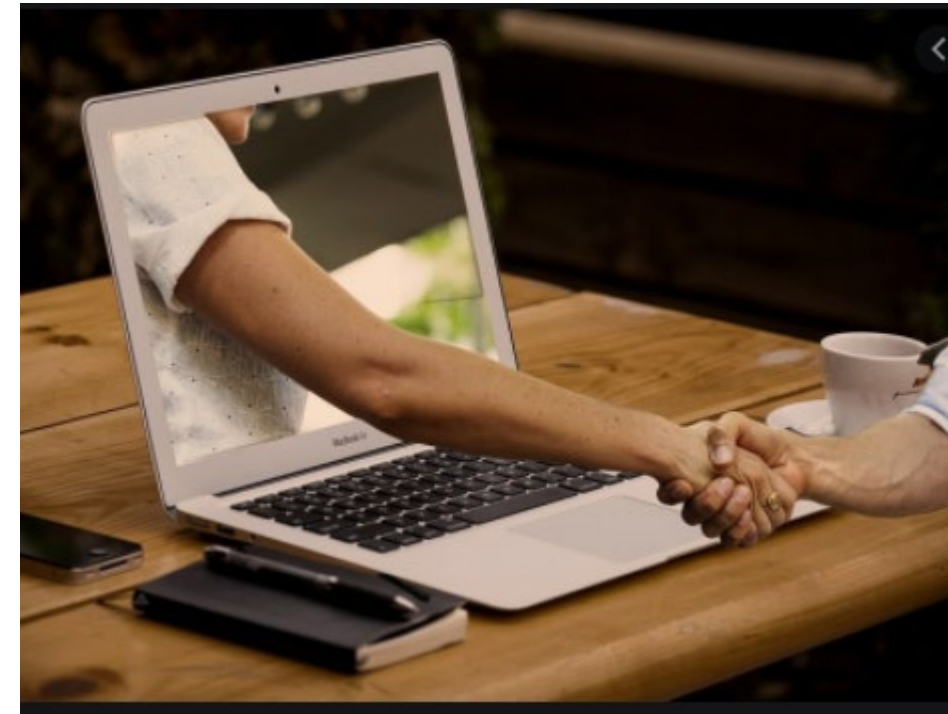
Evolución tasa de positividad exámenes PCR realizados



- Since March 2020, Chile has suffered the arrival of COVID-19.
- Like other countrys, this situation affected our way of living and working.
- There is an estimation, that in the month of June, Chile lost about 2.000.000 work places, today we only have recovered 700.000 positions.

Impact

- The impact of Covid-19, was hard, we developed shifts of workers, to maintain operations.
- All the personell that was in danger (previous decease, or living with risk people), was send home to realise cuarantine.
- A study determinated how many people was able to work at the same time in the same area, depending on ventilation and square space.
- Remote working, this was a complex area at the beginning, we where not ready for this situation, installing VPN, demand of notebooks.



Winter Operations

- Winter Plan of Operations coordinated by the Winter (G.T.I.), to ensure the connectivity between Chile and Argentina.
- This plan is yearly ratified by the chancelleries of Chile and Argentina and public services that provide to keep connectivity in roads crossings.

Esquema de Integración Pasos Fronterizos Priorizados Chile-Argentina
Nómina de Pasos vigentes en Acuerdo Grupo de Trabajo Invernal (GTI)

PASOS	CATEGORÍA	RUTA	ALTURA (msnm)	TOTAL (km)	GTI	POI	GRUPO DE TRABAJO INVERNAL (GTI)
Jama	Priorizado	27-CH	4.200	156	x	x	GTI del Norte
Sico	Priorizado	23-CH	4.092	205	x	x	
San Francisco	Priorizado	C-13, C-163, C-173, 31-CH	4.750	263	x	x	
Pircas Negras	Priorizado	31-CH, C-35, C-401, s/rol	4.164	206	x		
Agua Negra	Priorizado	41-CH	4.750	175	x		GTI del Centro
Cristo Redentor	Priorizado	60-CH	3.200	69	x	x	
Pehuenche	Priorizado	115-CH	2.550	146	x	x	
Pichachén	Priorizado	Q-45	2.062	78	x		GTI del Sur
Pino Hachado	Priorizado	181-CH	1.884	126	x	x	
Icalma	Priorizado	S-61	1.299	39	x		
Mamuil Malal	Priorizado	199-CH	1.208	92	x		
Carimñe	Priorizado	201-CH	1.123	50	x		
Huahum	Priorizado	203-CH	659	75	x		
Cardenal Samoré	Priorizado	215-CH	1.305	71	x	x	
Río Encuentro	Consenso	235-CH	425	10,5	x		
Coyhaique Alto	Priorizado	240-CH	795	42	x	x	
Huemules	Priorizado	245-CH	502	58	x	x	
Río Don Guillermo	Priorizado	251-CH / R-9	257	6,4	x	x	GTI Austral
Laurita Casas Viejas	Priorizado	253-CH / R-9	239	3,2	x	x	
Dorotea	Consenso	250-CH	600	14,6	x	x	
Integración Austral	Priorizado	255-CH	170	189	x	x	
San Sebastián	Priorizado	257-CH	21	175	x	x	

GTI: Grupo de Trabajo Invernal
POI: Plan de Operación Invernal



Winter Operations

- Winter Operations didn't start as usual, cause of the decision to close borders since 18 march 2020, this affected our winter operations until the month of September, forcing us to mantain only small groups of personel, for supervising installations, surveillance and mantaining of mechanised equipment.
- This action ceased all the winter operation in most of the regions, only keeping actions in the Region of Araucania and Magallanes.



