



PIARC Online Seminar COVID-19 and roads

23 April 2020



Welcome!

Please keep microphones and
cameras off

(from seminar start time)





Introduction to the Seminar

Miguel Caso Flórez

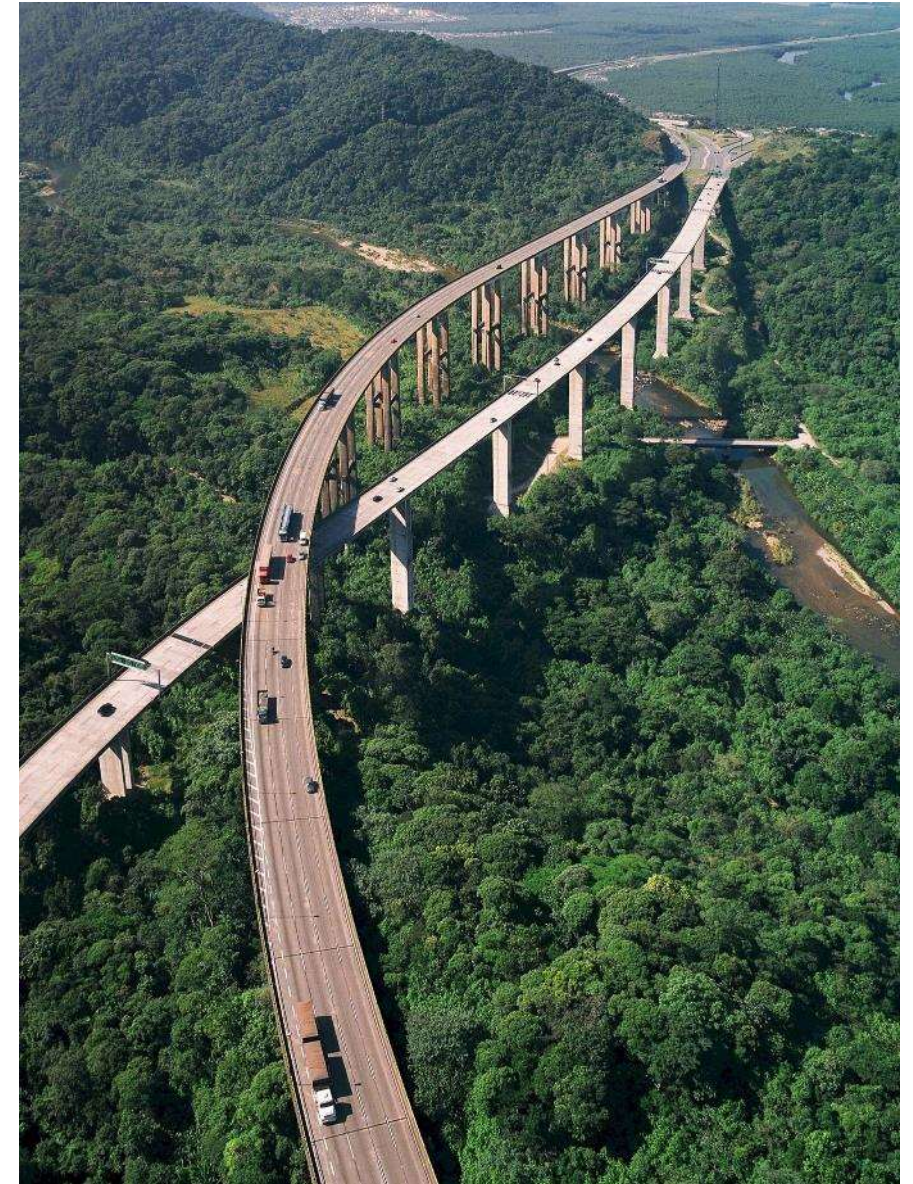
PIARC Technical Director

#PIARCCOVID19

April 2020

Index of the presentation

- Participation in this seminar
- Objectives and limits of the seminar
- Seminar program
- Presentation of PIARC
- Key issues on COVID-19 and roads



Participation in the seminar.

- Your camera and microphone must remain off.
- If you wish you can ask questions in the chat. They will be answered at the end. Verónica Arias (PIARC Technical Advisor) checks the chat and will ask the questions to the speakers.
- A limited number of questions can be answered.
- Close the chat to see the full presentations.

This Seminar is being recorded and will be made public on the PIARC website.

Further seminars will be held in the coming weeks. The next one in Spanish will be on Tuesday, May 5th.

Limits of the seminar

Disclaimer:

Since speed is of the essence, it should be noted that the knowledge and practices shared here may not have been formally approved by the official authorities in each country.

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

Objectives of the seminar.

- **Offering answers in the short term:** the world is going through a crisis and every day counts.
- To urgently share knowledge and practices among PIARC member countries to provide near real-time support.
- This is knowledge and practice in the process of being confirmed.
- What works in one country may not work in another, but it can inspire you.
- A good idea at this time can save lives, increase the capacity of the economy and/or reduce the disruption of services.
- **Note:** PIARC is also working on the medium and long term, but is not the subject of this seminar. Many changes will come to stay.

Program of the seminar.

- **Welcome, presentation of PIARC and objectives of the seminar**, Ing. Miguel Caso Flórez (6 minutes).
- **COVID-19 and roads in Andorra - Managing mobility in times of pandemic for a Micro State**, Ing. David Palmitjavila (10 minutes).
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- **Seminar Conclusions**, Ing. José Manuel Blanco Segarra (6 minutes)
- **Seminar Closing**, cameras and microphones open to participants.

Duration approximately 120 minutes.

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
- It has 124 member countries, regional members, groups 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 analysis and discussion of the full spectrum of transport issues related to roads and related transport.**
- Identify, develop and disseminate **best practice** and **give better access to international information.**
- Take due and full account in its activities of the needs of **countries with developing economies and economies in transition.**
- To design, produce and promote **efficient tools for decision making in matters related to roads and transport.**

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

PIARC COVID-19 website

<https://www.piarc.org/en/News-Agenda-PIARC/News/2020-04-14,COVID-19-PIARC-response-2020.htm>

- The recordings of the Online Seminars "COVID-19 and roads" (5 in English, 1 in Spanish and 1 in French).
- The presentations of these seminars.
- PIARC Technical Reports related to the management of the pandemic



Key issues on COVID-19 and roads 1/2

1. Ensure as far as possible the health and safety of employees and road users.
2. Maintain activity and continuity of service.
3. Response to transport impacts.
4. Managing impacts on the economy and supply chains and reviving the economy after the health crisis
5. Relationships and collaboration with customers, users and other stakeholders.
Border control.

Key issues on COVID-19 and roads 2/2

6. Security (including cyber security).
7. How well the road sector is complying with the rules.
8. Impact of enforcement (police checks) on road transport
9. Technology support (ITS, computer applications) for road management during the crisis

Ada Lía González (1933-2020)

- President of the National Committee of PIARC in Argentina (CENATTEV) from 2004 to 2011
- Member of the PIARC Council from 2004 to 2015
- Member of the PIARC Technical Committee on Tunnels 2008-2016.
- Member of PIARC Terminology Committee 2008-2019.
- First personal member of PIARC in Argentina in 1995

On her 80th birthday, "I ask you for only one gift: pray for me."

A minute's silence for Ada Lía and for all the people we have lost due to COVID-19.



Thank you for your attention!



Miguel Caso Flórez

PIARC Technical Director

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



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COVID-19 and roads in Andorra - Managing mobility in times of pandemics for a micro state



David PALMITJAVILA DUEDRA

Head of Road Maintenance and Operation of the Government of Andorra (COEX)

PIARC Coordinator in Andorra, Member of the Council and of the Communication Commission of PIARC

April 2020

Evolution of the COVID-19 Pandemic in Andorra

- Initial Phase

11 Mar - Creation of Covid Technical Committee - 19

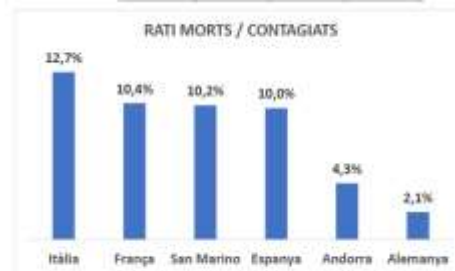
12 Mar - Detection of the first case of coronavirus

13 Mar - Suspension from all school and public activities

14 Mar - Social Distance - Activity Restrictions - Recommended Isolation

16 Mar - Traffic Restriction (Work - Health - Goods)

23 Mar - Emergency Law - Restricted Mobility - Mandatory Isolation - Non-Essential Activities Suspended



Evolution of the COVID-19 Pandemic in Andorra

■ Objectives Opening Phase (At intervals of approximately 15 days)

- To progressively recover economic activity always in accordance with health criteria.
- Gradually open up the different sectors taking into account current and future needs
- Gradually bring companies and workers into the economic activity and the market
- Phase 1 (20 Apr): Activities that facilitate life in confinement
(*On-line sales, controlled exits, gardening, bricolage, real estate*)
- Phase 2: Activities that do not depend on tourism for their proper development
(*Construction, liberal professionals*)
- Phase 3: Progressive reincorporation of the rest of the activities.
(*Other activities depending on the evolution of the epidemic*)

27 Apr - Massive voluntary test to whole population

ANNEX 1. ORGANITZACIÓ DE LES SORTIDES FORA DEL DOMICILI SEGONS ELS HORARIS, ELS COL·LECTIUS, ELS DIES DEL MES I EL NÚMERO D'EDIFICI DEL DOMICILI (PARELL O SENAR)



| HORARI | ACTIVAT | DIA PARELL O SENAR |
|-----------|--|--------------------|
| 06 - 09 h | Exercici físic | |
| 09 - 11 h | Passejar i/o anar a comprar | |
| 11 - 14 h | Persones vulnerables i majors de 70 anys | |
| 14 - 19 h | Passejar i/o anar a comprar | |
| 19 - 21 h | Exercici físic | |

Law on Exceptional Measures for Health Emergency caused by Covid-19

Measures in the field of labour (art. 28)

General
Compensation for time not worked
Temporary suspension of employment contracts
Reduction of working hours



Fiscal and tax measures (art. 7)

Deferral and fractionation of tax debt
Fee for the Registration of Holders of Economic Activities
Income tax instalment payment

Social security measures (Article 6)

Temporary Disability Benefits for SARS-CoV-2 Isolation or Diagnosis
Reduction or suspension of the contribution for persons carrying out self-employed activities
Financing of the business part of the contribution (15.5% paid by the Government)

Measures in the field of rentals and bank credit instruments (Art. 3)

Reduction of income from business premises
Reduction of the income of the rental apartments and lack of the quotas of the mortgage loans

Covid-19 Emergency Health Action - Local Government

Deferral of payment or suspension of some local fees

Free parking

Home services

Housing assistance for seasonal workers

Urban furniture disinfection

Distribution of masks for elderly people

Renegotiation of transfers with the State

Covid 19 Health Emergency Measures - Transport and Mobility

People can only move for reasons of health, food, medicine, emergencies, essential work (Border Control)

Implementation of work at home

Conservation services are active

Controls on the road network (national and local police, drones, ...)

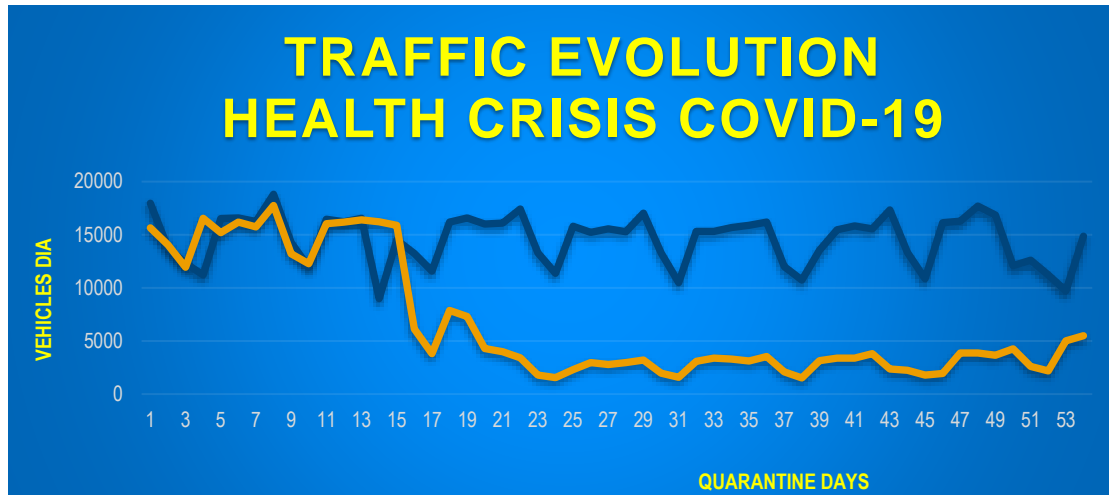
Public transport at 30% of its capacity

Use of ITS, Social Media, and Media



Covid 19 Health Emergency Measures - Transport and Mobility

86% decrease in mobility



The levels identify that, despite the current reduction in air pollution, traffic has a direct impact on air quality levels.

A partial opening to road traffic must make it possible to limit air pollution and reduce the impact on people's health.

