



PIARC Webinar

COVID-19

14 October, 2020

Welcome!

Our Speakers today

- **Patrick Malléjacq** - Secretary General, PIARC
- **Héctor S Ovalle Mendivil**
 - Director, COCONAL, México
- **Jim Tymon**
 - Executive Director, American Association of State Highway and Transportation Officials (AASHTO), USA
- **Bill Halkias**
 - Managing Director & CEO, Attica Tollway Operations Authority, Attikes Diadromes SA, Greece
 - President, International Road Federation (IRF), Geneva, Switzerland
- **José Manuel Blanco Segarra**
 - MITMA, Spain
 - Secretary of PIARC Technical Committee 1.1 on Performance of Transport Administrations
- **Mark Henry Rubarenzya**
 - Head, Research and Development, Directorate of Network Planning and Engineering, Uganda National Roads Authority, Uganda
 - Member of PIARC Technical Committee on 1.4 Climate Change and Resilience of Road Networks
- **Christos Xenophontos**
 - Rhodes Island DoT, USA
 - Chair of PIARC Technical Committee 1.1 on Performance of Transport Administrations

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

Patrick Malléjacq

Secretary General, PIARC

#PIARCCOVID19



Basic rules for Zoom on line meetings



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



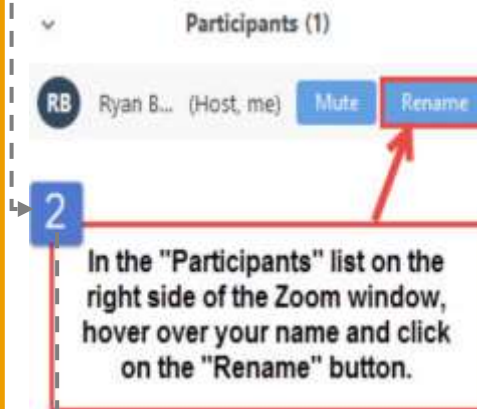
Please **mute yourselves and keep the video off** during the presentations **to avoid background noises and connection overload**



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

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

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



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

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

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



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 “Q&A” button**
 - ⇒ If you want to direct the question to a panelist, start with “*Question to...*”
 - ⇒ Use English language
- You can also use the “Chat” feature of 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)
- 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.”

Our Speakers today

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Agenda and Structure

- **Brief introduction to PIARC**
- **Our work so far**

- **Panelists' Presentations**
- **Questions & Answers**

- **Conclusion and Next Steps**



Institutional Presentation

PIARC

Our work so far

Patrick Malléjacq

Secretary General, PIARC

#PIARCCOVID19



What is PIARC?

- **PIARC** is the new name of the **World Road Association**
- We were **founded in 1909** as a non-profit, non-political association
- **Our goal is to organise exchange of knowledge on all matters related to roads and road transport**
- We have 124 member governments, as well as regions, groups/companies and individuals.
- It is the first global forum for the exchange of knowledge, policy and practice on roads and road transport.



PIARC's four key missions

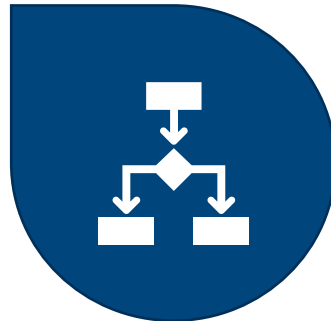
- Be a **leading international forum for the analysis and discussion of** the whole spectrum of transport issues related to roads and road transport.



- 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.

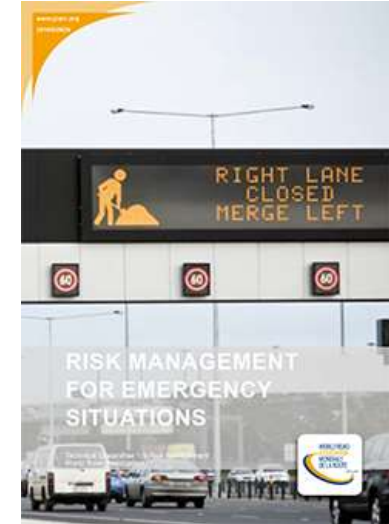
The Association mobilizes the experience and knowledge of 1,200 experts from more than 80 countries in 22 Technical Committees and Task Forces.

PIARC COVID-19 website

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



- The recordings of the Online Seminars "COVID-19 and roads"
- The presentations of these seminars
- PIARC Technical Reports related to pandemic management



Key issues on COVID-19 and roads



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



Response to impact on transportation



Relationships and collaboration with customers, users and other interested parties



Maintain activity and continuity of service



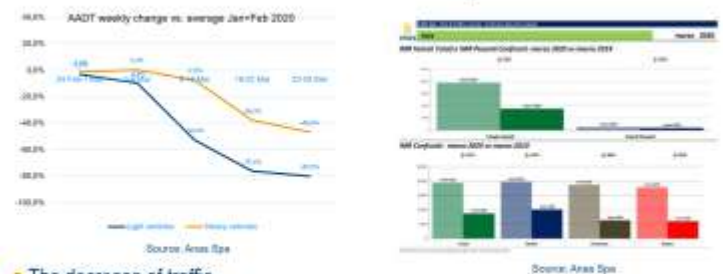
Manage impacts on the economy and supply chains; Revive the economy after the crisis



Security (including cyber security)

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

Covid-19 Phase 0 – Economic consequences for a NRA



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

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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)



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

1. Ensuring employees health and safety

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



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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 ^{MR} delegate of Tunisia and President of the ATR
World Road Association - Association mondiale de la Route - Asociación Mundial de la Carretera - www.piarc.org

RECOVERY

¿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
Public Transit	-91% ridership
Taxis	-50% ridership -60% volume
Trains	-60% ridership -67% ridership

Source: MTA's Trends in New York City During COVID-19 Pandemic: Analysis of Transportation Modes throughout March 2020. American Transportation Research Center



Many PIARC Partner Organisations agreed to join our Webinars as panelists



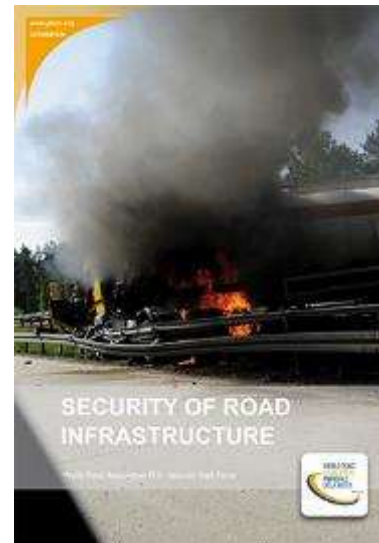
- In addition to many panelists from the network of PIARC members

PIARC COVID-19 website

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



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



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

- 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



COVID-19 across the world (8th October 2020)