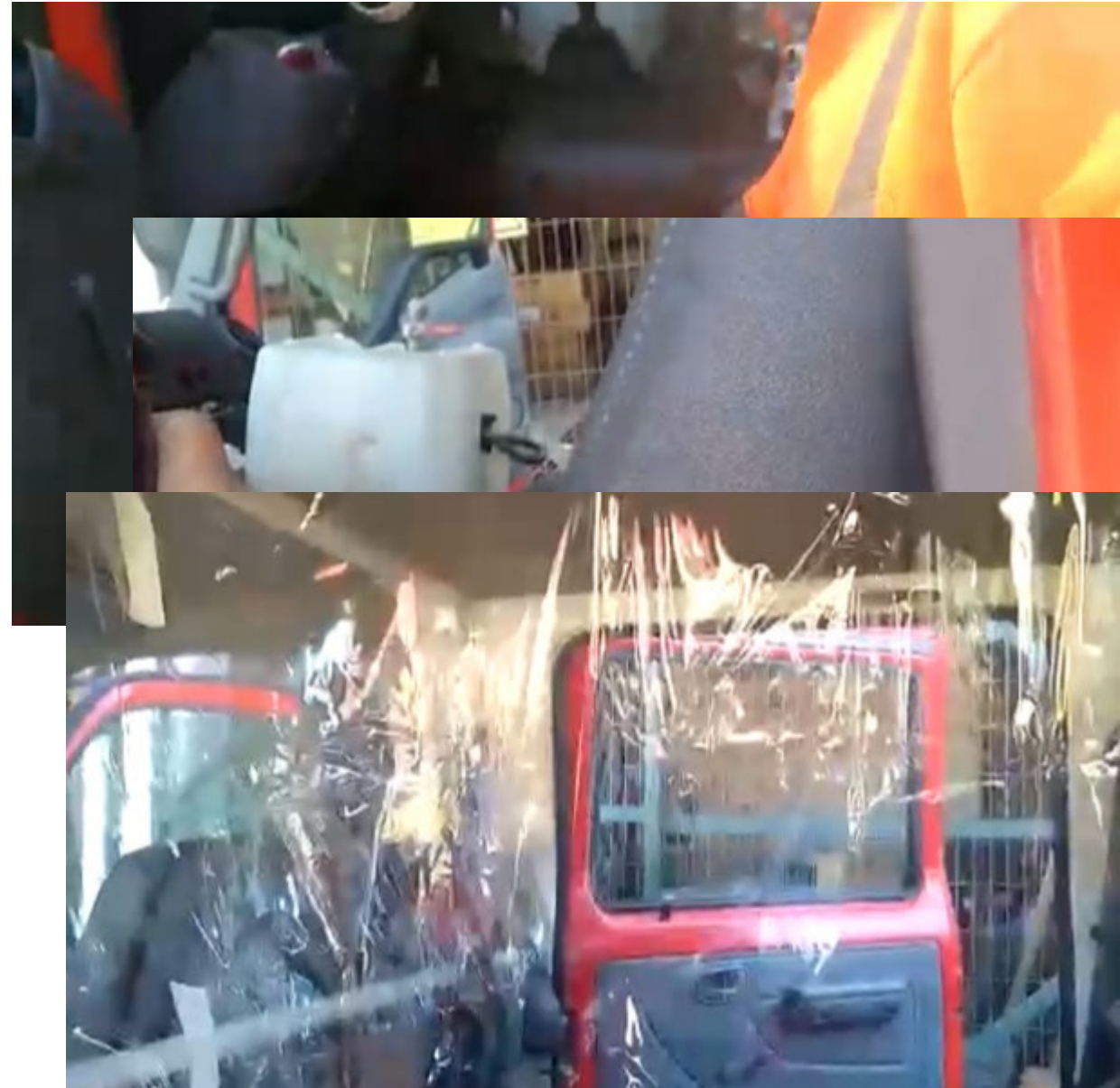
Road Maintenance

- For the Road Maintenance Operations, we began to develop some actions, in order to prevent contagious actions.
- We adopted new costumes, and new elements for our daily work.
- This same actions served as standard for all the other kinds of operation, including the winter operations, that began to work in restore the conectivity between countries.



Installations

- For the Road Maintenance Vehicles and machines, based on other experiences, we installed some elements in order to comply with health policys, and to prevent spread of the desease in our personell.
- Such as:
- Installing water tanks for permanent hand wash.
- Installing aerial barriers (shields).
- Delivering permanently elements for santizing environments.



Recover Conectivity

- With this considerations and elements we began the operations for recover connectivity in the roads that connected borders.
- The weather in this ocassion was on our side, and permitted a normal operation.



Thank you for your attention!
Looking forward to your questions and comments in the debate!



Amilcar Veneciano Muñoz

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Winter Service Préparations due to COVID in Minnesota, USA

Steven Lund

State Maintenance Engineer, Minnesota Dept. of Transportation

PIARC webinar on COVID-19 & Winter Service

17th December 2020

Where in the World is Minnesota?



Lake Superior – North Shore



Minnesota - North Latitude from 43° to 49°



Minnesota fun facts



- Home to the Mall of America – almost 9.5M square feet of mad shopping... and general winter relief (83 soccer fields).
- Boasts 90,000 miles (144,000 km) of shoreline - more than California, Florida and Hawaii combined.
- “Land of 10,000 lakes”...actually there are 11,842 - that’s why there is 1 boat for every 6 citizens.
- Home of Mayo Clinic – great place to get sick.
- Birthplace of Judy Garland, Bob Dylan, and Prince Rogers Nelson – similar singers.
- And responsible for Jesse Ventura - governor and entertainer... entertaining he is.