Funding of the Covid-19 Emergency Health Action

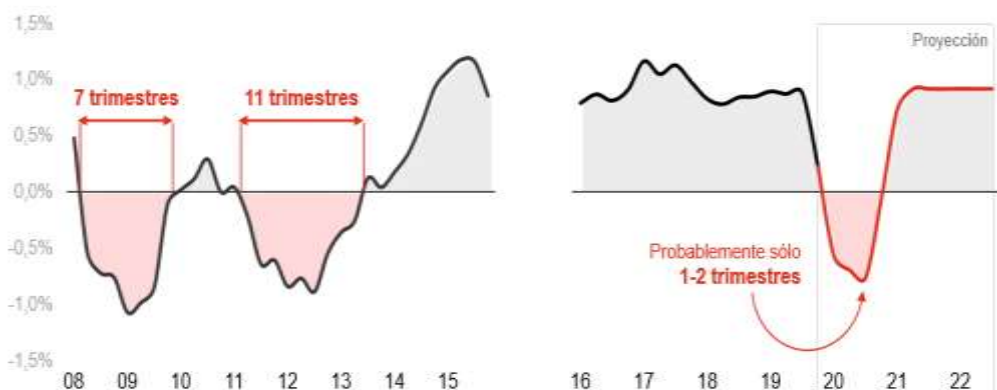
- State and Local Government Budgets
- Investment debate 2020 / 2021
- Grants and donations
- Salaries of elected officials



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

Perfiles de crecimiento, distintas crisis [tasa de crecimiento trimestral de España PIB - anualizada]



Crisis de 2008 ("gran recesión")

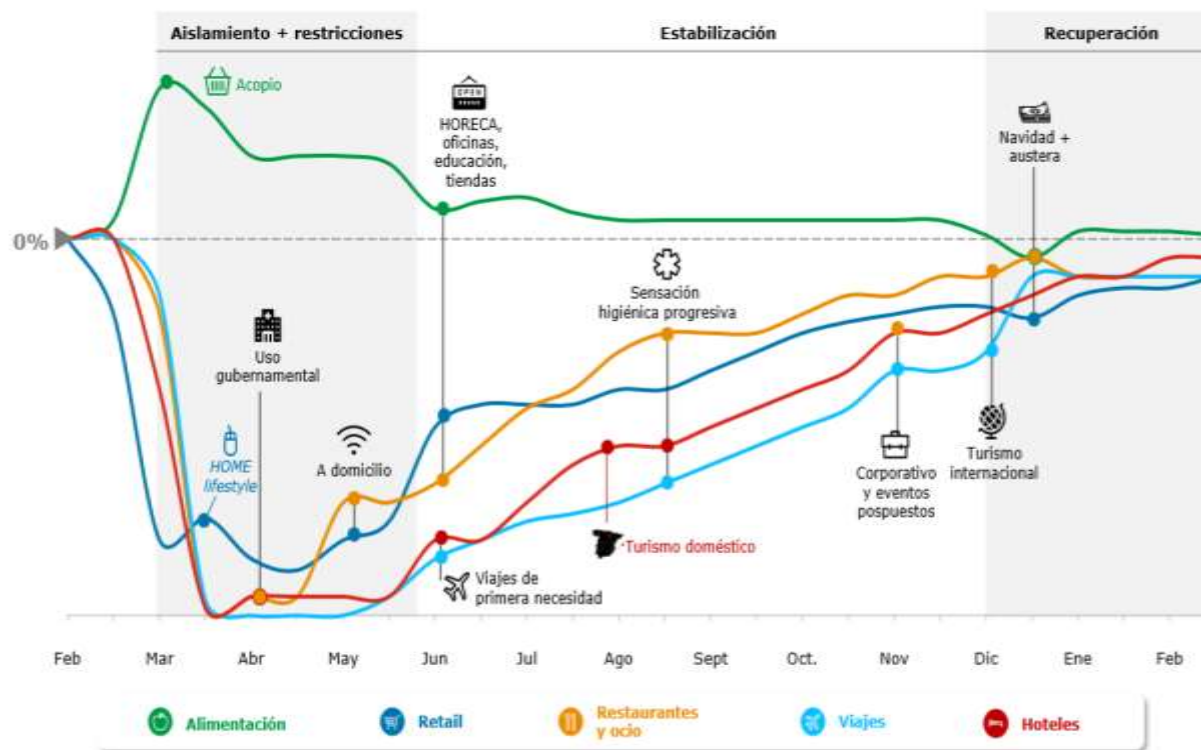
- Crisis financiera a nivel global, que requirió un fuerte esfuerzo para reactivar el flujo de crédito
- Respuesta ante la crisis por el gobierno y el BCE lenta y tardía
- Recuperación lenta, causada por el proceso de ajuste necesario para corregir desequilibrios estructurales en la economía española

Crisis COVID19

- Shock temporal de oferta y demanda por la imposición de medidas sanitarias
- Respuesta inmediata ante la crisis por parte del gobierno y del BCE
- **Recuperación probablemente en U**, en cuanto se pueda retomar la actividad

Racional de recuperación por sectores

Análisis sectorial (%Var. sobre Año Anterior)



OPPORTUNITIES

With the Crisis, mobility preferences change, taking advantage of the synergies between ADMINISTRATIONS. **NOW** is the time to promote a change of **PARADIGM**



OBJECTIVES

- 1.- **Make the pedestrian the protagonist** of the city.
- 2.- **Consolidate and encourage** the expansion of cycling and personal transporters.
- 3.- **Promote the use of public transport** as a real option.
- 4.- **Optimize** the distribution of goods.
- 5.- **Rationalise the use of the private vehicle** in daily mobility.



Querido Dios
¿Podrías por
favor desinstalar
y volver a
instalar el 2020?

¡Tiene un virus!



Dear Lord, could you please uninstall and reinstall 2020?
It has a virus!

THANK YOU VERY MUCH

Thank you for your attention!



Ing. David PALMITJAVILA DUEDRA

Coordinator PIARC - ANDORRA

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COVID-19 and roads in Mexico - The perspective of road transport logistics operators

Carlos Santillan Doherty

PIARC | Technical Committee 2.3 "Freight Transport
COVID-19 in Mexico: The perspective of road transport logistics operators

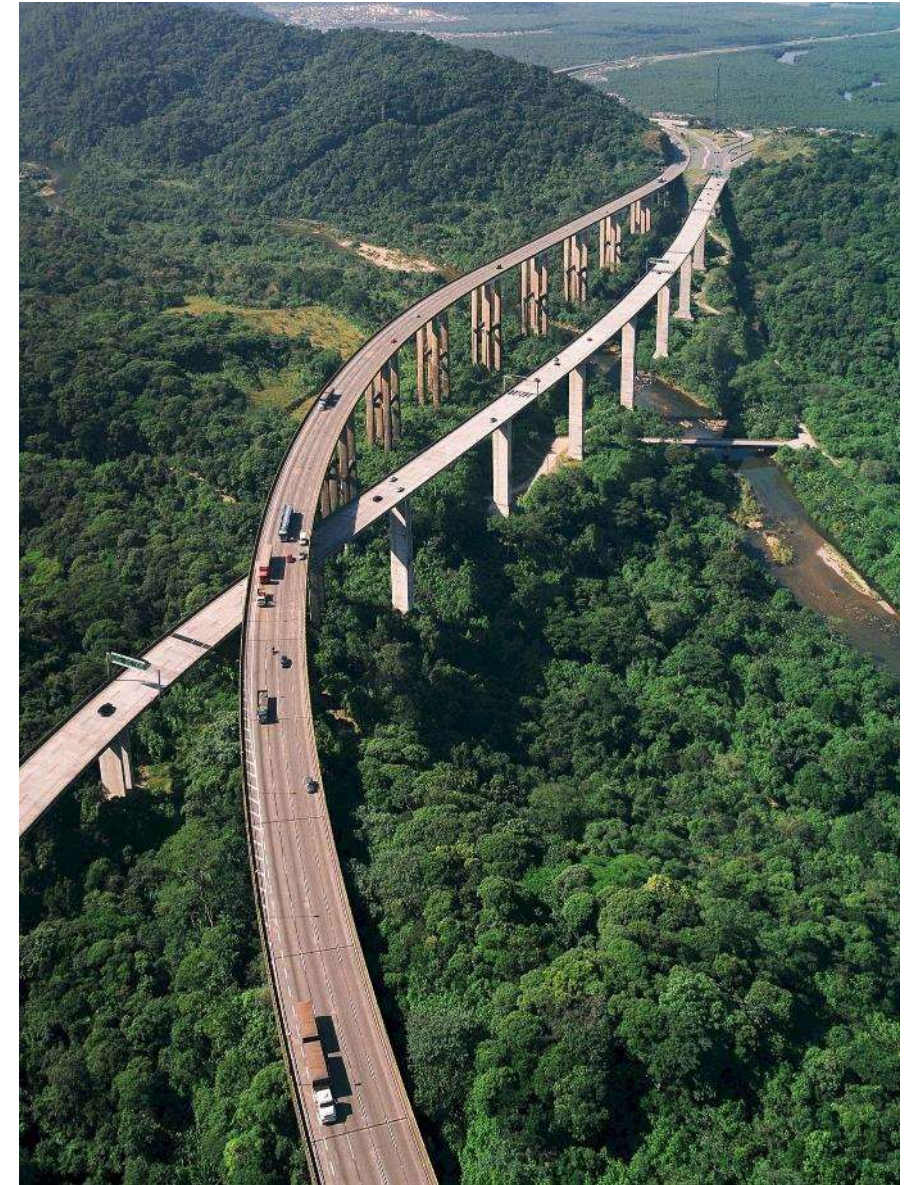
Secretary for Spanish; CEO of [ciaO.](#)

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April 2020

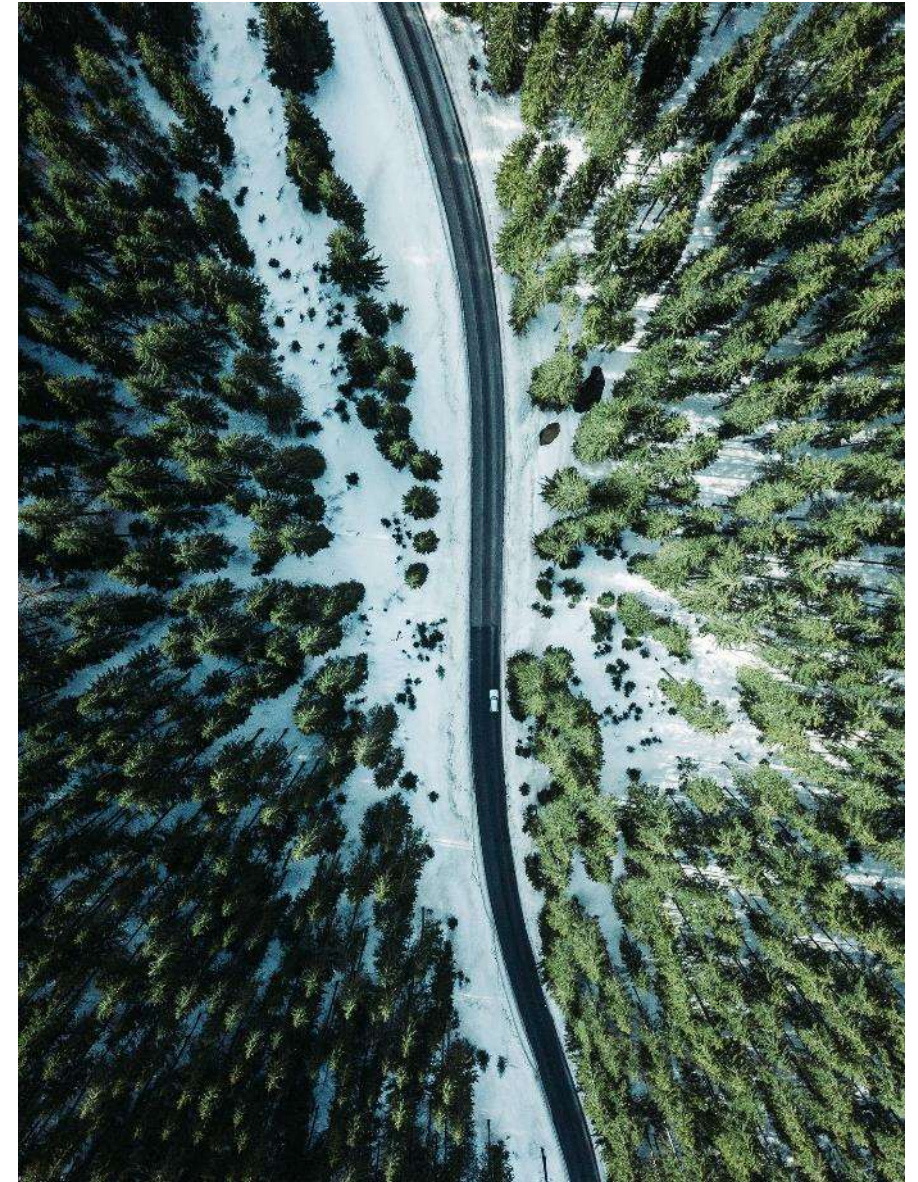
Index of the presentation

- Purpose and Scope
- Mexico: "its" COVID-19 and "its" logistics
- Logistics customers in Mexico
- Main logistic actors on the road
- Final comments



Purpose and scope:

- Share what I observe in Mexico, and I may not have a complete picture; I will go from the general to the particular
- Each one its context
- Give preference to presenting sources of information, rather than the information itself, so that you can navigate through it yourself
- Willingness to provide more information and contact; hopefully someone will find it useful (I'm on: LinkedIn, Twitter, csantillan@ciao.com.mx)
- I will focus the information on caring for continuity of service and staff; I will concentrate on Phase II; I will try to talk about before, during and after the contingency.