Global Summary

36,219,883

Total Cases

1,054,126

Total Deaths

349,255

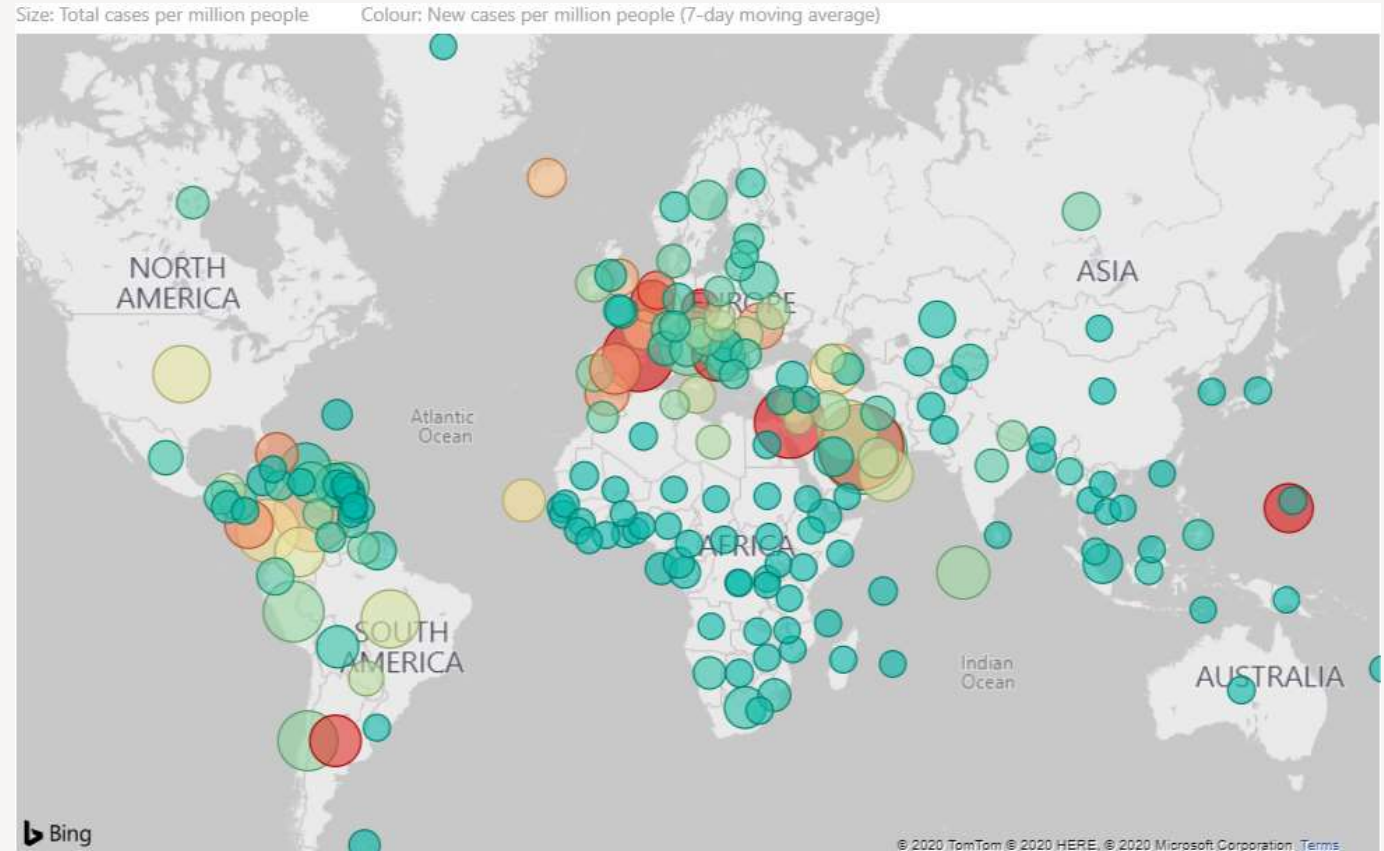
New Daily Cases

5,846

New Daily Deaths

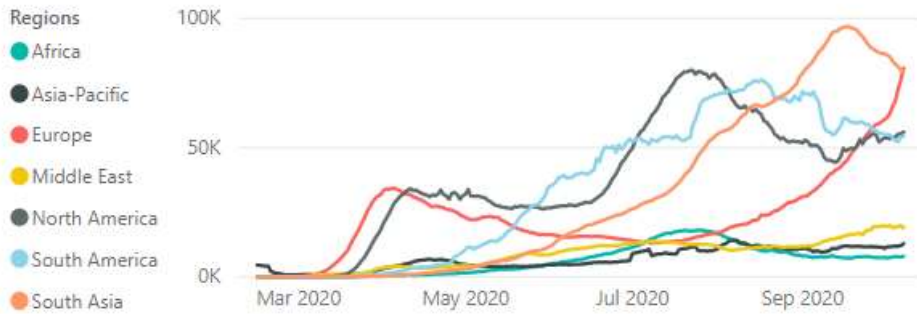
2.9%

Case-Fatality Ratio

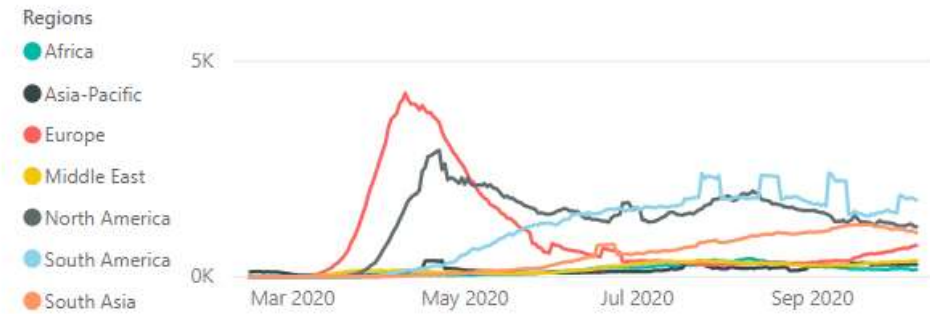


COVID-19 across the world (8th October 2020)

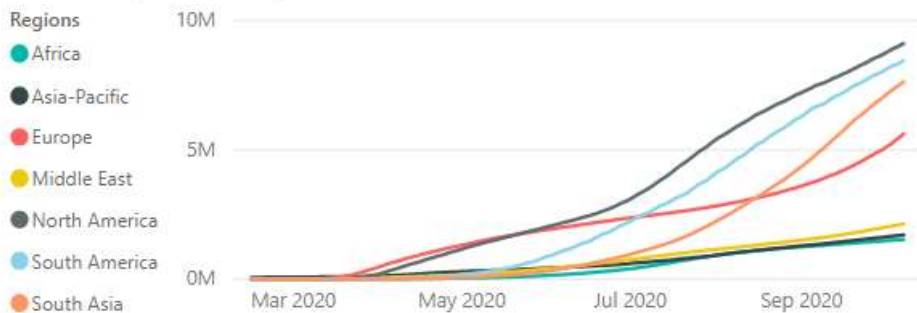
New Cases (7-day moving average) by Date and Regions



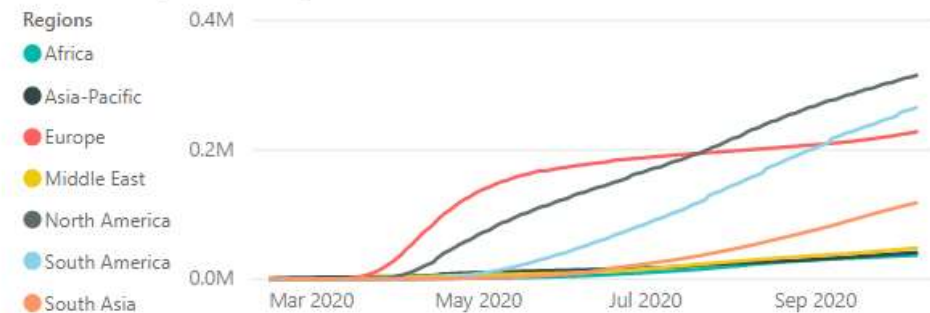
New Deaths (7-day moving average) by Date and Regions



Total Cases by Date and Regions



Total Deaths by Date and Regions



Thank you for your attention



Patrick Mallejacq

PIARC Secretary General

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@PIARC_Roads



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Association PIARC



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Eyes on today and the future...

What we have learned...

Hector S Ovalle M

CEO – Coconal

October 2020

Héctor S. Ovalle

- Mexico
- CEO Coconal
- Civil Engineer
- Member of PIARC's TC 1.3 and TF of Infrastructure and Transport Security
- Former president of the Mexican Roadways Engineering Association



Key discussion points

- Is investment in roads a priority for the economic recovery?
- Have we evaluated the effectiveness of some measures that were deployed in an emergency?
- What measures are we implementing to be ready to face the new wave of the pandemic?
- What have we learned...



Roads operation during COVID-19

Is investment in roads a priority for the economic recovery?

The aim of Mexico's government is to invest in a continuous way in infrastructure roughly in the amount of 25% of the GDP (accumulated) in the next 4 years.

For 2020 and 2021, 28 road projects are budgeted to start, about 3.2 billion USD of total investment.

This can only be achieved with the strong support of private investment, all of the above projects are under PPP scheme.



Key discussion points

- Is investment in roads a priority for the economic recovery?
- **Have we evaluated the effectiveness of some measures that were deployed in an emergency?**

3.34 % of people got the virus...from march to early october

- What measures are we implementing to be ready to face the new wave of the pandemic?
- What have we learned...



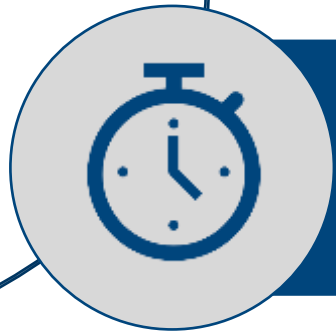
Roads operation during COVID-19

What measures are we implementing to be ready to face the new wave of the pandemic?

- In case someone shows any symptoms...



Immediate isolation



As soon as possible

- Covid-19 testing
- Traceability assessment
- Isolation of those in the traceability assessment
- Disinfection of areas
- Further testing depending the results

Roads operation during COVID-19

What we have learned...

- In spite of a cure and a vaccine there are things that should/will remain...
 - Cleanliness
 - Hygiene
 - Regard for other people's safety
- We need to AVOID
 - closed spaces
 - crowded places
 - close-contact settings
- As a group we have invested in COVID related measures roughly 3 million USD, amount that wasn't considered in any of the contracts.



Roads operation during COVID-19

What we have learned...

- **Common good practice...cleanliness and hygiene**
 - Continuous vehicle, rest areas, and offices disinfection
 - Constant communication and training in disinfection
 - Proper distancing
 - Constant Hand washing
 - Avoid face touching
- **Some people will not accept things like**
 - Proper distancing
 - Use of facemasks
 - The fact that together things do happen

So, you need to be ready and protect our people, towards this attitudes.



Roads operation during COVID-19



Roads operation during COVID-19



Roads operation during COVID-19



Thank you for your attention!



Héctor S Ovalle

CEO Coconal

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PIARC COVID-19 Webinar

Jim Tymon

Executive Director, American Association of State Highway and Transportation Officials (AASHTO)

Chairman, PIARC National Committee of the U.S.A

October 14, 2020

What is AASHTO?



- Nonprofit association, founded in 1914

- Members include:
 - Transportation departments of the 50 states, the District of Columbia and Puerto Rico
 - Associate Members from Federal, State and Local agencies and other countries

- AASHTO serves as the PIARC National Committee of the U.S.A



COVID-19 in the U.S.A

- 215,000 people have died in the U.S.A. from COVID-19
- 7,815,000 COVID-19 cases have been reported
- Number of COVID **deaths** per day peaked in mid-April
- Number of COVID **cases** reported per day peaked in mid-July

COVID-19's Impact on Transportation

- In April Vehicle Miles Traveled (VMT) was down 50 percent compared to 2019.
- Since June VMT is only down 10 percent compared to 2019
- In April Mass Transit/Public Transport ridership decreased more than 90 percent compared to 2019

What Have We Learned Since March

- COVID-19 Impacts Each State Differently
 - Some construction projects delayed due to lack of funding
 - Some construction projects accelerated to take advantage of reduced traffic
- As Traffic Decreased – Speeding, Crashes, and Fatalities Increased
- Traffic is Returning to Normal Levels – But Travel Patterns are Changing
- Transportation Workers and Organizations are Resilient and Dedicated

What is Being Done to Prepare for the Next Wave

- Better Prepared for Operational Challenges
 - Use Intelligent Transportation Systems (ITS) to better monitor and manage system operations
 - Ready to coordinate permits to move heavier trucks across state boundaries to deliver essential supplies and equipment
- Adjusting Construction and Maintenance Practices to Ensure Worker Safety
 - Distribution of Personal Protective Devices (masks)
 - Avoiding close contact for construction and maintenance workers
- Maximizing work-from-home / telework

Research on Effectiveness of Measures Deployed

- Working with the Transportation Research Board (TRB) on the Following Research Projects:
 - Producing a guide for managing a transportation agency's response to a pandemic
 - Identification of supply chain problems and solutions for essential goods
 - Development of procedures for relaxing truck weight restrictions for emergency supply deliveries
 - Best practices for using virtual platforms to engage the public in decision making
 - Effective tools and practices to maximize teleworking / work-from-home

Investment in Infrastructure for Economic Recovery

- COVID relief funding for transportation has been focused on operations
- AASHTO has asked Congress for \$37 billion to replace lost revenue from decrease in driving
- Hopeful that Congress will pass an economic stimulus package with road funding in 2021

Questions?