More on Minnesota

- Minnesota is the 12th largest state in the USA
- Population: 5,610,000 (2018 est.)
- Minnesota is the 22nd most populous state in the USA
- 6,564 rivers and streams totaling 69,000 miles (111,000 km)



State System Size (no County or City roads)

- Centerline miles – 12,000
(19,000 km)
- Lane miles – 30,000
(48,000 km)
- Plowable lane miles – 33,000
(53,000 km)

- Minimum plow routes < 10 miles
- Maximum plow routes > 100+ miles
- Truck stations 150



Resources

- Labor
 - Plow drivers: **1633**
 - Back-up Plow drivers: **203**
- Equipment
 - Plows: **788**
(50/50 tandem/single axle truck)
 - Reserve Plows: **66**
 - 37 Tow Plows (efficiency)
 - 19 Ice Breakers (efficiency)



Prevention Strategies due to COVID:

1. Limit occupancy to any room that houses snowfighters.
2. Avoid shared/common areas and avoid co-locating.
3. Create separate break/lunchrooms.
4. Separate the overlap time between shifts and/or separate areas/locations where shifts report (don't mix shifts).
5. Go to assigned 2 snowfighters per plow for split shift situation - sanitizing before & after usage.
6. Set aside additional time at beginning and end of each shift for thorough cleaning of equipment and shop area.
7. Telework at home during non-Snow & Ice events. Alternative work duties (i.e., training).
8. When not plowing – take extreme measures to physical distance (stay home?).

Prevention Strategies (Continued):

9. If possible, keep the snowplows outside of the shop area to avoid personnel from having to enter the building.
10. Utilized full week (7 days) to separate staff.
11. Utilize rented facilities or other nontraditional locations to isolate staff (e.g., construction field office, etc.)
12. Begin with business as normal and shift to permanent split condition if conditions warrant. (This may compromise non-plow work? Need to maintain safety consideration for employees under a reduced workforce setting.)
13. Other non-winter work completed by specialty teams (isolate teams).
14. Go to single shift and assign one snowfighter per plow.
15. Assign one person to loader/loading deicing salt.
16. Snowfighters move directly from personal vehicle to plow and back again.

Winter Plow Staffing Levels (escalation ladder):

(Prevention first - see: “No truck station is shut down due to COVID - 9/3/2020”)

Stay internal with plowing:

Level 1, Enter winter with **normal operations**,

Level 2, Address COVID situations with **existing district staffing**,

Level 3, With further staff reductions, consider **adjacent district snowfighters help**,

Level 4, Activate **Statewide Mobile Snowfighters**.

Winter Staffing Levels (continued):

External help (no specific order):

Level 5, Other state agency help,

Level 6, Local level of government plow drivers,

Level 7, Private Contactors.

Final options:

Level 8, National Guard – emergency declaration,

Level 9, Close Road(s)



Laser Guide

-
-



Ice Breaker

- 1275 carbide teeth fracture ice,
- For scrapping by the underbody plow,
- Or to create channels in the ice for deicing chemicals to quickly reach the pavement surface for debonding.



Thank you,
Steven Lund
steven.lund@state.mn.us

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Measures for Preventing COVID-19 in Winter Service in NEXCO-East

NAKATANI Ryo

Senior Snow & Ice Specialist,
East Nippon Expressway Co., Ltd. (NEXCO-East), Japan

PIARC webinar on COVID-19 & Winter Service

17th December 2020

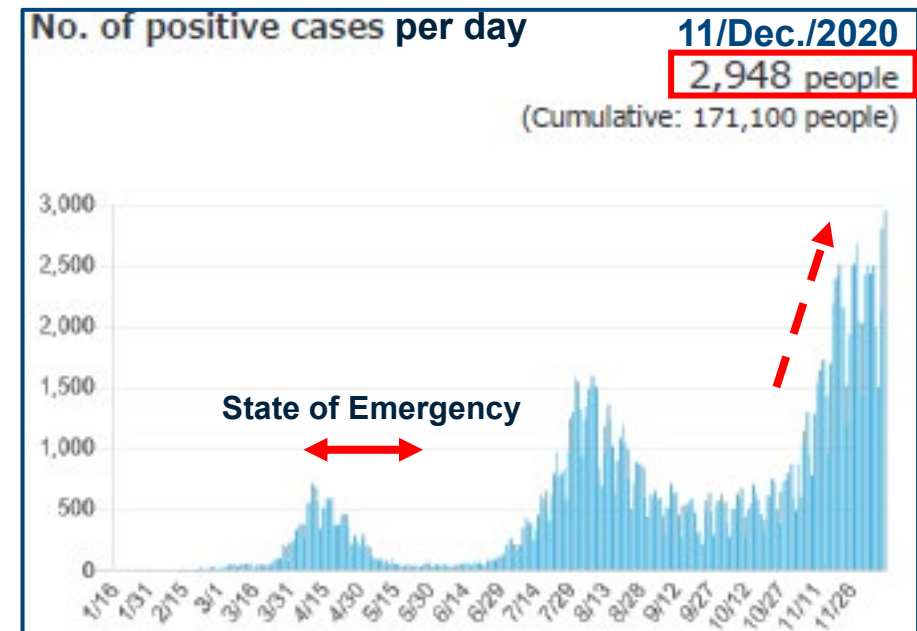
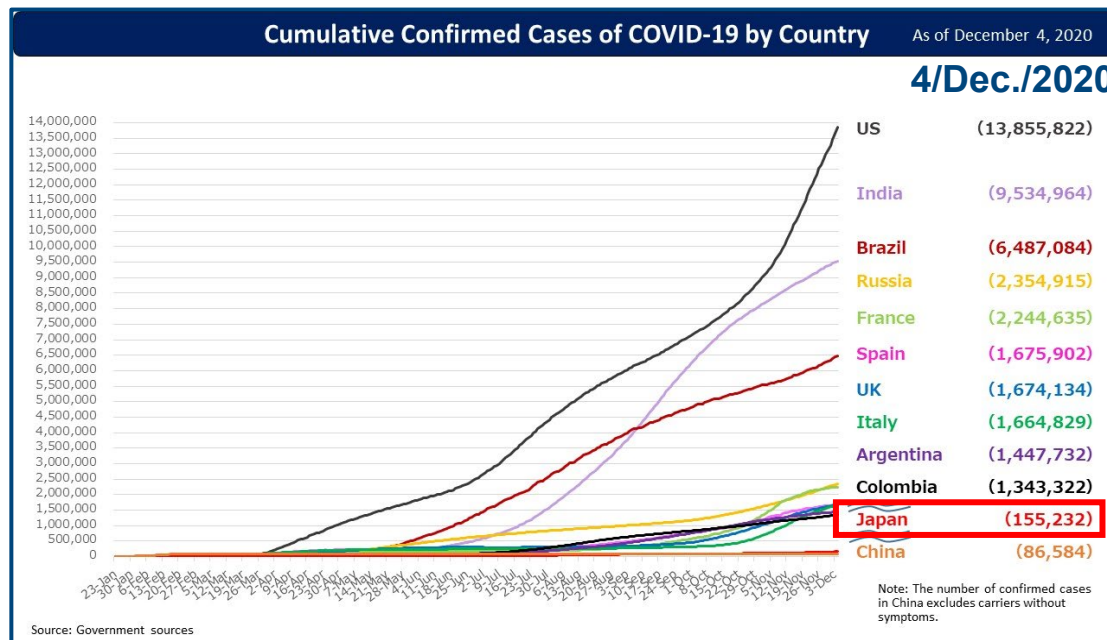
Contents