Mexico: "its" COVID-19 and "its" logistics

- Mexico
 - Population: +120 million people
 - Source: INEGI
 - We belong to the G20
 - Challenges:
 - Great social inequality:
 - Poverty: +50% of the population
 - Rich on the Forbes List
 - Violence and insecurity
 - Gap in the health sector due to corruption and neglect
 - There is a lack of public hospitals and health professionals
 - Comorbidity: Obesity, diabetes, hypertension



Mexico: "its" COVID-19 and "its" logistics

- COVID-19 in Mexico
 - Management by scientists and technicians of the S. Health
 - Official info: <https://coronavirus.gob.mx/>
 - Key health safety measures:
 - "Don't get infected, don't get infected"
 - Social distancing (#StayHome), except for "Essential Activities"
 - Hand washing
 - Respect for Human Rights
 - Supply chains linked to the care of the epidemic are essential.
 - All modes of transport and related logistics actors
 - Results to date:
 - Mexican Government Youtube Channel
 - Daily conference, 19hrs: Results as of 22-Apr-2020
 - Results by each Municipality in the country (UNAM)



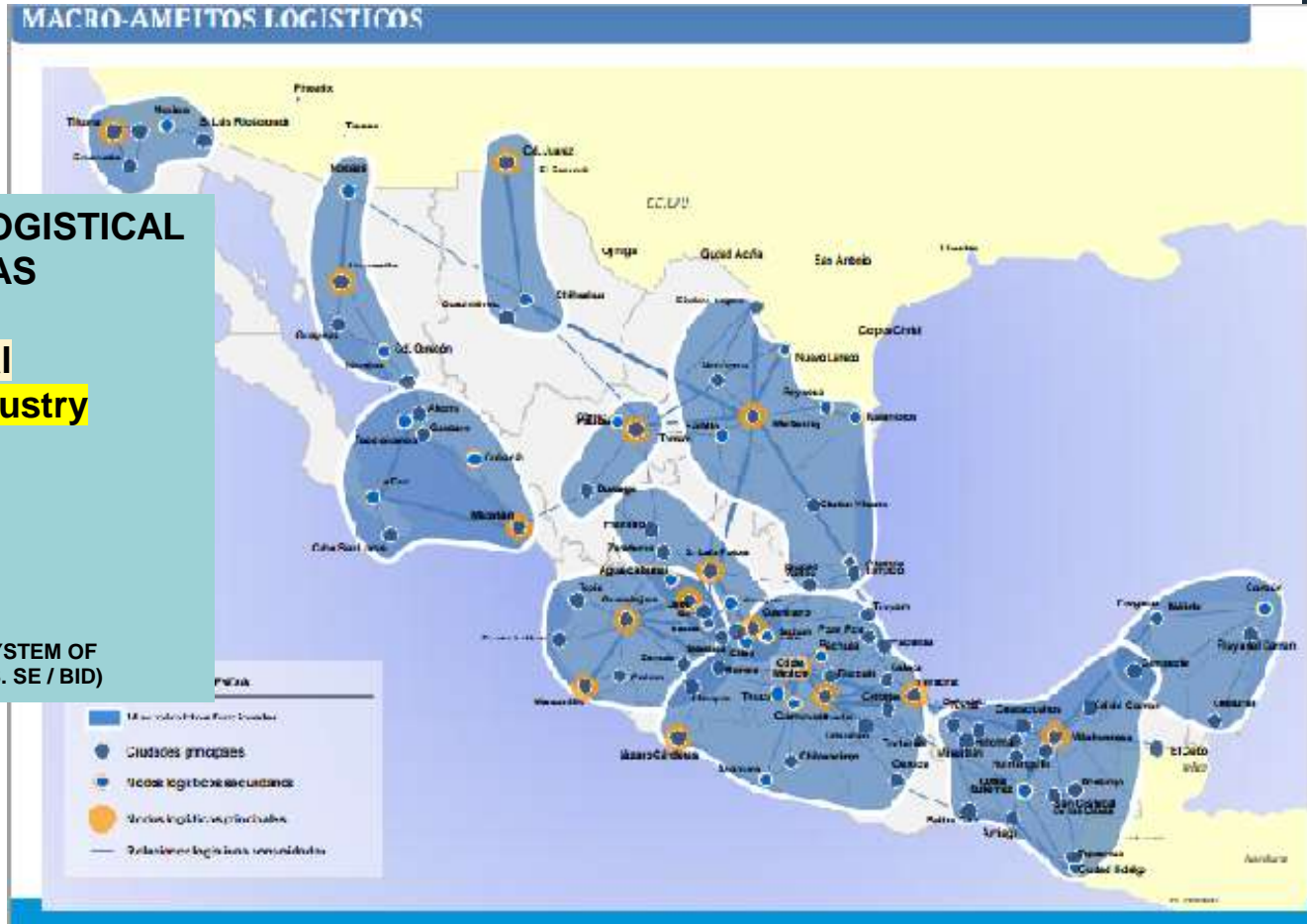
Mexico: "its" COVID-19 and "its" logistics

- Logistics in Mexico: Key Clients and Customers

11 MACRO-LOGISTICAL AREAS

- Industrial
- Agro-industry
- Tourism
- Mining
- Trade
- Oil

(SOURCE: NATIONAL SYSTEM OF LOGISTICS PLATFORMS. SE / BID)



(SOURCE: NATIONAL SYSTEM OF LOGISTICS PLATFORMS. SE / BID)

Mexico: "its" COVID-19 and "its" logistics

- Logistics in Mexico: Logistics brokers



Source: Asperó, E. "Los Servicios Intermodales en México". AMTI website. Downloads.

Mexico: "its" COVID-19 and "its" logistics

- Logistics in Mexico: Highway Corridors



Logistic actors and resources in Mexico



- **Staff of the** logistics providers:
 - **Motor carriers; Road operators**
- **infrastructure**
 - **Roads; border crossings**
- ICTs
- Machinery and Equipment
- **Regulations and operational practices**



Logistics in Mexico before COVID-19

The main challenge to ensure continuity: caring for people

- **Statistics (evening lectures)**

- 70-80% of people will get sick
- Of these, 74.71% have been mild and 25.29% have required hospitalization
- In Mexico, of those who get sick, 7.71% die and will not return to work; the % is high because of our condition of comorbidity

- **Scenario:** Example of a road operator

- Out of 250 employees, 175 will get sick
- Of these, 75% are disabled for 14 days
- 75 working (70%, if they get sick together)
- Although the volume is also low, and the operating standards (see SCT provisions) does not seem to be a sufficient number to guarantee continuity of operation
- Is the use of electronic tolls and hiring recommended?



Demand, Supply and Service Levels

A definition of infrastructure operation:

"The science (and art) of optimizing the relationship between supply and demand"



Logistic actors and resources: demand and Service Level



Personal appreciation:
The demand has fallen.
I've seen data ranging from
10 to 60% of the usual
volume

Personal appreciation:
Apparently it has not been
in the type "C" vehicles,
that is, the logistics have
been kept

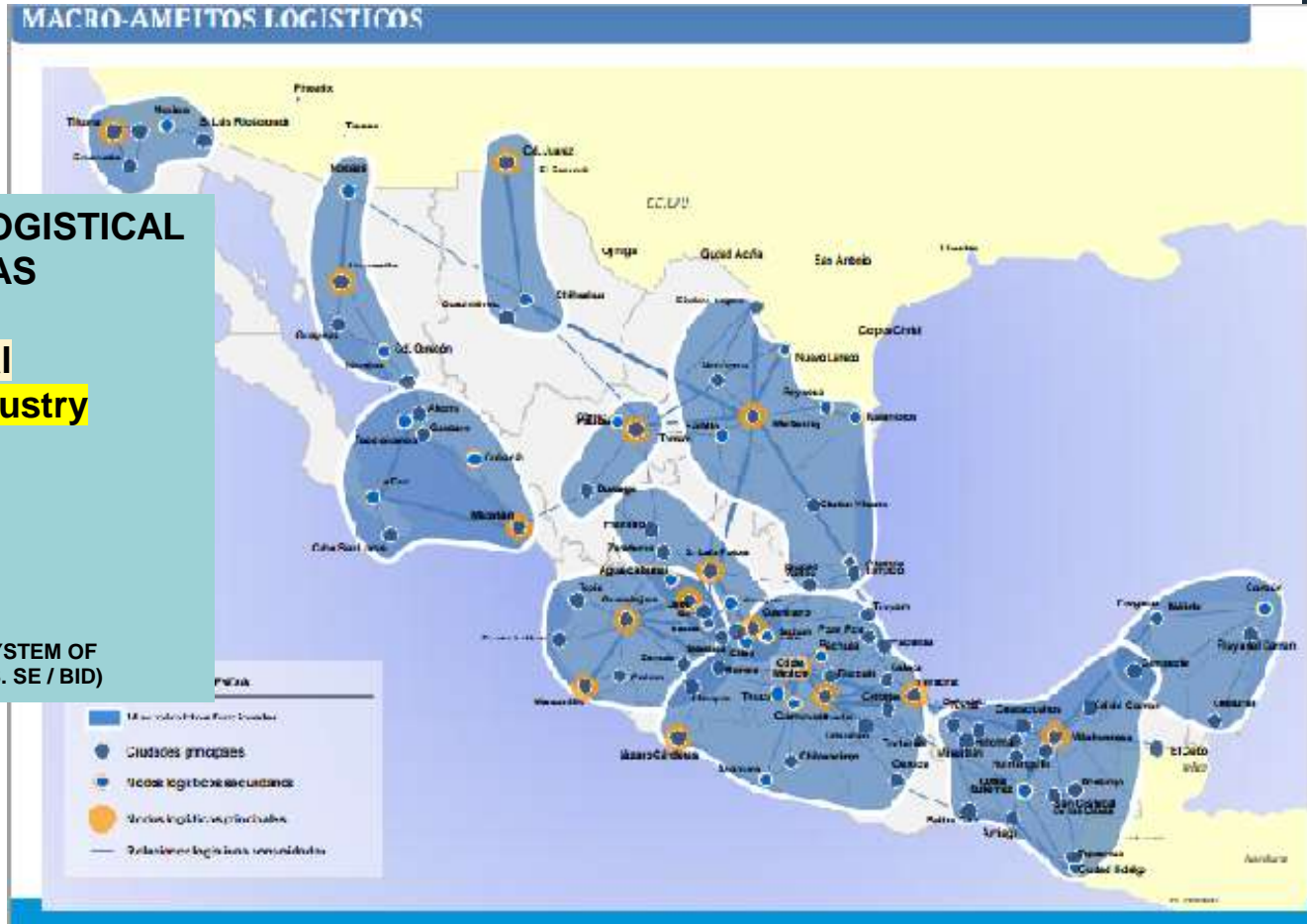
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- Logistics in Mexico: Key Clients and Clients

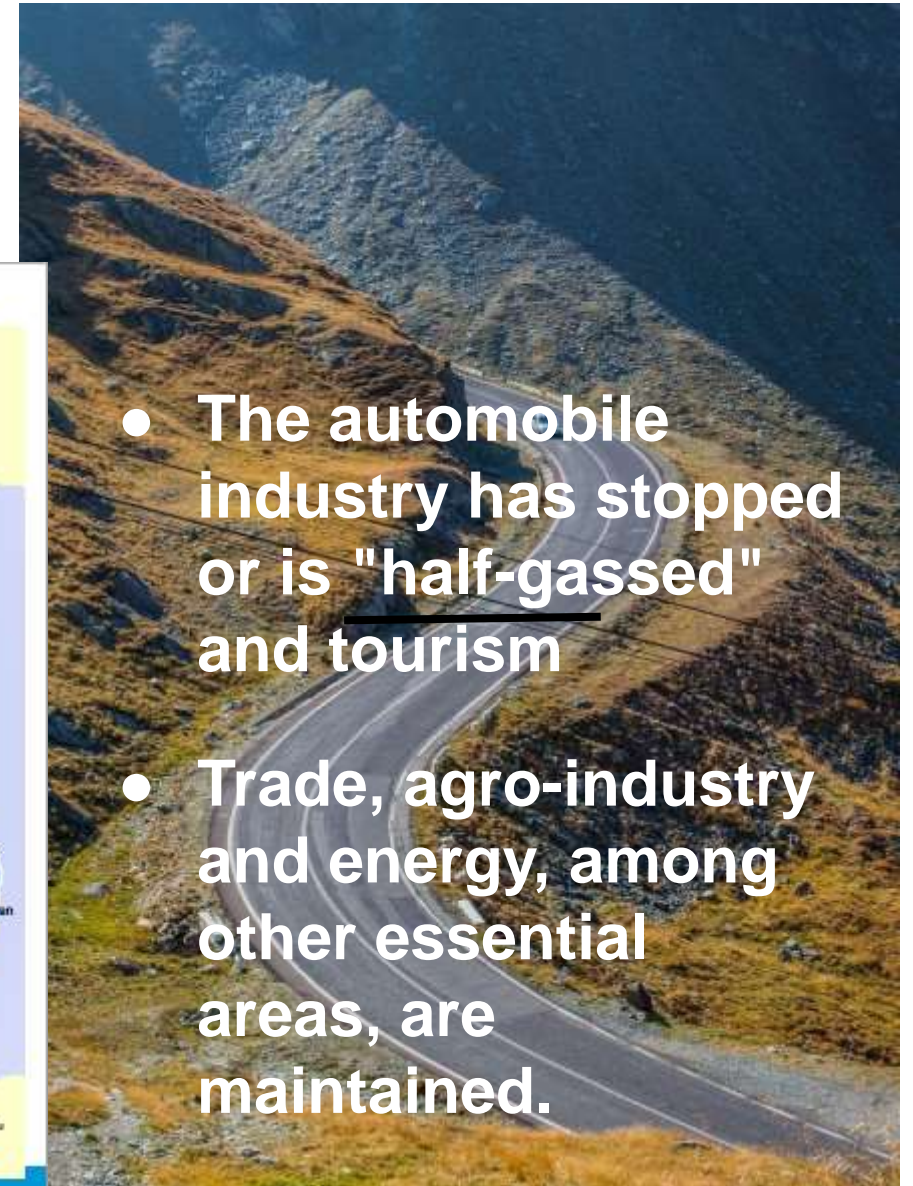
11 MACRO-LOGISTICAL AREAS

- Industrial
- Agro-industry
- Tourism
- Mining
- Trade.
- Oil.