Jim Tymon

AASHTO Executive Director

www.transportation.org



PIARC COVID-19 Webinar

Impact of the Pandemic on Motorway Traffic-Perspectives on European Toll Roads

October 14th, 2020

Bill M. Halkias, PE, F. ASCE, F. ITE

Managing Director & CEO, Attica Tollway Operations Authority, Athens, Greece

President, International Road Federation (IRF), Geneva, Switzerland



Bill M. Halkias, PE, F. ASCE, F. ITE is since 1999 the Managing Director and CEO of the Attiki Odos (Attica Tollway) Operation and Maintenance Company "Attikes Diadromes SA" in Athens Greece and participated as Technical Director in the Tollway's development team since the award of the Concession in 1996.

Vice President (2018-2020) and Member (2008-2018) of the BoD of "AKTOR CONCESSIONS SA", a Shareholder Company of "Aegean Motorway SA" (serving as Managing Director) and "Olympia Odos Operation SA" (serving as BoD Member).

President (since 2019) of "IRF" (International Road Federation) based in Geneva, Switzerland.

President (2014-2019) of "HELLASTRON", (Hellenic Association of Toll Road Network).

President (2018-2019) of "ASECAP", the Association of European Toll Motorways based in Brussels, serving a four-year term (2016-2020) in the Executive Committee.

President (2010-2012) of "H.ITE" (Hellenic Institute of Transportation Engineers,

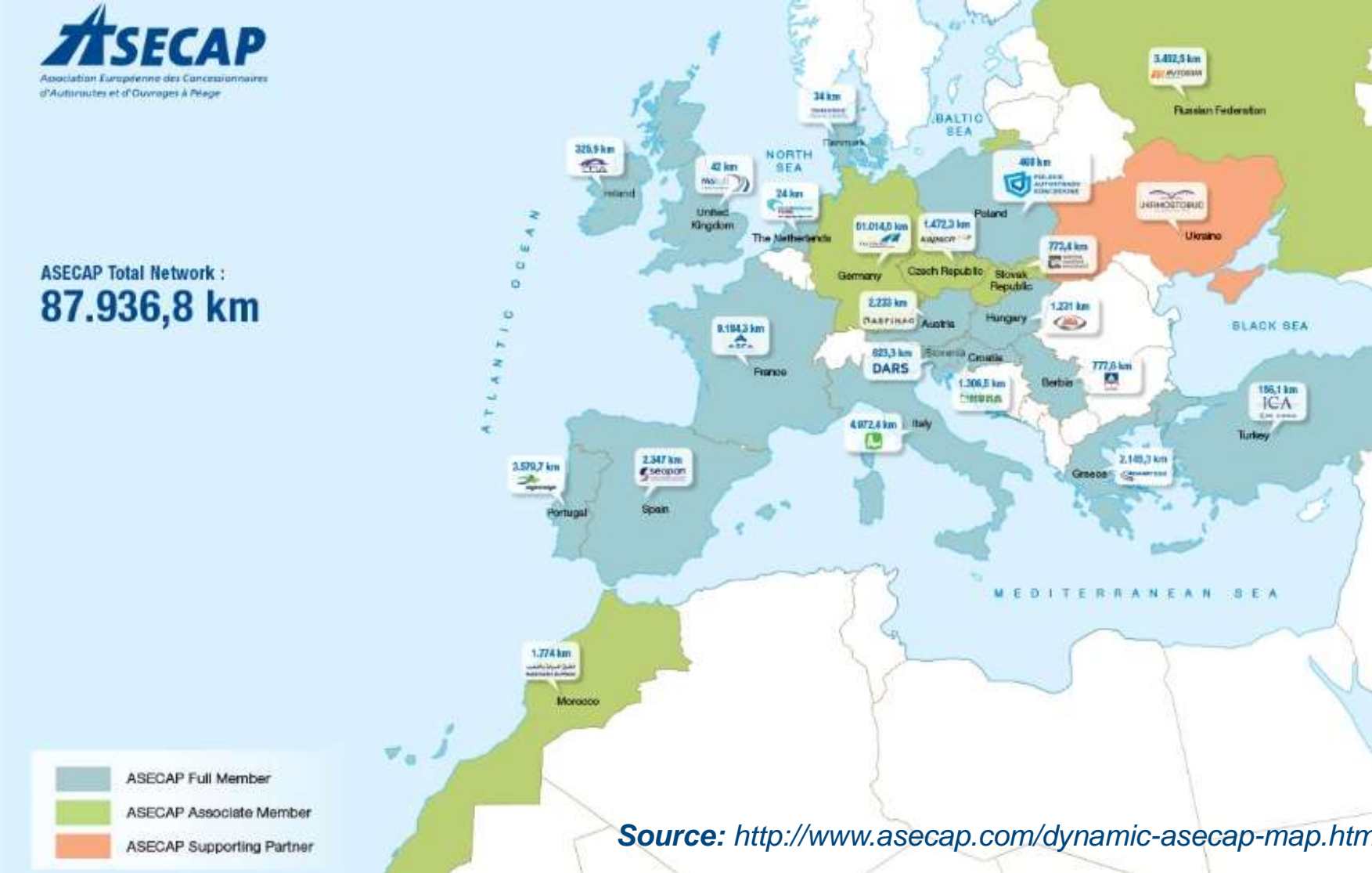
Member of the BoD (2007-2010 and 2018-2021) of "IBTTA" (International Bridge Tunnel Turnpike Association).

Member of the Freeway Operations Committee of "TRB" (Transportation Research Board) based in Washington DC (2004-2010) and founder of the International Symposia on Freeway and Tollway Operations.

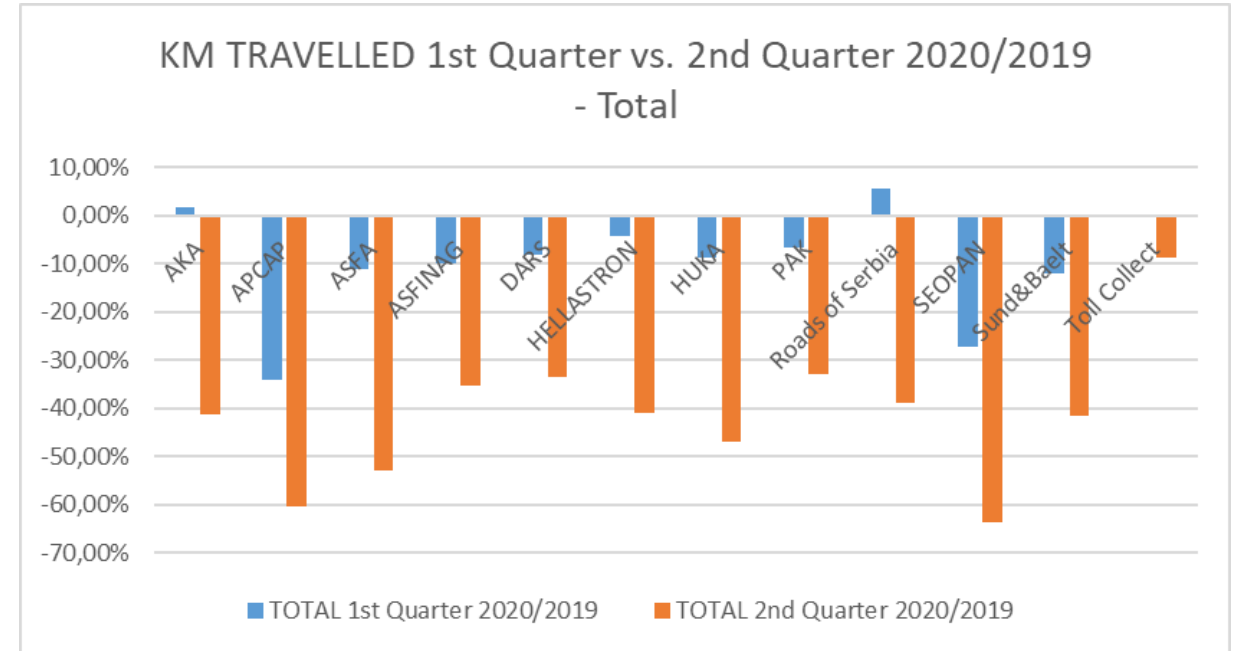
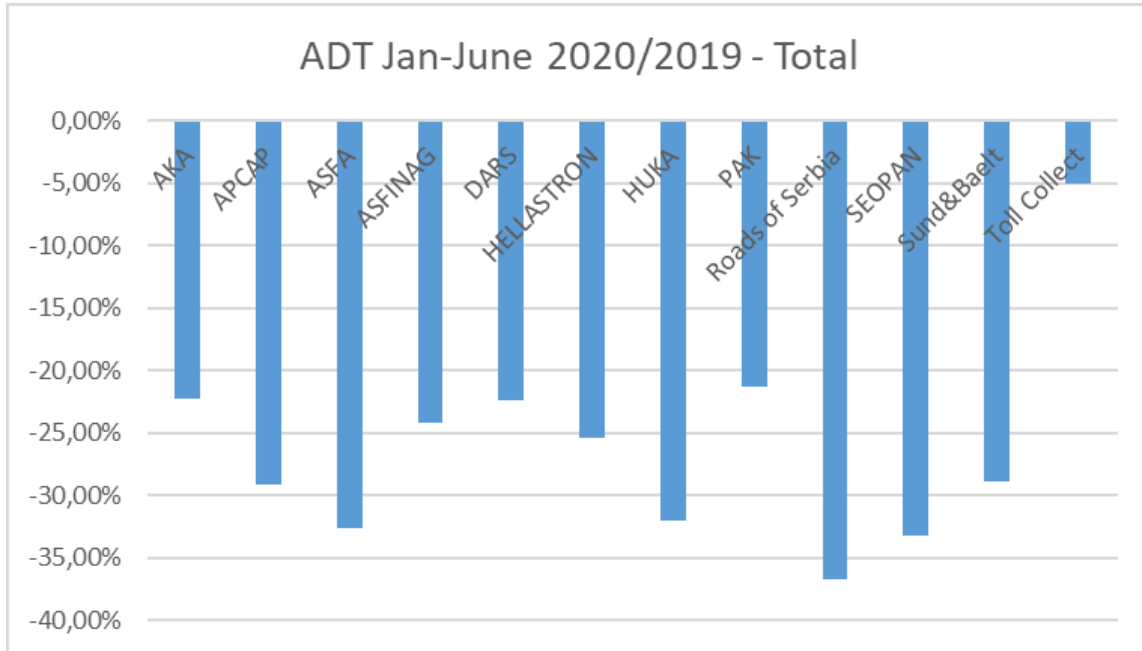
Member of the Board (since 2020) of "HCIC" (Hellenic Construction Industry Council).