1. Current Situation of COVID-19 in Japan
2. Basic Strategies of Measures *
3. Cases of Measures in the Construction and Maintenance Sites *
4. Cases of Measures in Winter Service
5. Relevant Technologies

*Source: “the Guidelines of measures for preventing COVID-19 in the construction industry” (Ministry of Land Infrastructure and Transport)

1. Current Situation of COVID-19 in Japan

- The number and rate of COVID-19 infection in the East Asia including Japan are relatively lower than Europe or North and South America.
- However, the current situation is getting worse since November.
- Traffic in expressways decreased to 80% once, then has been recovering to 93%.

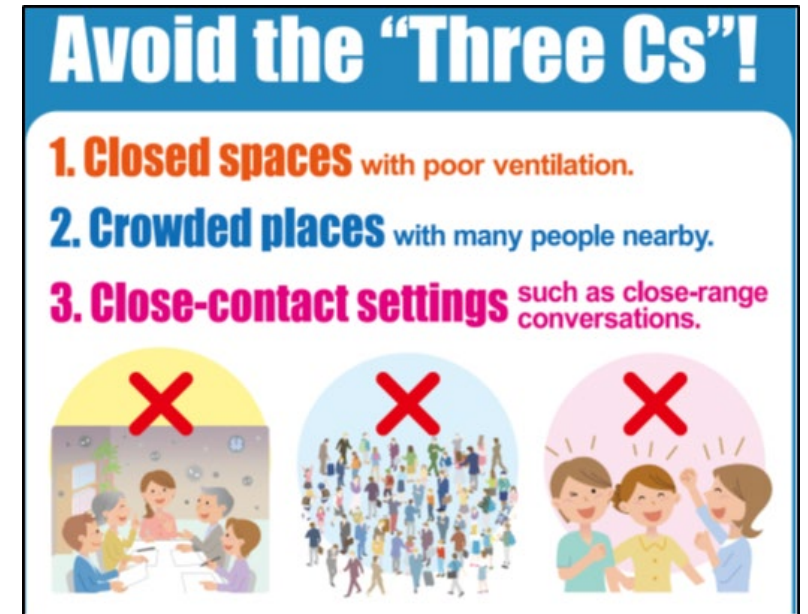


*Source: the Japanese government  **PIARC 3**

2. Basic Strategies of Measures

At low infection rate in Japan, we mainly take measures for **preventing infection** while **maintaining service level**.

- Avoid the “Three Cs”
- Teleworks
- Basic measures for preventing infectious diseases
Hand washing, Wearing mask, Cleaning shared space, etc.



Refrain from going out



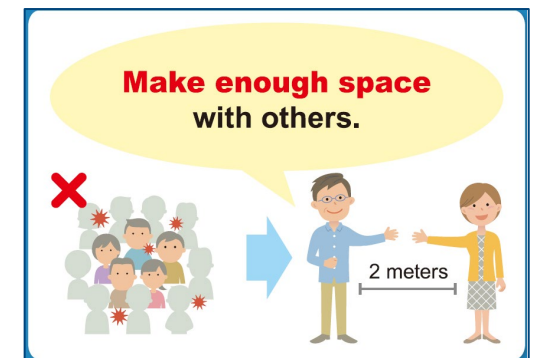
Wash your hands



Follow cough etiquette



Ensure ventilation



3. Cases of Measures in the Construction and Maintenance Sites

*Source: "the Guidelines of measures for preventing COVID-19 in the construction industry" (Ministry of Land Infrastructure and Transport)

(1) Morning assembly or other gathering outside

- To keep enough distance (2 m) between workers. P1
- To reduce the number of participants and meeting time.
- To omit touch activities.
- To check body temperature with noncontact thermometer. P2
- Teleconference between site and office. P3



3. Cases of Measures in the Construction and Maintenance Sites

*Source: “the Guidelines of measures for preventing COVID-19 in the construction industry” (Ministry of Land Infrastructure and Transport)

(2) Working styles inside site office

- To avoid face to face working desk layout. P4
- To keep enough distance between attendees in a meeting.
(2m in the case of face to face) P5
- To reduce meetings by using web, e-mail and telephone. P6
- To disperse each meeting, and reduce its participants and time.
- To ventilate by opening windows or putting air cleaning machines P7



3. Cases of Measures in the Construction and Maintenance Sites

*Source: “the Guidelines of measures for preventing COVID-19 in the construction industry” (Ministry of Land Infrastructure and Transport)

(3) Meal and break time

- To open windows or doors in a rest room and ventilate regularly
- To meal and rest inside a car and disperse mealtime.
- To keep enough distance between persons in a dressing room and a rest room
- To avoid face to face position P8 and put partitions on the table. P9
- To set paper towel instead of shared cloth towel.