(SOURCE: NATIONAL SYSTEM OF LOGISTICS PLATFORMS. SE / BID)



- The automobile industry has stopped or is "half-gassed" and tourism
- Trade, agro-industry and energy, among other essential areas, are maintained.



(SOURCE: NATIONAL SYSTEM OF LOGISTICS PLATFORMS. SE / BID)

Hypotheses or preliminary comments to be monitored

- The logistical environment is concerned about a possible imbalance when everything is regularized and « unlock the key" to the logistical flows.
- In Mexico we have to be careful, because this is not an earthquake
- However, in the references presented, so far no further decrease in cargo traffic is noticed; monitor
- The volumes can be adjusted in a short time, once it is authorized



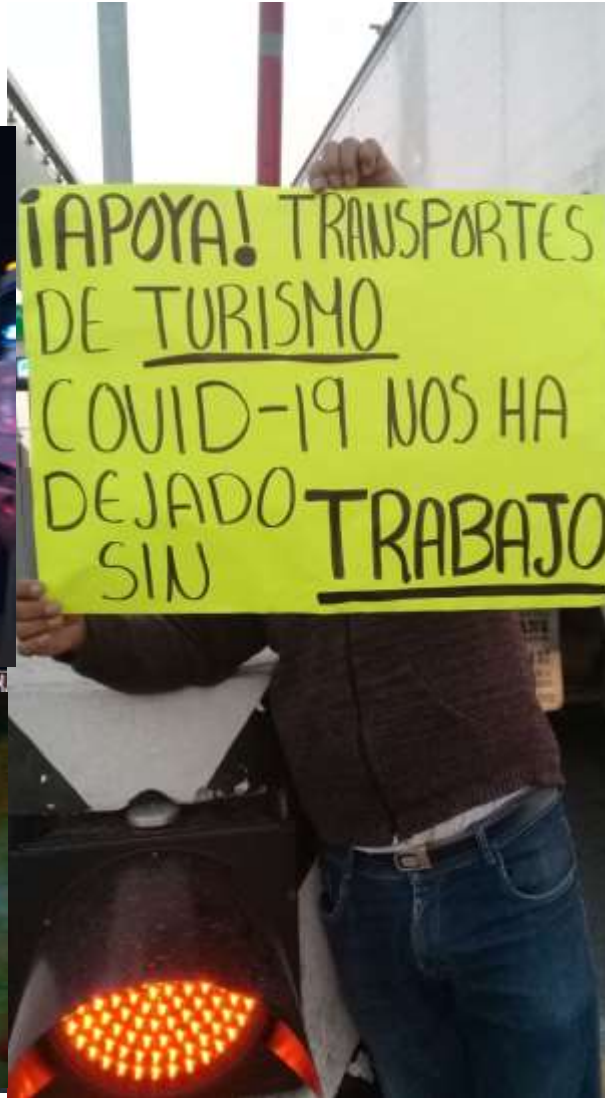
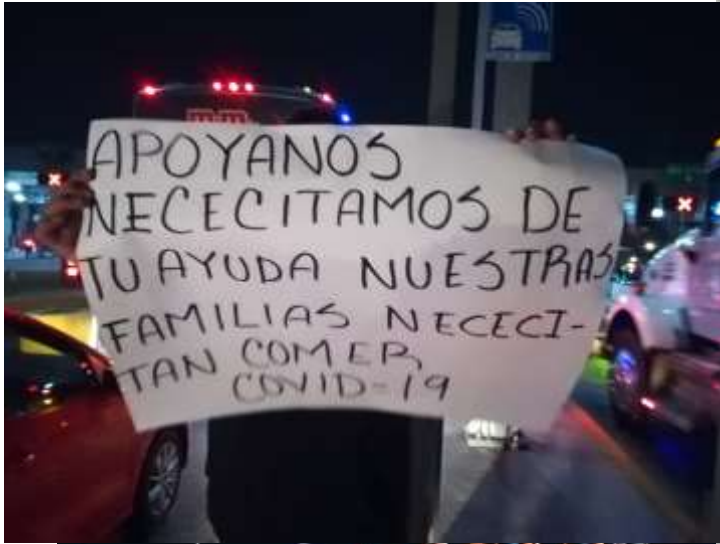
Logistics in Mexico in response to COVID-19

Continuity plans, in general

- Objectives:
 - Taking care of customers (not losing them)
 - Caring for staff; monitoring
 - Don't lose business
- Process risk analysis
 - Inventories
 - Staff exposure and risk to each process
- Adjustments with compliance to sanitary provisions
 - Wash your hands
 - Healthy distance
- Ensuring support for the operation
 - Financial: liquidity, exchange rate monitoring
 - ICTs
 - Communication continues through the stages of the crisis; information from official sources, filter "Fake News"



Collage



Dona Alianza Transportes
alimentos en carretera



Technical Committee 2.3 Freight



Technical Committee 2.3 Freight

3. Activities and results from previous cycles

3.1 Overview on the topics and outcome of previous cycles since 2008

Products Cycle 2016-19

Two reports (e, f, s)

- National Policies for Multi-modal Freight Transport and Logistics
- Truck-Traffic on Highways for Sustainable, Safer, and Higher Energy Efficient Freight Transport

One Good practice collection (e only)

- Good Practices on Multi-Modal Freight Transport Policies and Truck Management on Highways

(French version to be published)



Available from www.piarc.org



Technical Committee 2.3 Freight

3. Activities and results from previous cycles

3.1 Overview on the topics and outcome of previous cycles since 2008

Previous Reports

Cycle 2012-2015

- Framework for Citywide Road Freight Transport Management (2016)
- Moving Freight Transport Forward: Green, Smart and Efficient (2015)



Cycle 2008-2011

- Intermodal Freight Terminals – Challenges and Good Practices (2013)
- Guide to implement freight vehicle transport management (2012)
- Public sector governance in urban freight transport (2012)



Available from www.piarc.org



Thank you for your attention!



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Duration approximately 120 minutes.



COVID-19 and roads in Spain - The approach of the Directorate General of Traffic of the Ministry of the Interior

Ana Luz Jiménez

Head of Traffic Seville - Coordinator Andalusia, Ceuta and
Melilla

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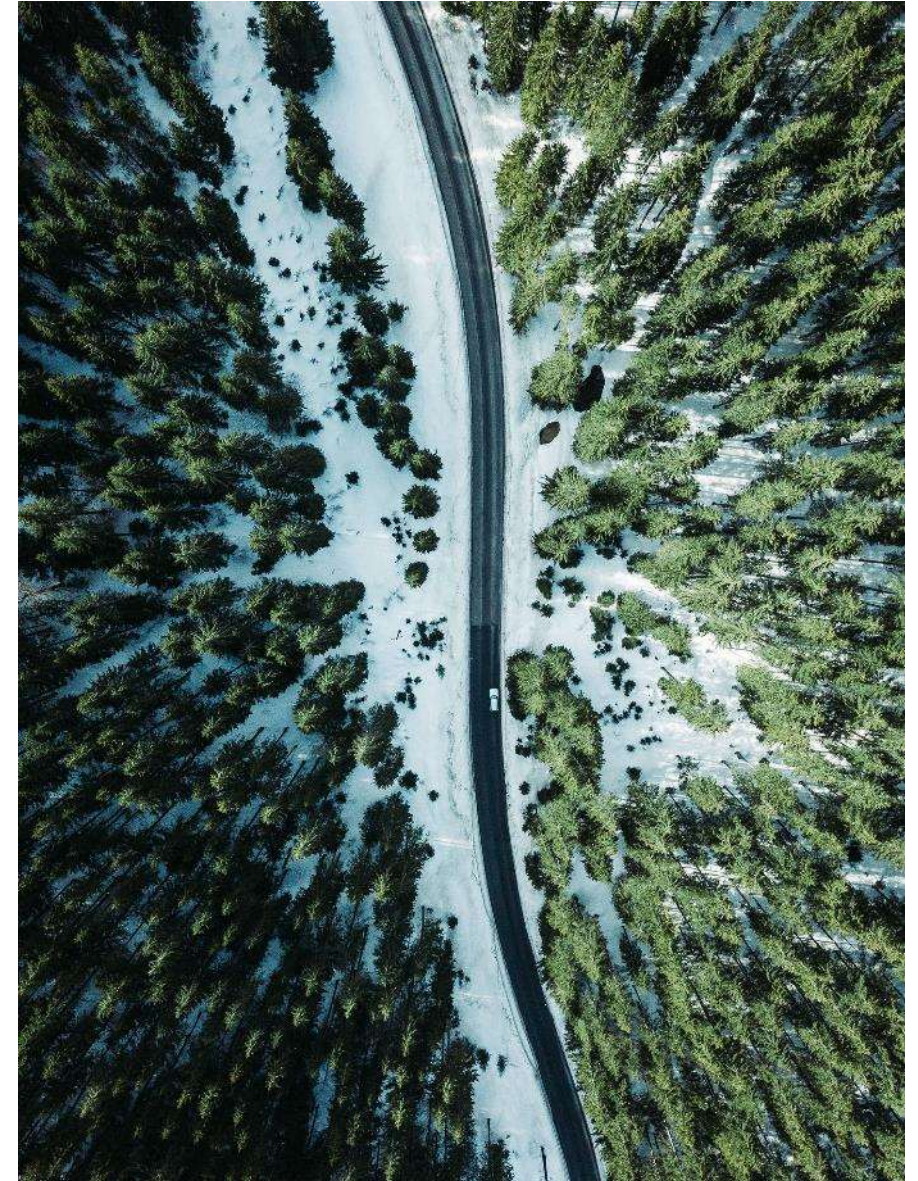
April 2020

Index of the presentation

- Introduction
- CoVID-19 management and its impact on mobility in Spain
- Impact of CoVID-19 on road safety
- Some opportunities in this context of crisis
- Conclusions

Aspects of the COVID-19 theme and roads covered by this presentation

- **To guarantee the health and safety of employees and users**
- **Maintain activity and continuity of service.**
- Management of the impact on road transport.
- Managing the impact on the economy and supply chains and reviving the economy after the health crisis
- Relations and collaboration with clients and users. Border control.
- **Security** (including cyber security).
- Compliance with standards by the road sector
- **Impact of the control of rules (police checks) on road transport**
- Technology support (ITS, computer applications) for road management during the crisis



Introduction: Mobility Management in Spain, the Directorate General for Traffic

- The DGT is the Spanish public administration in charge of, among other subjects, the **management, control and surveillance of road traffic**, as well as the Vehicle Registry, the Registry of Drivers and Offenders and the State Registry of Traffic Accident Victims.
- This is an **autonomous body of the Ministry of the Interior**, which executes the policies of mobility and road safety in the territory through the Traffic Headquarters, the Management Centers integrated in them and the Guardia Civil, especially its Traffic Group.



Management of CoVID-19 in Spain

- The pandemic management has required a **large number of regulatory modifications and adaptations** made by the four ministries coordinating the management of the crisis: Ministry of Health, Ministry of Transport, Ministry of the Interior and Ministry of Defence.



Normativa de tráfico y seguridad vial Relativa al COVID-19

- 3.1. Real Decreto 463/2020, de 14 de marzo, por el que se declara el estado de alarma para la gestión de la situación de crisis sanitaria ocasionada por el COVID-19 11
- 3.2. Orden INT/226/2020, de 15 de marzo, por la que se establecen criterios de actuación para las Fuerzas y Cuerpos de Seguridad en relación con el Real Decreto 463/2020, de 14 de marzo, por el que se declara el estado de alarma para la gestión de la situación de crisis sanitaria ocasionada por el COVID-19 13
- 3.3. Orden INT/262/2020, de 20 de marzo, por la que se desarrolla el Real Decreto 463/2020, de 14 de marzo, por el que se declara el estado de alarma para la gestión de la situación de crisis sanitaria ocasionada por el COVID-19, en materia de tráfico y circulación de vehículos a motor 15
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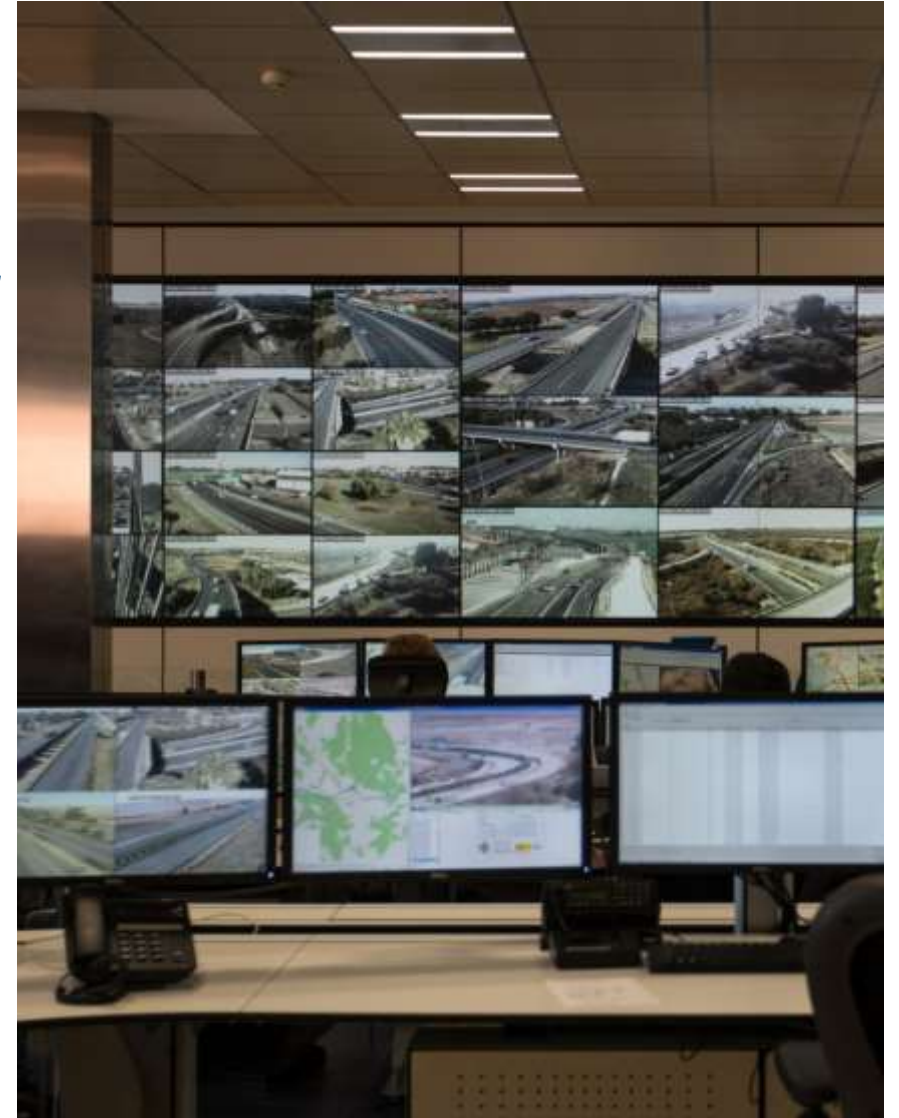
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Introduction: CoVID-19 Management