He holds a B.S degree in Rural and Surveying Engineering from the National Technical University of Athens (1981) and a M.Sc. degree in Civil Engineering from NJIT (New Jersey Institute of Technology (1984). He is a licensed Professional Engineer in Greece and in eight US states. He has 40 years of experience in the international transport field, with the first 15 years in the US in various consulting positions. Partner and Executive VP of the Consulting firm "VMI-Maris & Associates", (1987-1995) in Hackensack New Jersey.

The European Toll Road Network (ASECAP Members)

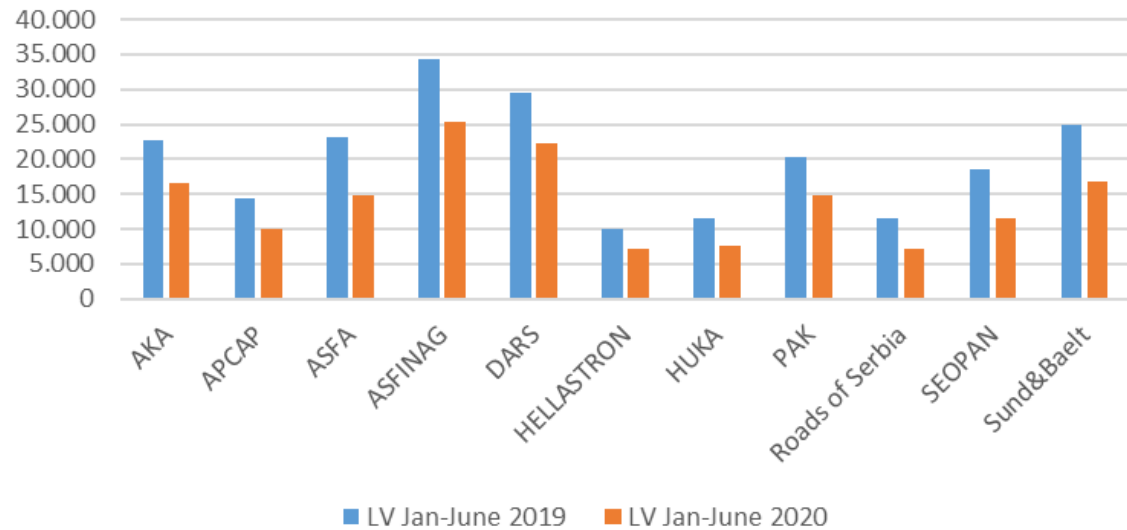


European Tollways & COVID-19: Traffic Evolution (2020 vs 2019)

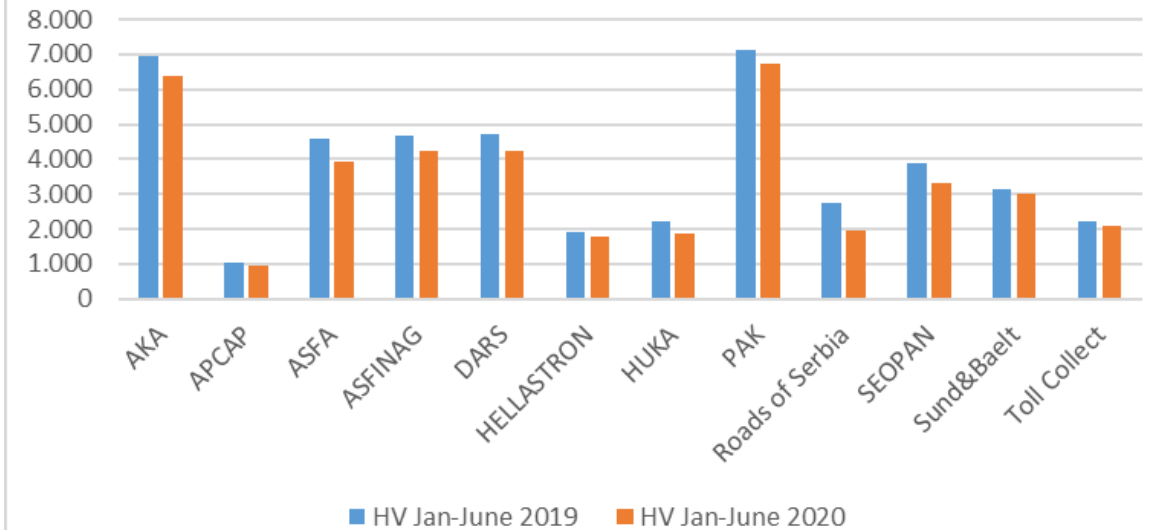


European Tollways and COVID-19: Traffic Evolution (2020 vs 2019) LGVs & HGVs

ADT Jan-June 2019 vs. 2020 - Light vehicles



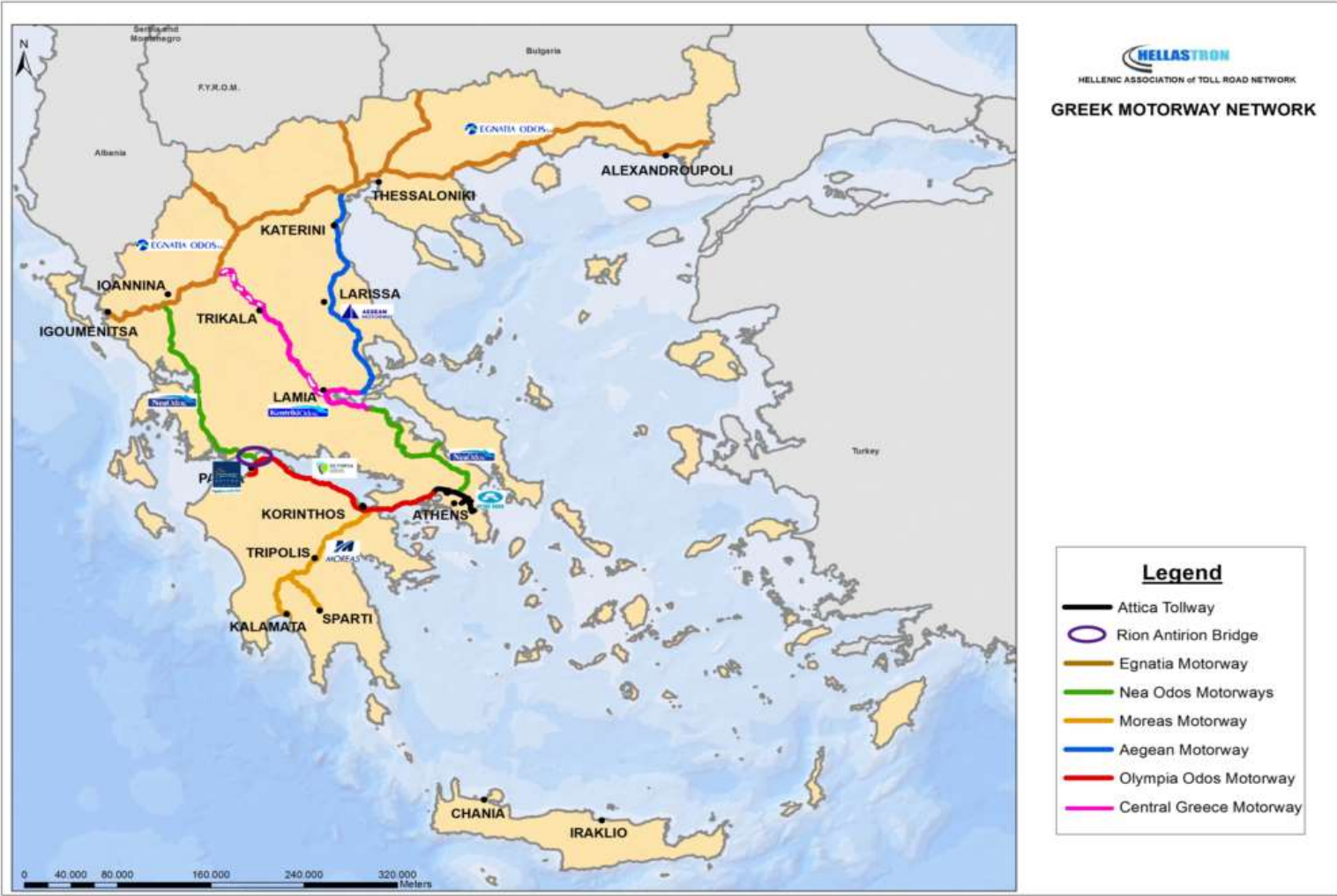
ADT Jan-June 2019 vs. 2020 - Heavy vehicles