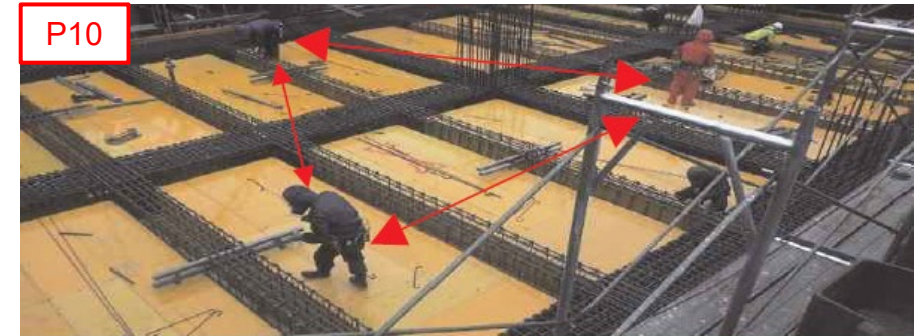


3. Cases of Measures in the Construction and Maintenance Sites

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(4) Works in the site and transportation

- To avoid close-contact works by keeping distance between working blocks. P10
- To avoid sharing a car in the transportation.
- To directly commute between home and site.
- To thoroughly disinfect driver’s seat and levers in a heavy machine or a car before operation. P11
- To ventilate in closed work space by using a fan machine and control the number of workers.



Disinfect a steering wheel, levers with using alcohol

4. Cases of Measures in Winter Service

While NEXCO-East doesn't plan to reduce the number of operators and workers and change maintenance methods at present,

NEXCO-East has carried out the measures along with the governmental guidelines in the construction industry as mentioned before and specific measures in a depot to avoid three C's and so on in winter service.

Main measures;

- To expand and improve rest space in a depot.
- To thoroughly do hygienic measures for preventing infectious disease.
- To adjust the shift work operation to pandemic.

4. Cases of Measures in Winter Service

(1) Additional rest space

- To rent apartment or hotel rooms near a depot.
- To temporarily place a prefabricated house P15 or a trailer house P16 in a depot.



4. Cases of Measures in Winter Service

(2) Improvement of rest space

- To install more table and put partitions or curtains to avoid face to face contact. P17
- To add living goods such as bed clothes, tableware, etc. to avoid sharing.
- To ventilate regularly and put air cleaning machines. P18



P17

Transparency partition on a table



Curtain in a dressing room and a nap bed room



P18

ozone generator

4. Cases of Measures in Winter Service

(3) Hygienic measures for preventing infectious disease

- To cleaning shared space and equip device and materials for preventing infection. P19
- To check body temperature on the hour of attendance. P19
- To disinfect driver's seat and levers in a heavy machine or a car every shift work.



noncontact thermometer



noncontact thermometer and disinfection solution

4. Cases of Measures in Winter Service

(4) Adjustment of shift work operation to pandemic

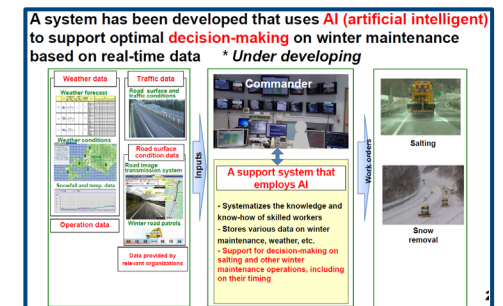
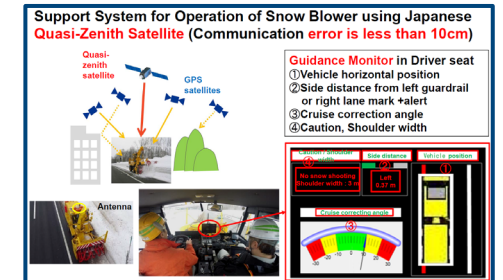
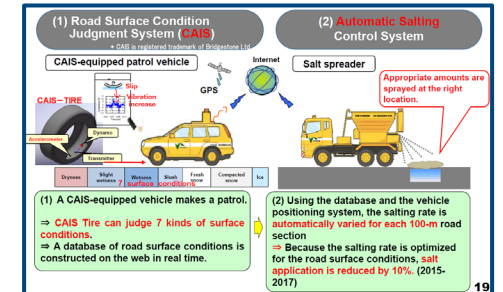
- * NEXCO-East maintains the regular number of workers and equipment each group.
- To minimize overlap each group.
- To disperse each rest place and time.
- To build support system from other jurisdictions in emergency.

5. Relevant Technologies

NEXCO-East has recently developed **automation** and **support systems** for winter maintenance machine operation. They can **reduce the number of skilled operators and their workload** that allow the unfamiliar operators from other jurisdictions to perform adequately. They could be effective as measures for pandemic.

- Intelligent **salting control** optimization system using **tire sensor**
- Support system for **blower operation** using **satellite**
- One touch **snow removal operation** control device using **GPS**
- Winter maintenance **decision support** system using **AI**

Ref: http://www.road.or.jp/docs/gdask_dl.html No.38-41



Thank you for your attention!
Looking forward to your questions and comments in the debate!

Nakatani Ryo

Senior Snow & Ice Specialist, East Nippon Expressway Co., Ltd. (NEXCO-East)

<https://www.e-nexco.co.jp/en/corp/>



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Aproximative duration: 2h30

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A few words on Covid and Winter Service in France

Didier Giloppé

TC 3.2 member working from the Cerema public establishment

PIARC Council webinar

10th December 2020

This presentation is relatively short, the information comes from a webinar organised by the French Piarc committee on 8 December 2020, and from winter service exchange clubs during which operational staff from different organizations can exchange experiences on different technical and organizational areas of winter service.