- The type of journeys that can be made, what the essential activities are, how these journeys are made in terms of the number of occupants of private vehicles and public transport, driving and rest times, validity of administrative authorisations to drive, technical inspections of vehicles, etc. have all been regulated, always from the perspective of **allowing essential journeys, protecting the transport of goods to guarantee supply and preserving economic activity as much as possible while respecting the health and protection of people** as the fundamental axis of action.
- This situation has highlighted **the strategic and essential value of road transport in social and economic survival and** the obligation and unavoidable need to protect roads and their management to ensure mobility.

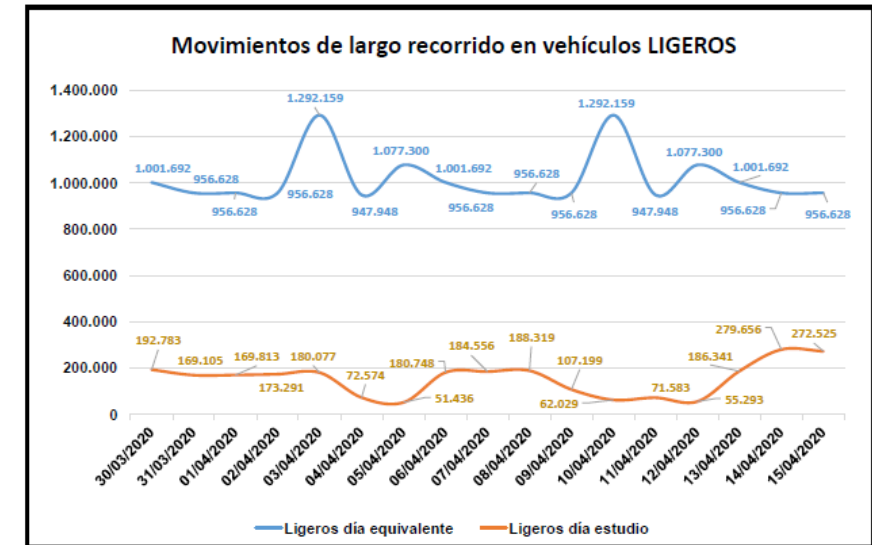
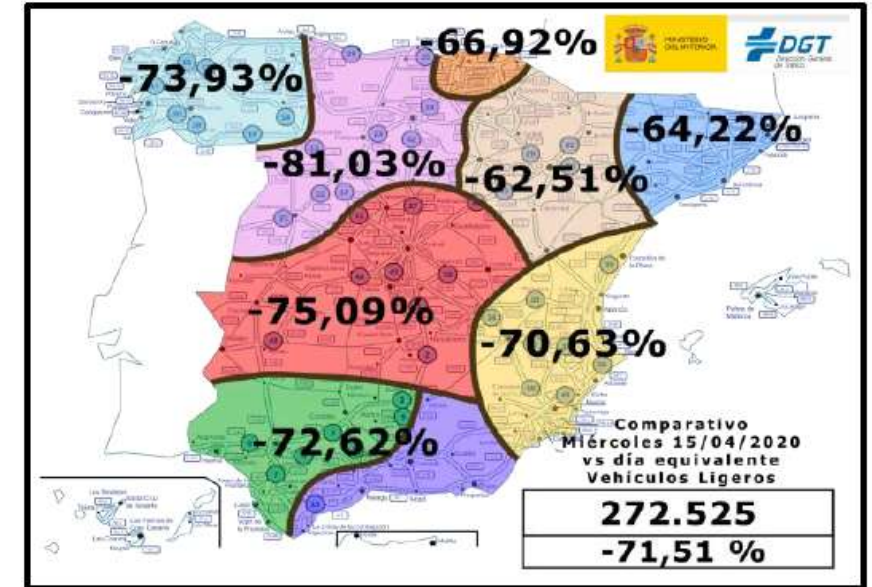
CoVID management in DGT: Ensuring the health and safety of employees and users

- Identify critical elements within the Organization: **Management Centers are Critical Infrastructures of the State.**
- To adapt the **work operation** to the **recommendations of health authorities** in the area of these critical elements.
- Design strategies oriented to the **security of the employees and maintenance of the functionalities** (Forming minimum overlapping work groups, training and use of individual protection elements, establishing work routines oriented to business continuity, etc.)



CoVID management: impact on road mobility.

- Continuous monitoring of the network by means of ITS elements
- Establishment of a **single point** for the reception of raw and processed data
- Development of **dynamic dashboards** that allow their adaptation to CoVID evolution.
- Distribution to the different Stakeholders for the **improvement in the decision making.**

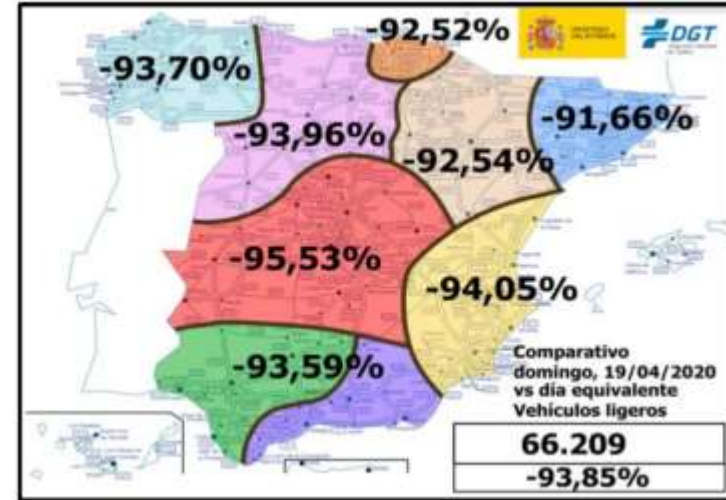


CoVID management: impact on road mobility.

Comparación de movimientos de largo recorrido vehículos LIGEROS con un día equivalente

Example, April 19, 2020

- 93.85% reduction in intercity light traffic.
- 47.31% reduction in intercity heavy traffic.
- 89% reduction in access to cities
- 87% in the interior of the cities.
- 91.27% of cross-border traffic.



Movimientos fronterizos

| %Δ Total Movimientos fronterizos | |
|----------------------------------|---------|
| SAIDA | ENTRADA |
| -91,01% | -91,52% |
| -91,27% | |



Distribución de movimientos fronterizos

| %Δ Frontera Portugal / España | |
|-------------------------------|---------|
| SAIDA | ENTRADA |
| -91,01% | -91,52% |
| -90,34% | |

| %Δ Frontera Francia / España | |
|------------------------------|---------|
| SAIDA | ENTRADA |
| -91,01% | -91,52% |
| -92,19% | |

Development of complementary tools to characterize mobility from information provided by mobile phones

- Characterization of mobility at national, autonomous community, provincial and local level.

Objectives

- Support for monitoring the evolution of the disease.
 - Evaluation of the effectiveness of the mobility restriction measures adopted.
 - Decision-making during the de-escalation period.
- Use of data processing techniques associated with Big Data



Compliance with standards in the field of mobility.

- Development of police controls aimed at ensuring **compliance with imposed mobility restrictions**
 - Development of controls in a **coordinated** manner among the different Security Forces and Corps.
 - Selection of locations for the **different areas** (urban and interurban) and at all **times** (Morning / Afternoon / Evening)
 - **Support for** the development of controls by means of **special measures** and appropriate **signposting**, to ensure the safety of those involved.
 - Possibility of identifying particularly **sensitive** points where controls can be maintained on a continuous basis 24/7
 - The establishment of controls has an **impact on road safety** - a deterrent.



Integral control of citizen safety - road safety.



Integral control of citizen safety - road safety.



Integral control of citizen safety - road safety.



[#StayHome](#) this [#weekend](#) too. Only justified trips. [#ThisVirusWeWillStopTogether](#). Thank you!

We will intensify the controls this [#Easter](#) to verify that the displacements are justified. It is imprudent not to respect the measures established in the [#StateOfAlarm](#) and to endanger the health of the rest of the citizens.

[#StayHome](#) and you'll stop [#COVID19](#)

CoVID impact on road safety



OBSERVATORIO NACIONAL
DE SEGURIDAD VIAL

Siniestralidad en vías interurbanas durante el estado de alarma, actualizada a 19 de abril de 2020.

Comparación con el año anterior.

El cómputo de fallecidos está realizado a 24 horas. Datos provisionales.

Accidentes mortales y fallecidos desde el 1 de enero

| | Accidentes mortales | | | Fallecidos 24h | | |
|-----------------------------|---------------------|------|--------|----------------|------|--------|
| | 2019 | 2020 | Var. % | 2019 | 2020 | Var. % |
| Enero | 68 | 73 | 7% | 73 | 82 | 12% |
| Febrero | 73 | 74 | 1% | 82 | 83 | 1% |
| Marzo (hasta 14) | 28 | 34 | 21% | 31 | 38 | 23% |
| 1 enero-14 marzo | 169 | 181 | 7% | 186 | 203 | 9% |
| Marzo (desde 15) | 62 | 14 | -77% | 67 | 16 | -76% |
| Abril | 45 | 12 | -73% | 46 | 16 | -65% |
| Periodo de estado de alarma | 107 | 26 | -76% | 113 | 32 | -72% |
| TOTAL (1 enero-19 abril) | 276 | 207 | -25% | 299 | 235 | -21% |

CoVID impact on road safety

Fallecidos según medio de desplazamiento

| | Fallecidos 24h | | | |
|-----------------------------|------------------|-------------|-------------------|-------------|
| | 1 enero-14 marzo | Dist. % | 15 marzo-19 abril | Dist. % |
| Peatón | 29 | 14% | 3 | 9% |
| Bicicleta | 8 | 4% | 0 | 0% |
| Ciclomotor | 3 | 1% | 1 | 3% |
| Motocicleta | 34 | 17% | 1 | 3% |
| <i>Usuarios vulnerables</i> | 74 | 36% | 5 | 16% |
| Turismo | 103 | 51% | 15 | 47% |
| Furgoneta | 13 | 6% | 1 | 3% |
| Camión hasta 3.500kg | 1 | 0% | 1 | 3% |
| Camión más 3.500kg | 6 | 3% | 9 | 28% |
| Autobús | 0 | 0% | 0 | 0% |
| Otro vehículo | 4 | 2% | 1 | 3% |
| Se desconoce | 2 | 1% | 0 | 0% |
| TOTAL | 203 | 100% | 32 | 100% |

CoVID impact on road safety

Fallecidos según tipo de vía

| | Fallecidos 24h | | | |
|---------------------|------------------|-------------|-------------------|-------------|
| | 1 enero-14 marzo | Dist. % | 15 marzo-19 abril | Dist. % |
| Autopista y autovía | 48 | 24% | 13 | 41% |
| Resto de vías | 155 | 76% | 19 | 59% |
| TOTAL | 203 | 100% | 32 | 100% |

Traffic speed monitoring, excess control

- Taking a random sample of 15,000 vehicles, a **greater representativeness of heavy vehicles** over the total is observed during the first weeks in which mobility restrictions are established.