Source: ASECAP



The Greek Toll Road Network (HELLASTRON Members)

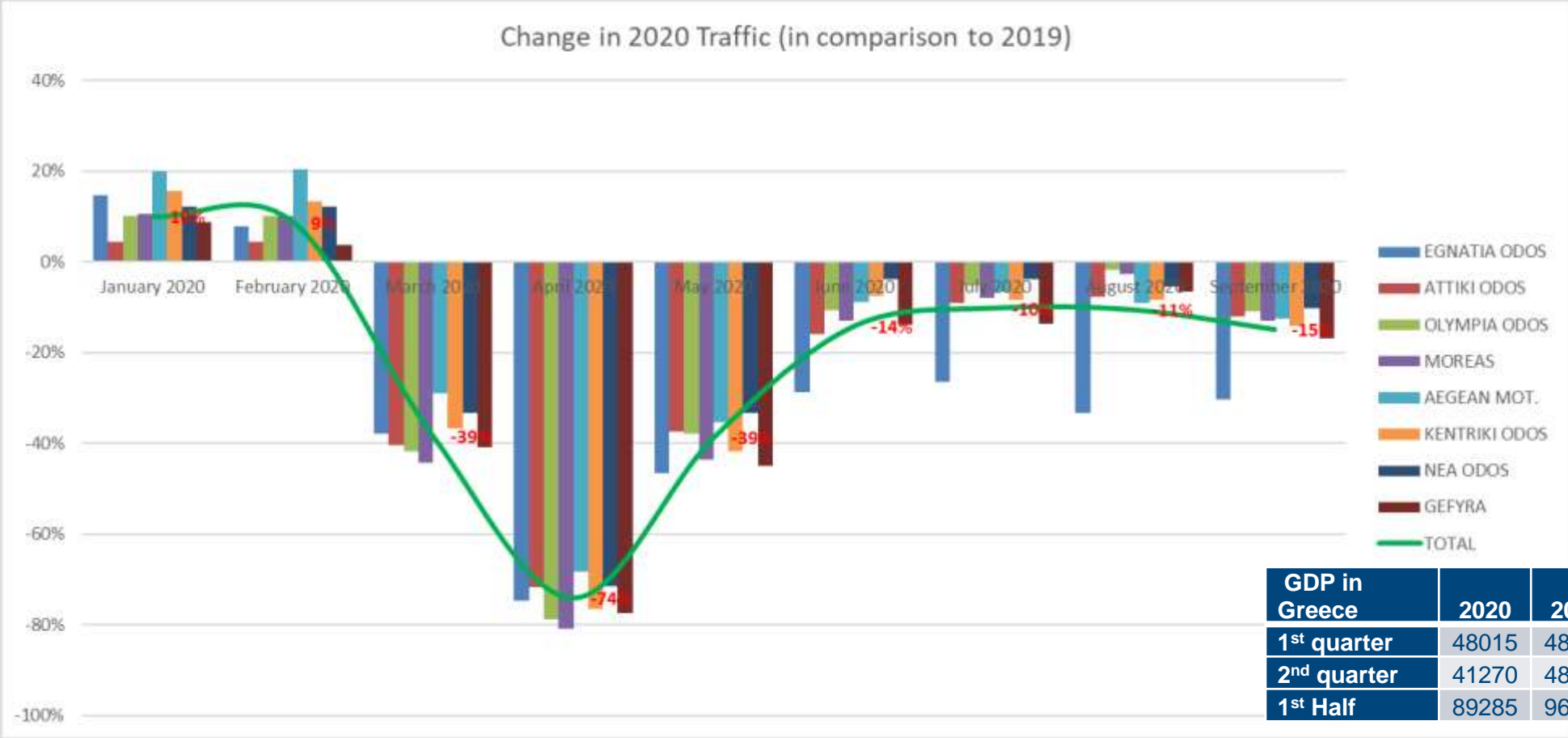


Greek Tollways (HELLASTRON) & COVID-19: Traffic Evolution (2020 vs 2019)

CHANGE IN TRAFFIC 2020-2019 – TOTAL OF LGV AND HGV									
	EGNATIA ODOS	ATTIKI ODOS	OLYMPIA ODOS	MOREAS	AEGEAN MOTORWAY	KENTRIKI ODOS	NEA ODOS	GEFYRA	TOTAL
JANUARY 2020	15%	4%	10%	11%	20%	16%	12%	9%	10%
FEBRUARY 2020	8%	4%	10%	10%	20%	13%	12%	4%	9%
MARCH 2020	-38%	-40%	-42%	-44%	-29%	-37%	-33%	-41%	-39%
APRIL 2020	-75%	-72%	-79%	-81%	-68%	-77%	-72%	-77%	-74%
MAY 2020	-47%	-37%	-38%	-44%	-36%	-42%	-33%	-45%	-39%
JUNE 2020	-29%	-16%	-11%	-13%	-9%	-7%	-4%	-14%	-14%
JULY 2020	-27%	-9%	-5%	-8%	-7%	-8%	-4%	-14%	-10%
AUGUST 2020	-33%	-8%	-2%	-3%	-9%	-8%	-5%	-7%	-11%
SEPTEMBER 2020	-30%	-12%	-11%	-13%	-13%	-14%	-10%	-17%	-15%
JAN - SEPT 2020	-30%	-21%	-18%	-21%	-15%	-19%	-16%	-23%	-21%

**Total Estimated Revenue Loss: About 96 million € for the period March-June 2020
(for all Greek Toll Roads)**

Greek Tollways (HELLASTRON) & COVID-19: Traffic Evolution (2020 vs 2019)



Greek Tollways (HELLASTRON) & COVID-19: Traffic Evolution (2020 vs 2019) LGVs & HGVs

CHANGE IN TRAFFIC 2020-2019 – LGV									
	EGNATIA ODOS	ATTIKI ODOS	OLYMPIA ODOS	MOREAS	AEGEAN MOTORWAY	KENTRIKI ODOS	NEA ODOS	GEFYRA	TOTAL
JANUARY 2020	17%	4%	11%	11%	25%	18%	14%	10%	11%
FEBRUARY 2020	9%	4%	11%	11%	31%	17%	15%	5%	10%
MARCH 2020	-45%	-42%	-46%	-47%	-38%	-44%	-39%	-45%	-43%
APRIL 2020	-84%	-74%	-86%	-85%	-83%	-87%	-81%	-84%	-81%
MAY 2020	-52%	-38%	-41%	-46%	-41%	-46%	-37%	-49%	-42%
JUNE 2020	-33%	-17%	-11%	-13%	-10%	-7%	-4%	-14%	-15%
JULY 2020	-30%	-9%	-5%	-8%	-7%	-9%	-3%	-13%	-11%
AUGUST 2020	-36%	-8%	-1%	-2%	-9%	-9%	-5%	-6%	-11%
SEPTEMBER 2020	-34%	-13%	-12%	-13%	-15%	-16%	-12%	-17%	-16%
JAN – SEP 2020	-34%	-22%	-20%	-21%	-17%	-22%	-17%	-24%	-22%

CHANGE IN TRAFFIC 2020-2019 – HGV									
	EGNATIA ODOS	ATTIKI ODOS	OLYMPIA ODOS	MOREAS	AEGEAN MOTORWAY	KENTRIKI ODOS	NEA ODOS	GEFYRA	TOTAL
JANUARY 2020	6%	8%	6%	5%	7%	6%	4%	3%	6%
FEBRUARY 2020	5%	6%	5%	4%	11%	4%	3%	-2%	5%
MARCH 2020	-8%	-11%	-11%	-14%	-4%	-8%	-6%	-16%	-8%
APRIL 2020	-29%	-34%	-32%	-32%	-26%	-34%	-28%	-35%	-30%
MAY 2020	-20%	-25%	-22%	-23%	-20%	-26%	-19%	-24%	-21%
JUNE 2020	-6%	-5%	-12%	-14%	-4%	-8%	-5%	-15%	-7%
JULY 2020	-4%	-4%	-10%	-7%	-5%	-8%	-10%	-17%	-7%
AUGUST 2020	-10%	-8%	-8%	-9%	-7%	-8%	-8%	-16%	-8%
SEPTEMBER 2020	-5%	-2%	-7%	-10%	-5%	-6%	-4%	-17%	-5%
JAN – SEP 2020	-8%	-9%	-11%	-12%	-6%	-10%	-8%	-16%	-9%

Centerline: 70 Kms

Length: 140 Kms (bidirectional)

39 Toll Stations/ 195 Toll Gates (92 ETC capable)

12,6 km of tunnels and cut&cover sections (9% of length)

Average Annual Daily Entries:

2009: 307.300 veh/day (highest)

2014: 196.960 veh/day (lowest)

2019: 236.090 veh/day

2020 (9 months): 185.223 veh/day



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Attica Tollway & COVID-19

Traffic Data on Attica Tollway (Attiki Odos)