The climate

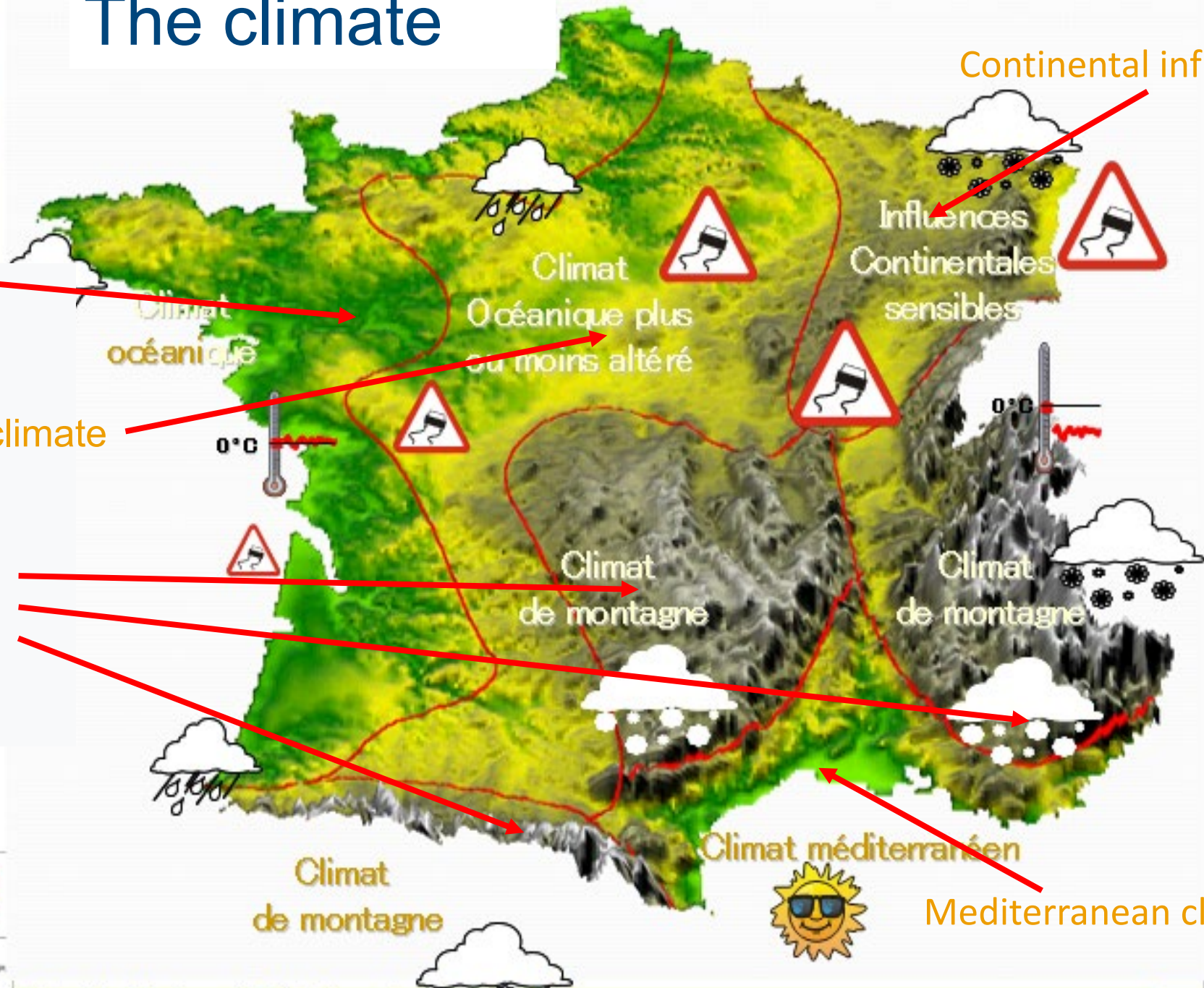
Oceanic climate

Modified oceanic climate

mountain climate

Continental influences

Mediterranean climate







Road network in France

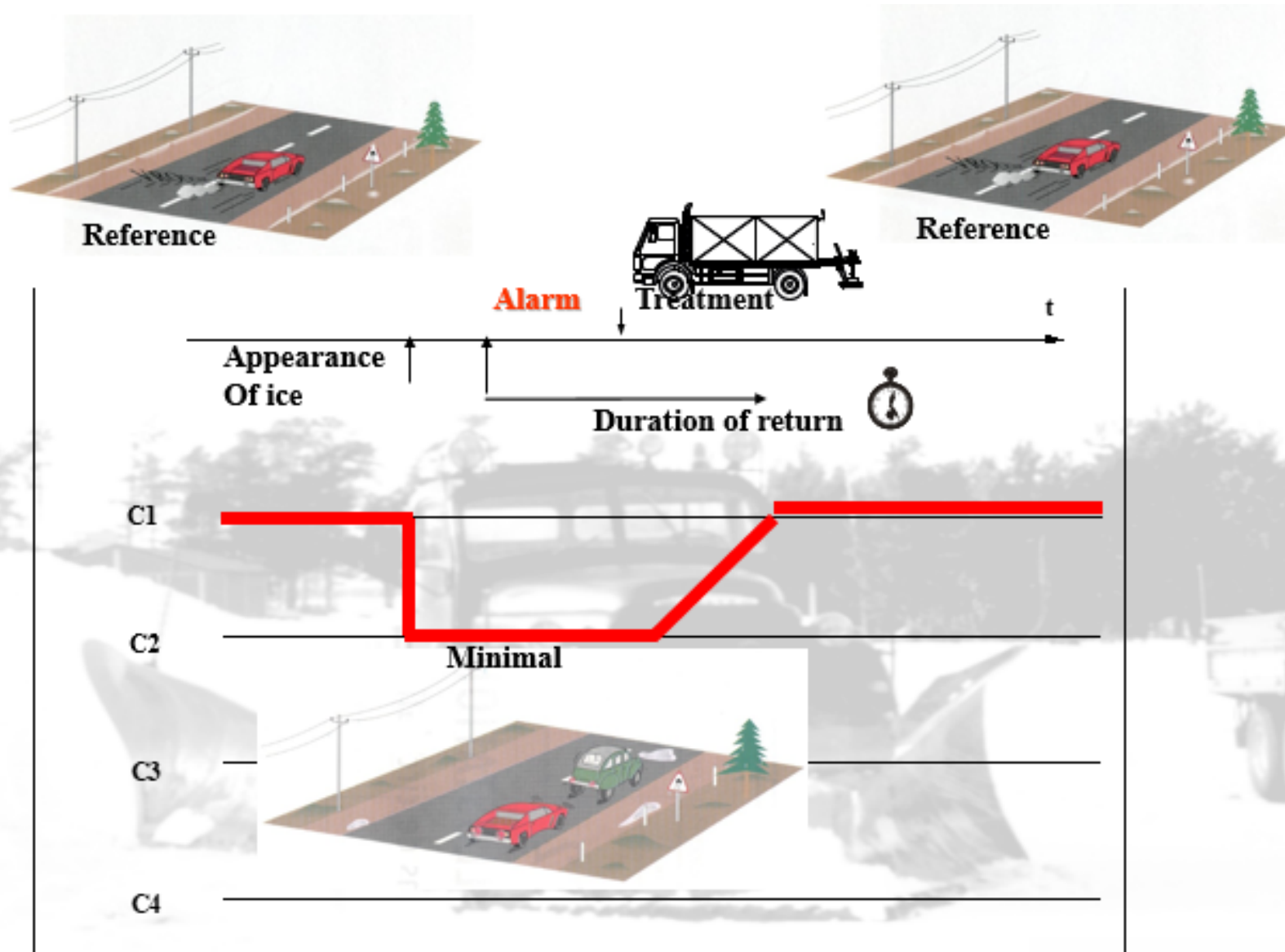
State departments, divided into 11 DIRs (directions interdépartementales des routes - road directorates operating across several French départements)	National roads and non-concessionary motorways (12,900 km)
Département councils	Département roads 380,000 km
Towns	Communal roads (600,000 km)
Concessionary motorway companies	Toll motorways (9,000 km)

Methods and levels of service are différent

Les réseaux gérés par les directions interdépartementales des routes

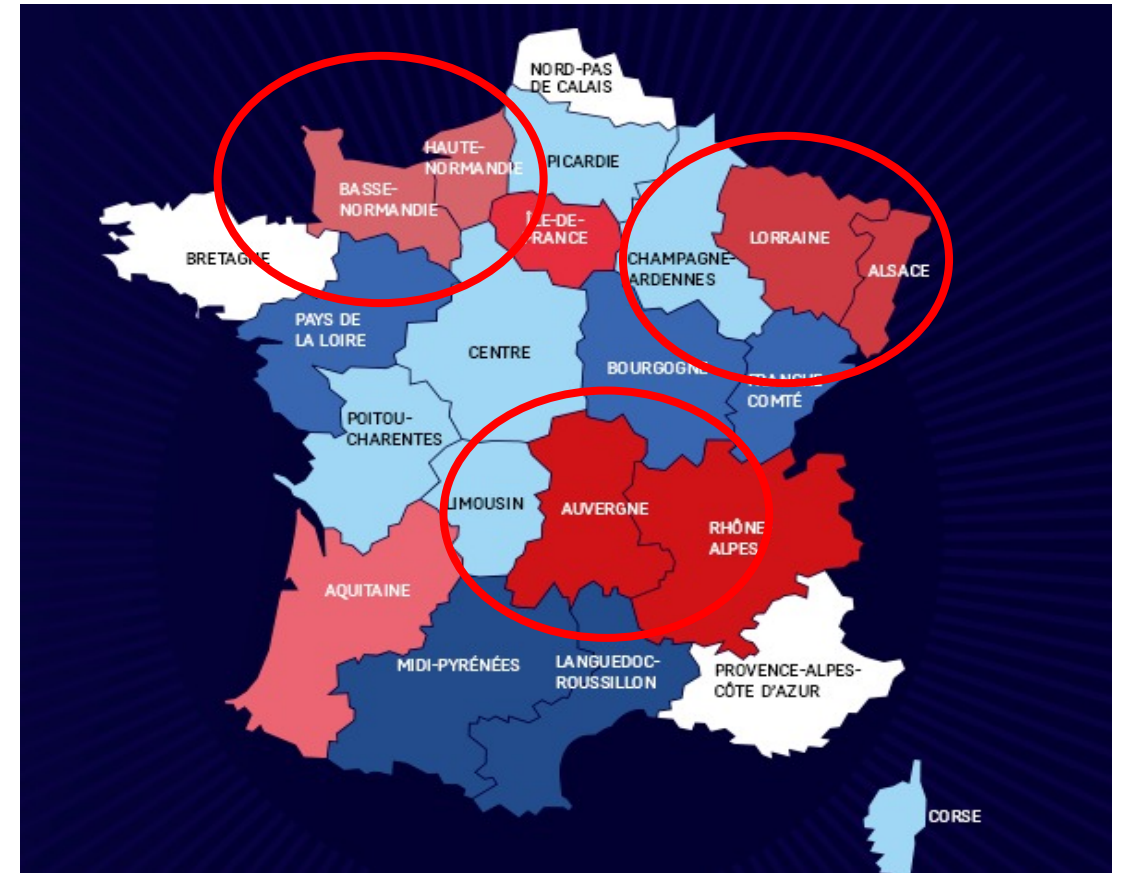


Condition de conduite hivernale	Figuration	Intitulé / code couleur	Traduction pour la communication et l'information des usagers		
			Perception du danger	Probabilité d'un blocage	Conseils à diffuser aux usagers
C1		Normale (vert)	Sans objet	Sans objet	Soyez prudents. « Une route ne peut jamais être considérée sans danger »
C2		Délicate (orange)	Faible (présence de verglas peu perceptible ; neige localisée)	Faible, possible en pente ou rampe supérieure à 3%	Réduisez votre vitesse et soyez très vigilants. Augmentez l'interdistance entre véhicules. Pneus hiver conseillés.
C3		Difficile (rouge)	Aisée pour la neige Faible pour le verglas	Forte	Montez des équipements hivernaux adaptés aux conditions, sinon différez votre déplacement
C4		Impossible (noir)	Évidente	Blocage effectif	Ne circulez pas