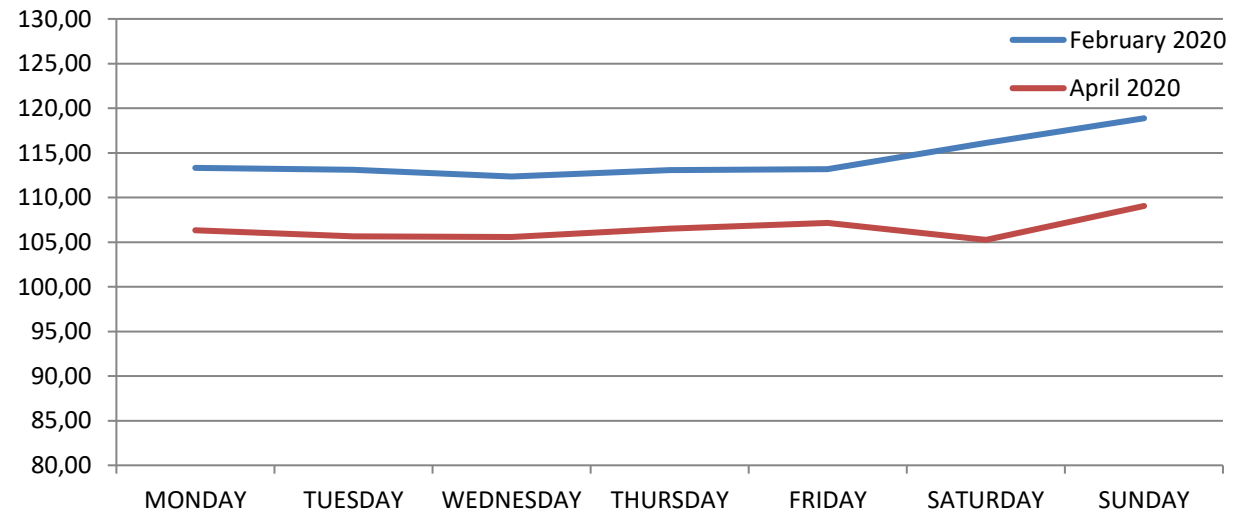
| VEHICLE TYPE | PERCENTAGES | | |
|----------------------|-------------|--------------|--------------------------------------|
| | FEBRUARY | Alarm status | Alarm status Essential services only |
| Bus | 4.05% | 5.69% | 4.13% |
| Truck | 5.27% | 17.40% | 19.13% |
| Van | 4.69% | 9.41% | 10.29% |
| Tourism | 85.99% | 67.50% | 66.45% |
| General total | 100% | 100% | 100% |

Flow speed monitoring

- On free-flowing sections, there has been a decrease in the speed of traffic due to the greater representation of heavy vehicles in relation to the total number of vehicles.

Average traffic speed (km/h) for February 2020 / April 2020 type week in free flow (AP-4)

| TYPE DAY | February 2020 | April 2020 |
|-----------|---------------|------------|
| MONDAY | 113,32 | 106,33 |
| TUESDAY | 113,10 | 105,64 |
| WEDNESDAY | 112,37 | 105,57 |
| THURSDAY | 113,07 | 106,52 |
| FRIDAY | 113,20 | 107,17 |
| SATURDAY | 116,12 | 105,27 |
| SUNDAY | 118,87 | 109,05 |



- Focusing the analysis for light vehicles, for a reduced sample a speed increase of +1.8% has been determined.

Technology support for management during the crisis.

- Development of **coordinated** user information **policies** in CoVID application matters (Movement restriction, application regulations).
- Use of **ITS elements** for information gathering and subsequent dissemination.
- Implementation of **information systems** and data processing procedures based on **AI / Big Data**.



Opportunities during restricted period.

- The limitations on movements established have led to a very significant reduction in the intensity of traffic, which has made it possible to **plan, together with the** road owners, the **execution of works** that would have had a great impact on traffic under ordinary conditions due to their location, duration or the effect on the road, many of which are currently being carried out, with the corresponding guarantees in terms of workers' conditions.
- The emergency works in progress have continued as planned.

⚠ Cortada en A-66 la calzada sentido Mérida entre los ppkk. 804+0 a 800+6 por trabajos de mantenimiento, según informa [@DGTes](#)

Se mantiene la circulación en ambos sentidos por calzada sentido [#Sevilla](#)



Opportunities.

- CoVID-19 has become a disruptor, which will change our way of life as it was until now.
- The implementation of **telework** during the period of confinement will be consolidated as it becomes evident that it is a viable alternative in many jobs, and will mean a **substantial change in traditional mobility models**.
- Forced mobility journeys are going to suffer from **flexible** timetables, a possible **reduction in** their volume and a **greater diversification in** terms of modes of transport: personal mobility vehicles, bicycles, etc., thus increasing the efficiency of the transport system.



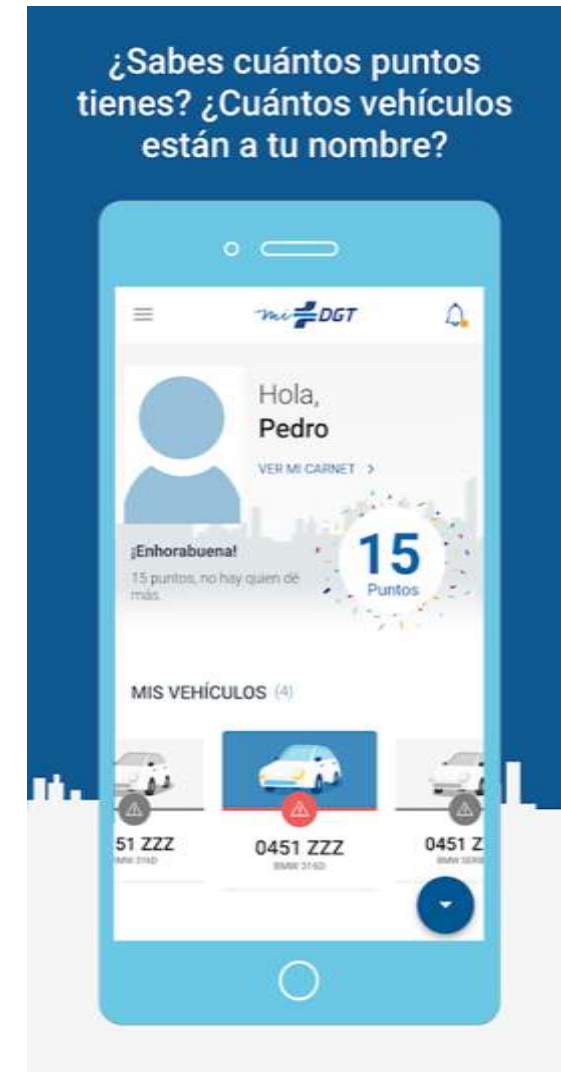
Opportunities.

- CoVID-19 has become a disruptor in the process of **digital transformation of society**. Those who are more advanced in the evolution from the analog to the digital world are in more competitive conditions in all sectors: commerce, training, services, etc.
- The public administrations are not oblivious to this reality and the digital transformation processes have been accelerated, for example, in the case of the Directorate General of Traffic by developing a **miDGT app** that allows the driving licence to be carried on the mobile phone, the documentation of the vehicles and to interact with the DGT from that application.



miDGT.

- The corresponding instruction has been issued to make the mobile driving licence valid at national level, as is already the case in countries such as Norway and Finland, and this reality is taken into account in the preparation of the new European Directive on driving licences.



Opportunities.

- If this crisis is teaching us anything, it is the unavoidable need to share information among all actors, countries and continents in order to learn from the experience of others, while new **information systems and** data processing procedures based on **AI/Big Data** are needed, procedures that will allow us to learn and react more quickly to a reality that is more changing than ever before and faster than ever before.

Conclusions.

- Our world and our way of life will not be the same after this pandemic, and we are obliged to adapt. **Some of these changes will help us to be more efficient:** teleworking, digitalization...
- **Road has proved to be a fundamental and resilient mode of transport to** ensure the supply and maintenance of the activity leading up to the period of restrictions and will also remain essential in the period of "new normality".
- The **measures taken to** control and limit mobility during the warning period have proved **effective both for the objective set and for road safety.**
- **Data processing and information gathering are** essential for the management of the crisis period and also in the decision making of de-escalation measures.

Thank you for your attention



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Program of the seminar.

- **Welcome, presentation of PIARC and objectives of the seminar**, Ing. Miguel Caso Flórez (6 minutes).
- **COVID-19 and roads in Andorra - Managing mobility in times of pandemic for a Micro State**, Ing. David Palmitjavila (10 minutes).
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- **Questions and answers**, moderated by Ing. Verónica Arias Espejel (30 minutes).
- **Seminar Conclusions**, Ing. José Manuel Blanco Segarra (6 minutes)
- **Seminar Closing**, cameras and microphones open to participants.

Duration approximately 120 minutes.



Managing the impact on the economy and supply chains and reviving the economy after the health crisis: a strategic perspective

Dr. Rafael Diaz

Old Dominion University and TRB

United States of America

#PIARCCOVID19

April 2020



Content

1. Context?
2. Supply Chain Impact?
3. Perspectives?

American Context and COVID-19

1. Dimensions

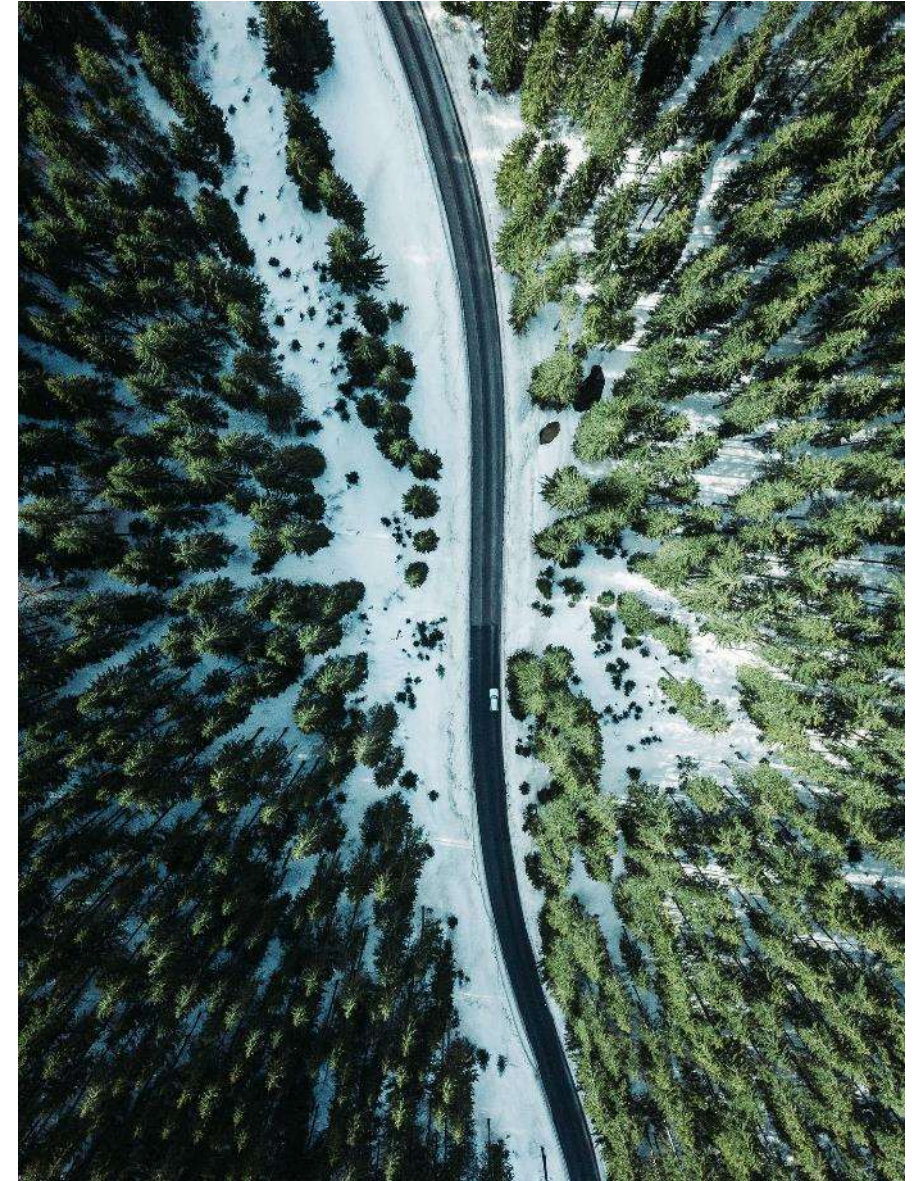
- Economy and Society
- Exchange

2. Supply Chain

- Shock and Breakage
- Vulnerability

3. Logistics and transport

- The Cargo
- Public Transport



Perspectives and Uncertainties

1. Recession and Stimulus
2. Reactivation of cargo and transit
3. Risks



Thank you for your attention



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Duration approximately 120 minutes.