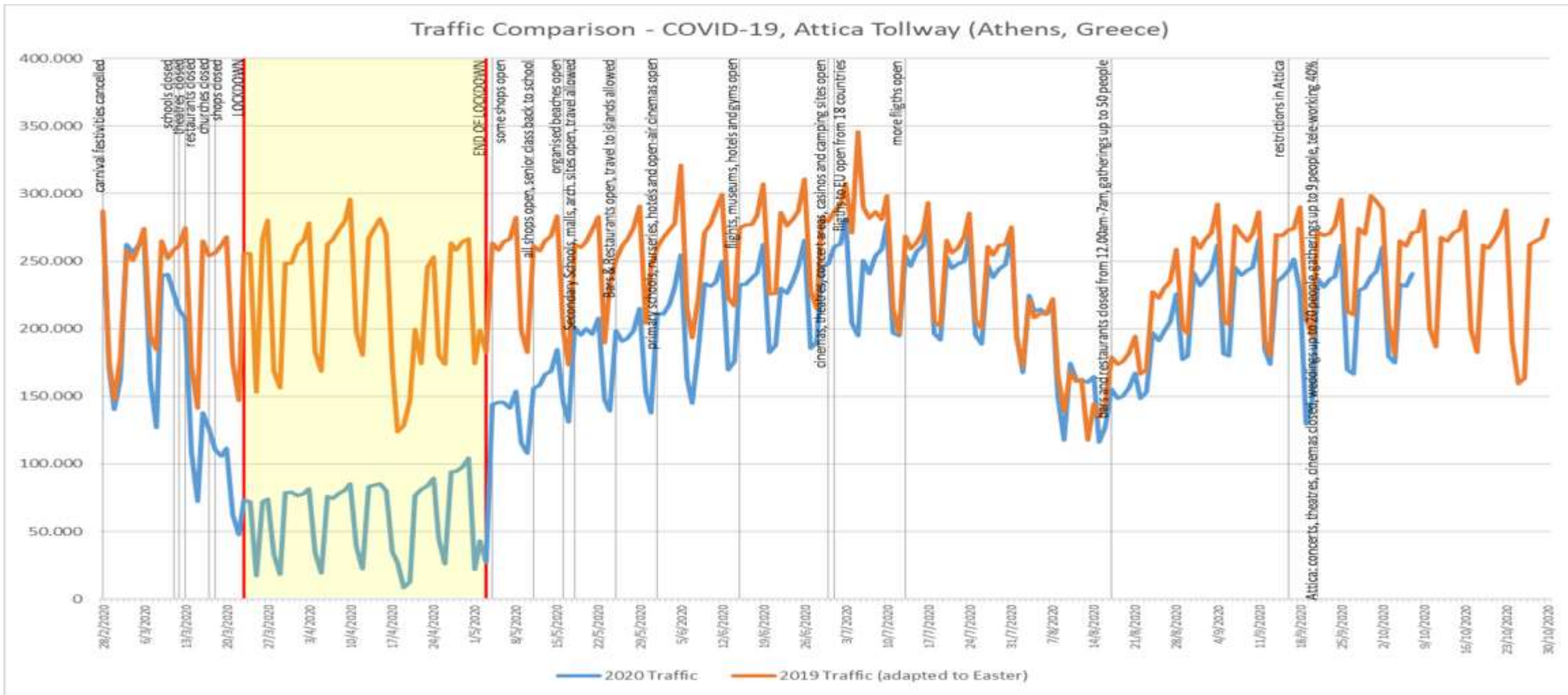
Traffic Data (ADT) - Attiki Odos			
	2019	2020	
Month	Average Daily Traffic	Average Daily Traffic	Change in ADT
January	213.592	223.114	4,46%
February	226.066	235.743	4,28%
March	225.835	134.435	-40,47%
April	230.698	65.149	-71,76%
May	243.944	152.553	-37,46%
June	260.491	218.815	-16,00%
July	264.503	240.659	-9,01%
August	191.261	176.619	-7,66%
September	252.024	221.560	-12,09%
Jan-Sept	234.210	185.223	-20,92%

Easter Sunday: 8.791 entries in Attiki Odos, the lowest ever - 93,2% reduction in relation to the 2019 traffic.

Greece and COVID-19: Government Response

- 28/02/2020 Carnival festivities cancelled
- 11/03/2020 Schools closed
- 12/03/2020 Theatres, cinemas, courthouses closed
- 13/03/2020 Restaurants closed
- 17/03/2020 Areas of worship closed
- 18/03/2020 Retails shops closed
- **23/03/2020** **START OF LOCKDOWN**
- **19/04/2020** **Easter Sunday - General Travel Prohibition**
- **03/05/2020** **END OF LOCKDOWN**
- 04/05/2020 Some retail shops open (bookstores, technology, sports stores and MOT), churches etc open for individual worship
- 11/05/2020 All shops open, Senior class back to school
- 16/05/2020 Organized beaches open
- 18/05/2020 Secondary schools, malls, archaeological sites open, travel to other prefectures allowed
- 25/05/2020 Restaurants open, travel to islands allowed
- 01/06/2020 Primary schools, nurseries, hotels and open-air cinemas open
- 15/06/2020 Flights, museums, hotels and gyms open
- 15/07/2020 Festivals cancelled
- 13/08/2020 Cultural events cancelled
- 13/08/2020 Control of air travelers and visitors by car – mask use obligatory in ferries, areas of worship, public services
- 24/08/2020 Restriction of 50 guests in public and social events
- 16/09/2020 Restrictions in Attica
- 21/09/2020 further restrictions in Attica: concerts, theatres, cinemas closed, weddings up to 20 people, gatherings up to 9 people, tele-working 40%

Attica Tollway Traffic & COVID-19



Lockdown in Attica Tollway

March 5th 2020 (08:57)

Attica Tollway, Metamorfosi East Plaza



April 2nd 2020 (08:57)

Attica Tollway, Metamorfosi East Plaza



Lockdown in Attica Tollway

March 2019,
Attica Tollway-Vrilissia Tunnel



April 2nd 2020,
Attica Tollway-Vrilissia Tunnel



Lessons learned

- Application of Crisis Management Guidelines
- Digitize procedures so that they can be carried out remotely
- Remote access to employees to facilitate tele-working
- Maintain Business continuity by application of alternate plans
- Expand digital payment (card) at toll stations, transponder top-up via card or web-banking

Where are we now in Greece?

- **TOTAL COVID-19 CASES:** 20,947 (as per 7/10/2020)
- **TOTAL DEATHS:** 424 (as per 7/10/2020)
- **TOTAL TESTS:** 1,379,036 (as per 7/10/2020)

- Local restrictions are in place, where needed.
- Wearing masks is obligatory in all indoor areas.

Future Concerns

The main concerns are the long-term impact and the uncertainty for the future.

- Is COVID going to change travel behavior, having an impact to traffic projections?
- How will bond markets and lenders evaluate new projects?
- Last but not least, how are disruptive technologies, such as CAV and MaaS, going to impact future traffic projections?



***Thank you
for your attention!***

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Summary of PIARC COVID19 Seminar in Spanish, held on 30th September 2020



José Manuel Blanco Segarra

PIARC COVID-19 Response Team (PC19RT) Member

PIARC TC 1.1 Spanish speaking Secretary

Spain

Webinar 14th October 2020



José Manuel BLANCO SEGARRA



- Chair of Spanish National Committee TC 3 “Financing” of ATC



(ATC, Technical Road Association)



- Dean of the Extremadura Region of the Official Association of MSc Eng. in Road, Canal and Port
- Chair of National Committee “Road Materials” (2000-2012)
- Head of State Roads Demarcation in Extremadura (2006-2019)
- Chair of PIARC TC A.1 Performance of Transport Administrations” (2016-2019)
- **Current Spanish Language Secretary of PIARC TC 1.1 “Performance of Transport Administrations”**
- **Member of PIARC COVID19 Response Team**



PRESENTATIONS AND SPEAKERS

➤ COVID-19 & ROADS IN LATIN AMERICA



PhD Bianca Bianchi Alves, Senior Transport Specialist for Latin America, World Bank



➤ COVID-19 & ROADS IN SPAIN. Investment in roads, a goal and a means

MSc Eng. Road, Canal and Port. Javier Herrero Lizano, General Director of Roads (*MITMA*, Spain)



➤ COVID-19 & ROADS IN CHILE. Step-by-step Chile is recovering

MSc Eng. Jaime Retamal Pinto, General Director of Roads (*Vialidad*) (*MOP*, Chile)



➤ COVID-19 & ROADS IN MEXICO

MSc Eng. Cedric Iván Escalante Sauri, Vice-Minister of Communications and Transport (*SCT*, Mexico)



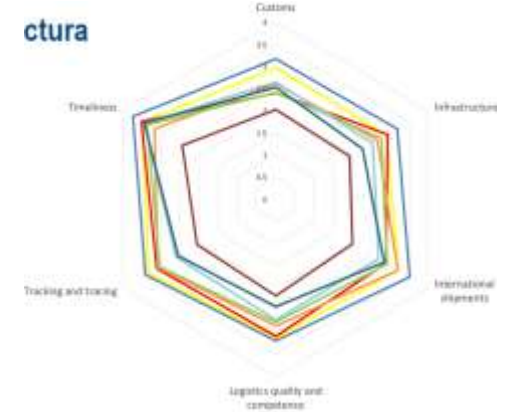
SOME OF THE FINAL CONCLUSIONS OF SPANISH-LANGUAGE SEMINAR

- ❖ **POST-CRISIS RECOVERY COVID-19: AN OPPORTUNITY FOR RE-PRIORITISATION, INNOVATION, NEW TECHNOLOGIES AND NEW GOALS RETHINKING LOGISTICS AND MOBILITY**
- ❖ **INVESTMENT IN ROADS HAS RAPID AND WIDESPREAD POSITIVE ECONOMIC & SOCIAL EFFECTS**
- ❖ **THE CHALLENGE IS TO OBTAIN THE NECESSARY FUNDING. THERE ARE MECHANISMS FOR THIS**
- ❖ **MUCH REMAINS TO BE DONE TO IMPROVE CONNECTIVITY, SERVICE LEVELS AND TO RESPOND TO THE EVER-INCREASING DEMANDS AND EXPECTATIONS OF SOCIETY, USERS, AND STAKEHOLDERS**
- ❖ **LET'S COMMUNICATE IT IN A CLEAR, CONSTANT , COHERENT AND CONVINCING WAY**

COVID-19 & ROADS IN LATIN AMERICA – WORLD BANK

Issues dealt during presentation:

- COVID19 impact in Latin America
- Infrastructure gap in Latin America
- The role of roads in economic reactivation
- Types of projects on which WB is focuses its financing in Latin America



- ❑ **COVID19 Impacts: World Bank's commitment** to all countries in the region to collaborate against the current unprecedented **economic downturn of 7.2%**.