Exemple of Level of service

- The webinar on 8 December was devoted to "international winter service news" with a focus on European standardization and a focus on Covid.
- Covid was one of the subjects of meetings of clubs spread over the French territory, Normandy and Centre region, East of France and Auvergne Rhône Alpes regions.



- Three main categories of measures taken internally within organizations could be observed:
 - health measures
 - measures in terms of organization
 - information and communication

- What can be said is that there is no homogeneous approach and no real guidelines for all network operators.



- What measures have been taken internally?

In terms of health measures :

- rules defined at headquarters and applied in operational centers
- covid/contact cases management and impact on center's activity
- Disinfection of premises, patrol vehicles, spreading or snow removal equipments, patrol kit
- wider and/or more numerous opening to dematerialized sites: weather forecasting site, consultation of Rwis, data feedback sites.

- What measures have been taken internally?

In terms of organization :

- reinforcement of the versatility of the teams,
- staggered shift pick-up,
- distance learning
- recruitment and training of additional resources ready to be mobilized
- long-term teleworking
- Decrease in service levels, abandonment of certain circuits with the lowest service levels, snow clearing of two lanes by making only slow lanes, etc... I have no information concerning road user information, but during this period pendular traffic is decreasing due to teleworking. Each road owner decide of the decreasing
- One operator driving

- What measures have been taken internally?

In terms of information and communication :

- daily briefing on taking up the post, reminder of barrier measures
- training in the management of COVID cases in the workplace,
- awareness of the need for individual responsibility
- telecommunication procedures with TW staff

-
- One can legitimately ask the question of which measures could be taken between the different road network managers, but we have no elements of answer for this last point.

Thank you for your attention!
Looking forward to your questions and comments in the debate!



Didier Giloppé

TC 3.2 member working from the
Cerema public establishment

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Grande Arche – Paroi Sud – 5^e étage
92055 – La Défense Cedex – France



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



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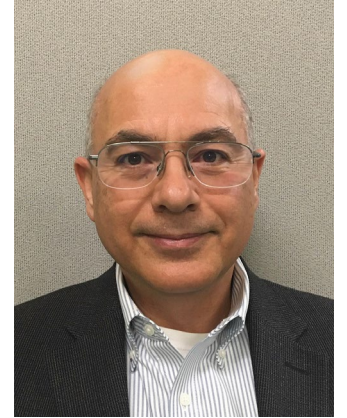


Questions and Answers

Moderated by Christos Xenophontos

Rhodes Island DoT (USA)

Chair of PIARC TC 1.1 on Performance of Transport Administrations



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Conclusion and Next Steps



Next steps

- **Continue updating PIARC's COVID-19 web page**
 - <https://www.piarc.org/en/News-Agenda-PIARC/Coronavirus-PIARC-and-Covid-19>
- **We conducted a detailed online survey**
 - Analysis coming soon
- **An in-depth report is scheduled for December**
- **Further PIARC webinars are planned starting January**
 - In Spanish, English, French
- **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?**

PIARC COVID-19 Response Team



Summary Terms of Reference (Revised PIARC Strategic Plan)

- To explore rapid sharing of knowledge and practice between PIARC members on COVID-19 impacts, responses & associated socio-economic crisis
- To propose and implement short-term actions to support PIARC members and transport professionals in COVID-19 mitigation and response
- To track the course of COVID-19 over time and advise on further actions to be taken by PIARC and others during the crisis and into the recovery
- To advise on medium- and long-term implications of COVID-19 on the roads and transport sector and how these should be reflected in PIARC activities
- To prepare and publish technical reports, surveys and other analysis on COVID-19, alone or in collaboration with other industry bodies & stakeholders

Currently established to **31st December 2021**, extendable as required

Current Membership

- Patrick Mallejacq, Secretary General, PIARC (Chair) (FR)
- Christos Xenophontos, Rhode Island DOT, TC 1.1 Chair (USA)
- José Manuel Blanco Segarra, Ministerio de Transportes, Movilidad y Agenda Urbana, TC 1.1 Spanish Secretary (ES)
- Jonathan Spear, Atkins, TC 1.1 WG 2 Leader (UK)
- Fabio Pasquali, ANAS S.p.A., TC 1.2 Chair (IT)
- Caroline Evans, National Transport Commission, TC 1.4 Chair (AU)
- Yukio Adachi, Hanshin Expressway Engineering Co, TC 1.5 Chair (JP)
- Andrea Simone, University of Bologna, TC 2.1 Chair (IT)
- Luis Miranda-Moreno, TC 2.1 Spanish Secretary (CA)
- Martin Ruesch, Rapp Trans Ltd, TC 2.3 Chair (CH)
- Valentina Galasso, Deloitte Consulting, TC 2.4 Chair (IT)
- Pascal Rossigny, CEREMA, TC 3.3 French Secretary (FR)
- Saverio Palchetti, ANAS S.p.A., TF 3.1 Chair (IT)
- Andrea Peris, Paraguay National Committee (PY)

PIARC Webinar COVID-19 & Winter Service

17th December 2020

Thank you very much
for your attention!

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