Webinar in COVID-19 and roads

MILTON TOWERS

Prepared by: Belén Suárez

PIARC SEIT

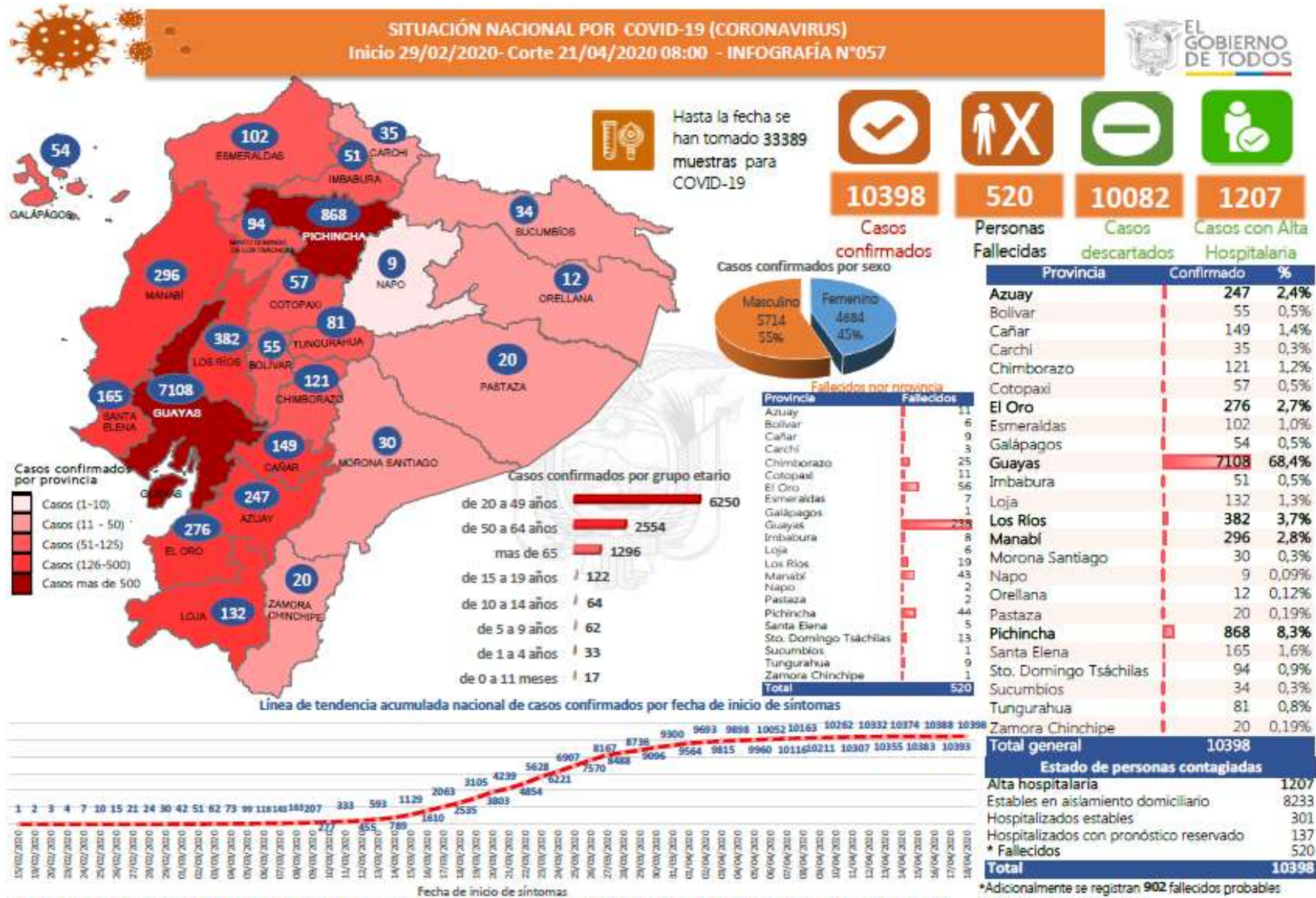
#PIARCCOVID19

April 2020

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- CURRENT SITUATION OF COVID-19 IN ECUADOR
- MAIN STATE ROAD NETWORK
- LOGISTIC CORRIDORS BETWEEN PORTS AND CITIES
- IMPLEMENTED MOBILITY RESTRICTIONS
- RESULTS OBTAINED

CURRENT SITUATION OF COVID-19 IN ECUADOR



CURRENT SITUATION OF COVID-19 IN ECUADOR



SITUACIÓN NACIONAL POR COVID-19 (CORONAVIRUS)
Inicio 29/02/2020- Corte 21/04/2020 08:00 - INFOGRAFÍA N°057



LÍNEAS DE TENDENCIAS ACUMULADAS POR FECHA DE INICIO DE SÍNTOMAS EN PROVINCIAS DE MAYOR INCIDENCIA DEL COVID-19

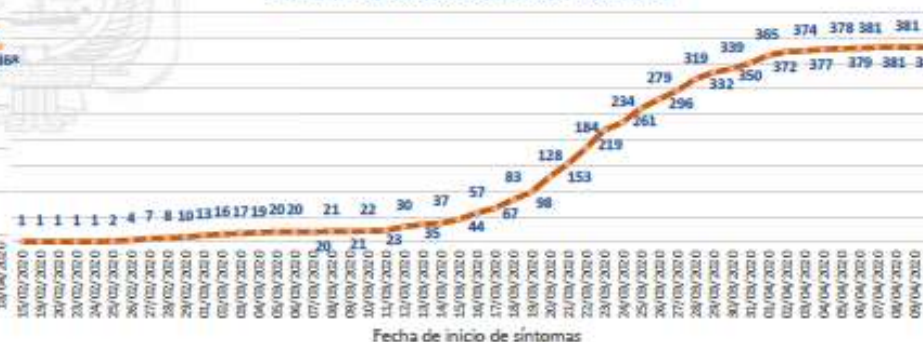
Línea de tendencia acumulada - GUAYAS



Línea de tendencia acumulada - PICHINCHA



Línea de tendencia acumulada - LOS RÍOS



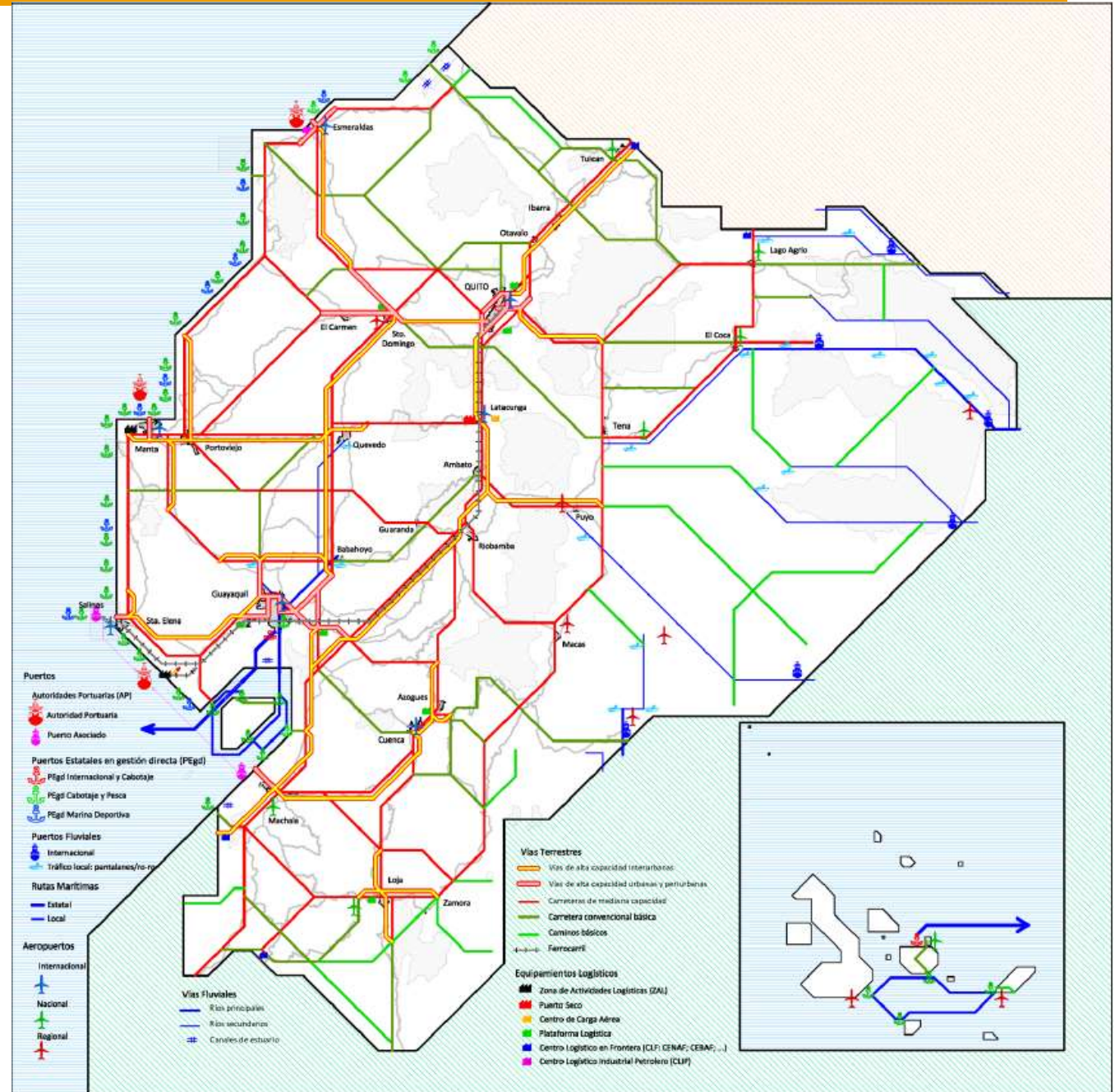
Línea de tendencia acumulada - MANABI



Línea de tendencia acumulada - EL ORO



LOGISTIC CORRIDORS BETWEEN PORTS AND CITIES



IMPLEMENTED MOBILITY RESTRICTIONS

- In order to face the pandemic derived from the contamination generated by COVID - 19, on March 14, 2020, the National COE (Emergency Operations Committee) by means of a resolution, provides for the mandatory cleaning of public transportation units every three hours.
- On March 15, 2020, the National COE, by resolution, provides for the suspension of classes at the national level.
- The Declaration of Health Emergency was made on March 16 by means of DE 1017 and on the same day the Mayor of the DMQ (Metropolitan District of Quito) by means of resolution A022, aligning himself with the emergency:
 - The suspension of public transport services in the Conventional and Metrobus-Q subsystems and restriction to commercial transport - taxis.
 - The restriction of vehicle circulation from 9:00 p.m. to 5:00 a.m. as of March 17.

IMPLEMENTED MOBILITY RESTRICTIONS

- On March 18, 2020, the National COE by resolution, provides for the regulation of private vehicles subject to the number of odd and even plates.
- Public transport services are suspended for the time being.
- The circulation of private vehicles at the moment is limited to the schedule between 5:00 and 14:00 and one day per week.
- In accordance with ministerial agreement 011-2020, restrictions are detailed for different types of vehicles according to the sectors to which they belong and their particularities.
- Interprovincial and commercial transport suspended.
- Intraprovincial and intracantonal (urban) transportation with certain restrictions.
- Taxis with vehicle restrictions in force in the country.

IMPLEMENTED MOBILITY RESTRICTIONS

- The circulation of unrestricted vehicles is managed through a laissez-passer generated online by the competent body.
- The strategic areas of production and commercialization of food, medicines, and export chains are kept operative with the limitations imposed by the crisis.
- The development of online production activities (teleworking) and the economic growth of home delivery services is relevant.

**NUEVAS RESTRICCIONES DE MOVILIDAD
A PARTIR DEL 28 DE MARZO**

Si tu placa termina en:

| | |
|-----------------|--|
| 1, 2 y 3 | Podrás circular LUNES Y VIERNES |
| 4, 5 y 6 | Podrás circular MARTES Y SÁBADOS |
| 7, 8 y 9 | Podrás circular MIÉRCOLES Y DOMINGOS |
| 0 | Podrás circular LUNES Y JUEVES |

The infographic is a dark blue rectangle with white and yellow text. It lists four categories of license plate endings (1,2,3; 4,5,6; 7,8,9; 0) and the days of the week they are allowed to circulate on. The days are listed in all caps. The text 'Podrás circular' is in a smaller font above the days.

IMPLEMENTED MOBILITY RESTRICTIONS - SNGR (National Risk Management Service)

- MTOP coordinates the delivery of biosafety kits to heavy transport drivers at the Guayaquil Sea Port.
- MTOP (Ministry of Transport and Public Works) coordinates the landing and take-off of flights for foreigners and coordinates humanitarian return flights for Ecuadorians.
- MTOP is working on the implementation of a temporary corridor in the conflictive routes of Zamora and Morona Santiago for transportation of products and industry prioritized to Guayaquil.
- ANT (National Transit Agency) carries out preventive controls in land terminals, as well as in the disinfection of vehicles.
- MTOP is coordinating the transfer of people who have already completed the provisional isolation for 14 days and are going to return to their different places of origin "HUMANITARIAN RETURN HOME CORRIDORS".



IMPLEMENTED MOBILITY RESTRICTIONS-SNGR (National Risk Management Service)

- The reduction of TPDA (Annual Average Daily Traffic) on the axes of the State Road Network has been verified due to the restrictions, however, far from carrying out road work activity, as stipulated by the Central Government and ministerial agreement it is determined as follows:
- The computation of the time limits and terms of the administrative procedures in respect of road contracts is suspended by declaration of the State of Exception.
- In the case of concessions, measures must be adopted to provide continuity to auxiliary and emergency services on the tracks, such as the operation of toll stations and suspension in extension, maintenance, construction or rehabilitation works, within the concessioned tracks.
- In the case of public procurement, they must take measures to comply with established deadlines in order to safeguard the legality and integrity of the processes and the rights of the bidders.
- Road works of expansion, maintenance, construction or rehabilitation must be suspended, except in the case of emerging interventions, thus qualified by the Deputy Minister of Transport Infrastructure. Example: wintertime landslide clean-up, prevention and mitigation activities during the winter.
- Rescheduling of work is planned once the suspension issued by the Central Government is lifted.

IMPLEMENTED MOBILITY RESTRICTIONS-SNGR



THANK YOU!



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Duration approximately 120 minutes.