Declining exports in volume and revenues by up to 8%: **poverty, for millions of people with a major impact on women**. Depending on economy is more or less agricultural, **recovery period of 15 to 48 months** is estimated. Great acceleration of e-commerce, especially in large cities. Need to strengthen internal road networks.

- ❑ **Infrastructure gap:** Despite the current lower levels of transport demand, Latin American countries still suffer from a lack of transport infrastructure.

Infrastructure public + private investment has fallen from 4% GDP in the 1980s to **1.9% last decade**.

It is reflected in **low Logistics Performance Indexes (LPI)**.

“The challenges were there, and COVID-19 has made them worse”.

COVID-19 & ROADS IN LATIN AMERICA – WORLD BANK

- ❑ **Role of roads in Economic reactivation:** Infrastructure has proved to be fundamental in responding to the pandemic, **what will be its role in Latin America's recovery**, now that pandemic crisis has affected its tax revenues and Government investment on social issues is needed?

Governments need to generate employment in the short term.

WB is now updating the impact of road inversion in employment generation, which in **2009 was in rural road maintenance, 25,000 - 50,000 per 100 million USD, in highways around 1000** whilst in Energy less than 100.



- ❑ **Types of projects the WB financing:** WB is focused on national or subnational employment-generating projects as roads and water supply & drainage. Furthermore they create long-term employment.

Decisions adopted by WB after “identification mission” and several revisions before loan implementation.

Aspects considered: technical ones, free competition, contradictions between selection and planning, delays implementation, potential for corruption. **Strategic approach**, improving competitiveness and efficiency of countries. Sustainability, equity, climate change, resilience. **WB collaborates with clients in awareness, regulation, data standardisation, improving design and provides technical supporting.**

Projects: improving accessibility (particularly rural one), road safety, socially and environmentally sustainable projects: “green” projects with social inclusion & territorial approach, chain productivity, digitisation & innovation

COVID-19 & ROADS IN SPAIN. ROAD INVESTMENT, A GOAL & A MEANS

□ Starting situation in Spain:

Economic activity and tourism have slowed down. GDP decline in 2nd quarter by 17.8%

Unemployment and temporary lay-offs (*ERTE*) increasing as well as public deficit.

Road transport during pandemic has continued smoothly on the **State Road Network**: (26 405 km, 12 020 km of them dual carriageway) and with safe mobility.



□ Budgetary investment in roads in recent years came mainly from tax revenues but insufficient due to recent expiry of toll road concessions so now they are being maintained by *DGC* (Directorate-General for Roads)

Road investment in 2019 for *DGC*: Maintenance EUR 949,7 million whilst Construction EUR 767,3 million.

Concern that the public deficit will lead to a higher tax burden and so, less investment in infrastructure.

National Budget for 2021 in the pipeline. **Maintenance prioritised** over new infrastructure.

68 works are under construction (EUR 3.301,5 million) plus 7 works tendered (EUR 174,6 million).

□ Investment through PPPs:

Ambitious and updated **road investment plan (*PIC*)** is designed through PPPs, **with concession period of 25 years**, and amount **EUR 5 000 million**, for Construction & Maintenance. **Ready to be launched to:**

- Complete the TEN-T road network in Spain
- Increase the capacity and functionality of roads in peri-urban areas
- Improve accessibility in rural areas improving 1st Generation free highways ("*Autovías*" A1G)

COVID-19 & ROADS IN SPAIN. ROAD INVESTMENT, A GOAL & A MEANS

Model: Availability payment modified by indicators of demand and of quality of construction, maintenance and service by the concessionaire. **Readjusted balanced risk distribution** (e.g. expropriations now by the State).

- ❑ « **Next generation EU** » **EUR 750 billion 2021-2027**. European Recovery Instrument for relaunch economy and private investment. Its centrepiece is RRF (EUR 310 billion in grants, 250 billion in loans).

Around EUR 140 billion will be allocated in Spain: an opportunity for investment in roads if included in the National Recovery and Resilience Plan (at least 37% for Green Transition and 20% for Digital Transformation).

Spanish approach: Relaunching economy, activity and employment through modernisation, digitalisation, security and sustainability of Transport Infrastructure.

EUR 1,7 billion for following objectives for State Road Network:

- **Road safety improvement and modernisation** including the 500 km of tunnels, improve and recycle pavement and wildlife protection (**EUR 950 million**)
- **Sustainability and energy efficiency**: energy saving, less congestion (CO₂), noise (**625 million**)
- **Digitalisation** Inventory, bridge monitoring, BIM (30 million)
- **Promotion of e-vehicles** (recharging points & alternative fuels in Service Areas) (130 million)
- Improve **safety for vulnerable users** (2 million)
- **Implementation of ITS in bus and high occupancy vehicles lanes** (*BUS – VAO lanes*) (**pilot project** in Madrid, 12 million)

COVID-19 & ROADS IN CHILE. STEP-BY-STEP CHILE IS RECOVERING

□ Current road situation and COVID19 stage:

Set out the **Mission 2020-2022, Vision 2025 and Strategic Objectives** of Chile's Directorate General for Roads ("*Dirección de Vialidad*"): safety, harmonisation of territorial development, social approach, sustainable connectivity, increase paving, circulation and transitability.

Important role in national development in the mid- and long-term. Its budget exceeds 60% of Public Works Ministry (*MOP*) for 85 709 km roads (17 372 km paved, 3 309 km under concession).

Chile is a country used to fighting natural catastrophes hitting infrastructure: earthquakes, tsunamis, land slips, floods, major fires... Now COVID is a catastrophe against people and activity.

State of "catastrophe" declared on 19th March for 90 days. Adoption of General Measures and Prevention Instructions for employees and workers and great promotion of non presential work & flexibility, **keeping road activity which is essential.** Only 6.6 % of the 988 works have required reprogramming.

Now Chile is in gradual deconfinement.

□ What will the roads be like after pandemic?

Challenge: to continue implementing and maintaining a resilient network.

Special focus on the identified Structuring Road Network (*Red Vial Estructurante*) and Critical road network.

Improving Critical Road Network "3R+R": Robustness, Redundancy, Rapid Response + Resources.

CHILE IS USED TO FIGHT AGAINST NATURAL CATASTROPHES

DESASTRES EN LOS ÚLTIMOS AÑOS



Pisagua: Terremoto 8,2 y Tsunami:

- **Regiones de Tarapacá y Arica-Parinacota declaradas Zona de Catástrofe**
- 6 fallecidos
- 1,200 USD MM\$
- 900.000 personas evacuadas por alerta de tsunami
- 42 emergencia DV 2,58 USD MM\$
- 17 rehabilitaciones DV 41,28 USD MM\$

1 abril 2014



Erupción Volcán Villarrica:

- **Región de la Araucanía**
- Más de 5.000 personas evacuadas

3 marzo 2015



Erupción Volcán Calbuco:

- Provincia de Llanquihue y Osorno declaradas Zonas de Catástrofe.
- **Región de Los Lagos**
- 6.600 evacuados
- 4 comunas con emergencia agrícola
- 50 USD MM\$ pérdidas económicas
- 16 USD MM\$ Rehabilitación de caminos y puentes (DV)

April 30 abril 2015



Marejadas la Región de Valparaíso:

8 de agosto de 2015

Orden de Magnitud

Presupuesto Dirección de Vialidad para el 2016 :

1.476 USD MM\$

12 abril 2014

Gran Incendio Valparaíso:

- Comunas de Valparaíso y Viña del Mar Declaradas zona de catástrofe
- 15 fallecidos
- 10.292 afectados y 2.975 casas dañadas



23-25 marzo 2015 Aluviones en Atacama:

- **Región de Atacama declarada Zona de Catástrofe**
- 31 fallecidos
- 16 desaparecidos
- 246 albergados
- 1.200 km afectados
- 500 USD MM\$ en reconstrucción



9 agosto 2015

Aluvión en Tocopilla :

- **Región de Antofagasta declarada Zona de Catástrofe**
- 3 fallecidos



16 septiembre 2015 Coquimbo Terremoto 8,4 y Tsunami

- **Región de Coquimbo declarada Zona de Catástrofe**
- 15 fallecidos
- 43 albergados
- 27.772 Damnificados
- 2.485 Viviendas destruidas
- 45 USD MM\$ sólo en la Emergencia



COVID-19 & ROADS IN CHILE. STEP-BY-STEP CHILE IS RECOVERING

❑ Contribution of roads to Chile's economic recovery:

Through the “**Step-by-Step Chile is Recovering Plan**” (“*Plan Paso a Paso Chile se recupera*”) MOP and other Ministries are **issuing massive tenders for designing, works and services, to revitalise the economy and employment creation.**

So far 315 tenders for USD 588 million. And now working for Winter Plan 2020.

❑ Chile's growth and investment projections for 2021:

Government's priorities have been to maintain household incomes, reduce business cash shortages. To this end it has responded in the areas of fiscal policy (USD 12.57 billions), credit support and financial markets.

But next budget investment in roads is higher: in 2019 USD 1.39 billions, 2020: 1,48 billions, 2021: USD 1,95 billion including in 2021 the Recovery Plan fund.

It will mean for *DGV* a great management effort.

“The economic crisis has been shocking, intense, global, and uncertain. We have learnings from previous crises. There are many uncertainties but the agencies are working in a coordinated way to move forward with policies for reactivation and growth, updating Protocols for New Normality”.

COVID-19 & ROADS IN MEXICO

❑ **Competitiveness:** Mexico Global Competitiveness Index: 64.9 (rank 48 out of 141). Its Pilar 2 “Transport Infrastructure” has rank 54, but its **component “Roads” has rank 34 (Connectivity rank 22, Quality rank 49).**

Transport (2019): Passengers 3.95 billions, **95.6% by road.** Freight 1,00 billion tons (**55.5 % road**, 31.6 % by sea).

National Road Network 407 958 km: 51 158 km Federal Roads managed by Ministry of Communications and Transport (SCT) (10 621 km toll roads). 112 902 km States Road Networks. 175 204 km of Rural networks, managed by SCT, States, Municipalities and Entities (“*Dependencias*”). 68 653 km of “improved paths” (“*brechas mejoradas*”).

❑ **Pandemic Evolution:** 30th March the state of health emergency was declared. SCT’s key and essential infrastructure activities were published on 8th April. Return to the new normality declared on 1st June.

The infection curve has not yet been clearly lowered, but taking into account the degrees of contagion, number of deaths and hospital occupancy the overall situation is improving “***a light of hope for Mexico***”.

Prevention measures by contractors & workers of road maintenance (334 crews in the case of free Federal Roads, all of them covered by Ordinary Conservation Contracts), an uniform model of organisation, information and prevention was established to improve safety.

Construction works weren’t considered essential activity so during 2 months measures were discussed with contractors. Special attention to **workers on rural roads.**

Teleworking: rapid spread, a measure to stay. Savings and efficiency improvements as well as some problems.

COVID-19 & ROADS IN MEXICO

- ❑ **Operations in toll and free roads:** Traffic volume on toll motorways fell by 45% in May, now is around 19%. On free roads, the maximum reduction 45% in some cases, in others 13%-15%.

During pandemic, in toll roads, minimum workforce for routine maintenance & operations. Reinforced prevention measures for **staff at toll booths** once problems of fatal contagion were detected, plus **major promotion of electronic payment (TAG) at tolls.**

In free roads SCT suspended construction and modernization works. Only routine maintenance & conservation/reconstruction of rural roads were maintained. Tenders and bids for public works continue and execution periods rescheduled to consider non-working days declared by Health Emergency.

- ❑ **Employment evolution & Road contribution :** Unemployment is falling as 608,000 people returned to work in August at 5.2%, but is still higher than the 3.7% of August 2019.

On roads, what was not essential, was taken up again from June, and will be invested what was planned **for 2020, some 3 billion dollars, generating 100,000 jobs at the Federal level (not counting private investment).**

In 2020 we are moving from 22% of Federal Roads in poor condition to 14%.

To highlight that 2021 road budget is 2.8% higher than in 2020.

- ❑ **Road Concessions Programme 2019-2024 (USD 4 750 million, 45 projects):** We are committed to encouraging private investment. Already done 5 dividing in dual carriageway (USD 900 million).

SOME OTHER ISSUES COMING FROM Q & A

- ❑ **No organisational changes as such have been made so far**, apart from teleworking and digitalisation, but rather flexible responses to situations.
- ❑ Importance of investing in road design to **avoid the collapse of consultancy firms**.
- ❑ **ITS: A challenge is how to incorporate new technologies into our work**, monitoring of our asset control systems, traffic management... Another challenge is BIM implementation. Views that ITS will soon be an accelerated source of job creation on the roads and in the economy in general.
- ❑ **Network-wide coverage is needed** to avoid unsafe road user situations.
- ❑ **A feeling that society and media are not clearly aware of the importance of the road networks, “that we are somewhat invisible”**. The good news is that we are not news because we work well. The bad news is that we have little presence in the media, except when there are natural disasters, because we do not generate problems. **“Part of the responsibility is ours because we are focused on work and not on communication and diffusion”**. Moreover, **“road maintenance is not accompanied by major public events”**.
- ❑ **All action in roads quickly creates work, activity and economic development where it is carried out, and has great economic returns. “In some cases is needed to go deeper into the prioritisation criteria”**.

Thank you for your attention!

José Manuel Blanco Segarra



MSc Eng. at Spanish Directorate General of Roads (MITMA)

TC 1.1 Secretary Spanish-speaking

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www.piarc.org





Uganda National Roads Authority

COVID-19: Lessons learned so far and way forward

Dr. Mark Henry Rubarenzya

Head - Research and Development

UGANDA NATIONAL ROADS AUTHORITY

14 October 2020

Dr. Mark Henry Rubarenzya

- Head - Research and Development, Uganda National Roads Authority
- Fellow, Environmental & Water Resources Institute (F.EWRI)
- PIARC's First Delegate of Uganda
- Uganda Country Coordinator, DFID's Research for Community Access Partnership (RECAP)
- Board Member, International Road Federation (IRF) Africa
- Committee Member, Climate Change and Resilience of Road Networks (PIARC)
- Committee Member, KSTAT Standards Committee (ASCE)



UNRA



- A Semi-autonomous Agency
- Responsible for the management, maintenance and development of the national road network
- Offers advisory services to Government on matters concerning roads
- Under the General Supervision of the Minister of Works and Transport



COVID-19: Uganda Government response

- March 2020, all public transport was stopped, limited private vehicle use (3 people)
- Cross-Boundary trucks with cargo allowed to operate (3 people/ truck)
- Passenger flights banned; cargo flights allowed to operate (3 people/ plane)
- Created central pool of vehicles at the District LG Hq for emergencies
- June 2020, gradual easing of lockdown begun
- Designed SOPs to revive consumer confidence in public transport
- October 2020, Passenger air travel resumed
- To-date 9082 cases; 84 fatalities (12 October 2020)

COVID-19: National response

The **three phases** of interventions against the pandemic:

1. Containment interventions

- Lockdown
 - Home working mandated
-
- Modifications to Site Work included:
 - Site housing of key staff to remove travel
 - Video technology introduced for site meeting



COVID-19: National response

2. Mitigation interventions

- WFH measures institutionalised (30% staff)
- Continue with pipeline development – NDP3
- Reprioritization of the Budget
- Multi-sectoral National Economic Recovery Steering Committee
- Creation of a Uganda Coronavirus Relief Fund



Source: NPA, April 2020

COVID-19: National response

3. Post economic recovery interventions

- Increase funding of the Agricultural Sector across the entire value-chain
 - Increase health spending
 - Increase funding for Research and Development (R&D)
 - Emphasize digitisation, and mainstream in a number of sectors across the country
 - Ensure continuity of business ventures and industries by establishing mechanisms for PPPs
 - Create and Operationalize a Business Stabilization Fund to support the private sector
 - Implement Export Promotion Strategies
 - New normal as opportunity to implement 'difficult' developmental policies
-
- Investment in infrastructure has been a government priority and remains a priority for the economic recovery

Impact of COVID-19 on infrastructure sector

- Comprehensive research yet to be undertaken to evaluate the effectiveness of measures deployed in COVID-19
- Extension of some bidding processes during lockdown (PPDA provision)
- Delays on some ongoing construction works
- Adverse impact on the supply chain of key equipment and materials
- Exposed necessity of a strong and vibrant local construction sector

Impact of UNRA interventions

- Business Continuity Management Team, and Management have supported Employee health and safety:
 - Definition and implementation of SOPs
 - Safe work place conditions
 - Testing, contact tracing, and social support for infected staff
 - Continuity of our business
 - Transition to WFH and remote working



Impact of UNRA interventions

- Project activities affected, but implementation continued
 - Resource limitations, eg when expatriates not able to enter country
 - Slowdown in the rate of execution of some projects due to disruption in the supply of project inputs, especially if imported
- Opportunity to enhance use of existing technology
 - Remote working introduced to work methods
 - WFH guidelines developed and implemented
 - WFH supported largely by pre-existing technology (ERPs, e-Government solutions, etc)

Key lessons to date

- Teleworking is a viable option, and is here to stay
- Need for comprehensive research to inform and evaluate COVID-19 interventions
- Different stakeholders are impacted in different ways, and affect our operations differently
- Need for flexibility and reprioritisation of (government) resources

Thank you for your attention!



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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



Our Speakers today

- **Patrick Malléjacq** - Secretary General, PIARC
- **Héctor S Ovalle Mendivil**
 - Director, COCONAL, México
- **Jim Tymon**
 - Executive Director, American Association of State Highway and Transportation Officials (AASHTO), USA
- **Bill Halkias**
 - Managing Director & CEO, Attica Tollway Operations Authority, Attikes Diadromes SA, Greece
 - President, International Road Federation (IRF), Geneva, Switzerland
- **José Manuel Blanco Segarra**
 - MITMA, Spain
 - Secretary of PIARC Technical Committee 1.1 on Performance of Transport Administrations
- **Mark Henry Rubarenzya**
 - Head, Research and Development, Directorate of Network Planning and Engineering, Uganda National Roads Authority, Uganda
 - Member of PIARC Technical Committee on 1.4 Climate Change and Resilience of Road Networks
- **Christos Xenophontos**
 - Rhodes Island DoT, USA
 - Chair of PIARC Technical Committee 1.1 on Performance of Transport Administrations

Conclusion and Next Steps



Disclaimer

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

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

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 30 September**
 - In Spanish, English, French
 - In French on 28 October 2020
- **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

14 October, 2020

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

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