Summary of 7 PIARC COVID-19 and Roads Webinars

José Manuel Blanco Segarra

PIARC Spanish-speaking Secretary TC 1.1

#PIARCCOVID19

April 2020

José Manuel WHITE SEGARRA



- Chairman of the "Financing and Performance" National Committee (in formation)



(ATC, Technical Road Association)

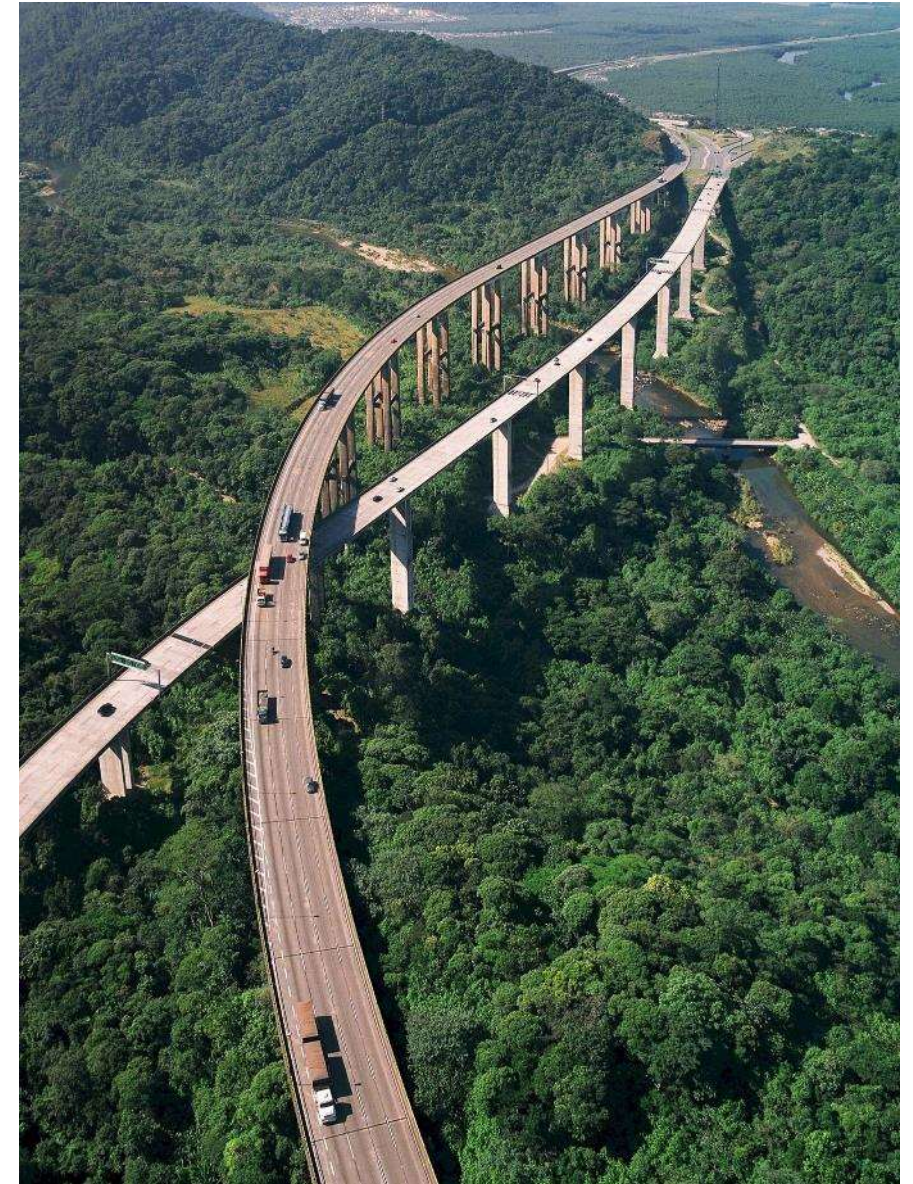


- Dean of the Extremadura Region of the Official Association of Ms. Civil Engineers
- President of the National Committee "Road Materials" (2000-2012)
- Head of the State Roads Demarcation in Extremadura (2006-2019)
- Chair of TC A.1 Performance of Transport Administrations (2016-2019)**
- Current PIARC TC 1.1 Spanish speaking Secretary**
"Performance of Transport Administrations"



8 Seminars held so far

- 25 March 2020 in English (3 countries)
- 1 April 2020 in English (4 countries)
- 7 April 2020 in Spanish (6 countries)
- 8 April 2020 in English (3 countries)
- 15 April 2020 in English (3 countries and IATR)
- 17 April 2020 in French (4 countries)
- 22 April 2020 in English (4 countries)
- **23 April 2020 in Spanish (5 countries)**



The videos of all the Seminars held and their respective presentations (all translated into Spanish in the case of Seminars held in English or French) are available and free of charge on the special page

COVID-19 The PIARC response created on the PIARC website

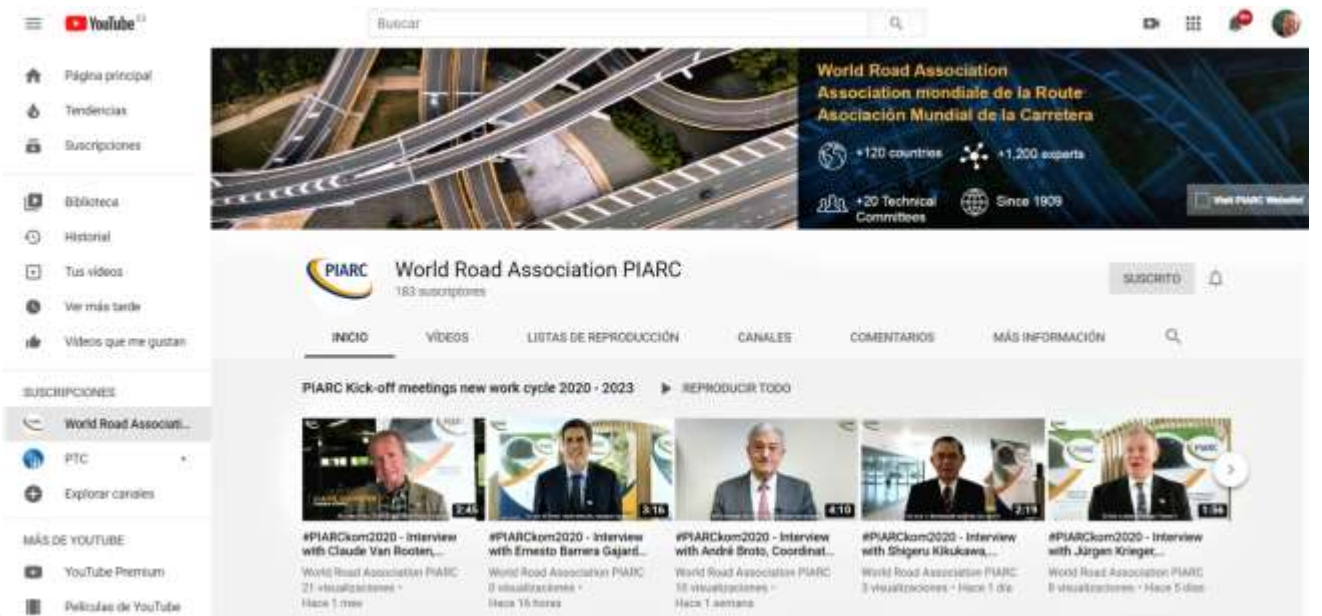
<https://www.piarc.org/en/News-Agenda-PIARC/Coronavirus-PIARC-and-Covid-19>

And a Note of 21th April 2020 on COVID-19 entitled “Key Lessons for the Road Community from the first PIARC Webinars” has been prepared and is available at:

https://www.piarc.org/en/News-Agenda-PIARC/Coronavirus-PIARC-and-Covid-19#section_s6dddc3F61



The screenshot shows the PIARC website's 'COVID-19 - La respuesta de PIARC' page. The header includes the PIARC logo and navigation links: 'DESCUBRA PIARC', 'TEMAS DE TRABAJO', 'ACTIVIDADES', 'ACTUALIDAD Y AGENDA', 'Español', 'HÁGASE MIEMBRO', and 'IDENTIFICACIÓN'. The main content area features a large blue banner with the title 'COVID-19 - La respuesta de PIARC'. Below the banner, there is introductory text in Spanish: 'De acuerdo con la misión de PIARC de identificar, desarrollar y difundir las mejores prácticas y dar un mejor acceso a la información internacional, esta página presenta el conocimiento y las fuentes que PIARC comparte para apoyar a sus miembros, y a los profesionales del sector de las carreteras y el transporte, en este momento tan difícil. Esto funciona a corto plazo. El mundo está pasando por una crisis y cada día cuenta.' A second paragraph follows: 'De hecho, desde su aparición a finales de 2019, la pandemia del virus COVID-19 está causando, en efecto, graves trastornos en la vida de las personas, las organizaciones y la prestación de servicios en todo el mundo. Al igual que los organismos públicos de múltiples sectores, los miembros de PIARC también se ven afectados y adoptan diversas medidas para responder. Este conocimiento y prácticas actuales no se han confirmado todavía como válidos o eficaces, y lo que funciona en algunos países del mundo puede no ser pertinente en otros. Si bien el impacto de COVID-19 fuera de China es actualmente en los países de altos ingresos, los impactos y las respuestas requeridas en los países de ingresos medios y bajos pueden ser bastante diferentes. Sin embargo, la inspiración puede encontrarse en cualquier lugar, y una buena idea ahora podría salvar vidas, mejorar la capacidad de recuperación de las empresas y podría reducir al mínimo la interrupción de los servicios.'



The screenshot shows the PIARC YouTube channel page. The header includes the YouTube logo and search bar. The channel name is 'World Road Association PIARC' with 163 subscribers. The page is divided into sections: 'INICIO', 'VIDEOS', 'LISTAS DE REPRODUCCIÓN', 'CANALES', 'COMENTARIOS', and 'MÁS INFORMACIÓN'. The main content area displays a video player for 'PIARC Kick-off meetings new work cycle 2020 - 2023'. Below the player, there are five video thumbnails, each with a title and view count: '#PIARCcom2020 - Interview with Claude Van Roolen...', '#PIARCcom2020 - Interview with Ernesto Barrera Gajard...', '#PIARCcom2020 - Interview with Andrés Brato, Coordinat...', '#PIARCcom2020 - Interview with Shigeru Kikukawa...', and '#PIARCcom2020 - Interview with Jürgen Krieger...'. The footer of the page contains the text: 'World Road Association • Association mondiale de la Route • Asociación mundial de la Carretera • www.piarc.org'.

Webinar 1 on 25th March 2020

➤ Virus / Road situation in Italy (Saverio Palchetti) (Italy)

Approach and measures taken in Spain in response to the COVID-19 pandemic concerning the road and transport sector (José Manuel Blanco Segarra) (Spain) (updated in Seminar 3, 7 April)

The case study in Business Continuity Plan and Action in Hanshin Expressway (Yukio Adachi) (Japan) (oral presentation)

➤ **Italy and Spain**, the first European countries hit by the pandemic and those who are suffering the most from its consequences. Both have had to take severe measures to reduce mobility and close down activities but guarantee supplies to the population, in which the **transport of goods by road is fundamental** due to its capillarity and speed and **revealing, once again, that the road networks, and their maintenance and improvement, are an essential service**

Webinar 1 on 25th March 2020

Italy and Spain present the general lines of how the health crisis is being faced, deployment of teleworking, preventive protection measures, etc. and in addition **Italy proposes the strengthening of cyber security departments in the face of growing challenges** and presents a battery of good practices and initiatives related to new technologies. In the **Spain presentation**, measures to restrict mobility and passenger transport, closure of non-essential activities, measures in passenger transport, etc. and considerations regarding road works and maintenance are detailed

- **Japan**, which at that time, did not classify the situation as a crisis, but already appreciated a 10% drop in traffic, presents the scheme of **preventive measures in 4 phases for the protection of road operators**

Webinar 2 on 1st April 2020

- COVID-19's Impact on Transportation in the USA (Jim Tymon) (USA)
A Private Sector Perspective from the United Arab Emirates (Jonathan Spear) (United Kingdom)
Recommendations from PIARC TC 2.4 Road Network Operations and ITS (RNO / ITS) (Valentina Galasso) (Italy)
Approaches, measures taken and considerations on the virus/road situation in China (Dr Wang Jian) (P.R. China)
- **United States:** The *Department of Homeland Security* declares infrastructure workers essential. Closed offices and **teleworking**

Webinar 2 on 1st April 2020

Public transport reduced by 90%. Reduction of fuel collection. The U.S. Congress has approved unprecedented **financial aid**

Tolls: maintained but only electronic (no cash payment)

Most States have stopped the works but some of them are restarting them

- **United Arab Emirates:** Few infected persons, population confined (ban on movement between 20h and 6h). Airports almost paralyzed. Impact due to lowering of oil prices. Incentives from Central Banks. Reduction of 85% in road traffic. Facilities for loading and unloading goods, free parking, flexibility of regulations

Teleworking. Delays, but **not a halt to work**

Webinar 2 on 1st April 2020

Reflections on the long-term implications of this crisis and a "new normal", what will it be? Challenges and opportunities, and some certainties

- **TC 2.4 Recommendations (Road Network Operations and ITS):** importance and usefulness in this critical period for the improvement of mobility of people and goods, exchange of communications and decision making, and continuity of operations. **New emerging technologies** as an alternative to low budgets and operational costs. **The need to develop a strong, long-term vision.**
- **China:** Intense protection and disinfection measures
Support for the transport of goods and for migrant workers.
Free tolls. Intense use of technology to control the pandemic

Webinar 3 on 7th April 2020 (in Spanish)

➤ COVID-19 and roads in:

Spain (José Manuel Blanco Segarra)

Colombia (Juan Esteban Gil Chavarría)

Chile (Ernesto Barrera Gajardo)

Paraguay (Andrea Peris Yegros)

Argentina (Daniel Russomanno)

Mexico (Roberto Aguerrebere Salido)

Roads in other countries (Miguel Caso Flórez) (summary of previous seminars)

Webinar 3 on 7th April 2020 (in Spanish)

- **Each country has presented its situation**, usually consisting of a state of emergency, border controls, quarantines in some areas and health customs. General preventive health measures and special care in construction sites and public transport Use of prepaid cards, promotion of electronic tickets. Restrictions on mobility, closure of non-essential activities. The transport of people is restricted but not the transport of goods which is very much supported. Closure of offices and promotion of teleworking. Permanent control of the situation on construction sites. **In other aspects (tolls, continuity of works) there is a greater diversity of reactions**
- **Thus, Paraguay has not closed the works**, it applies strict prevention measures
- From March 25, **Argentina** made compulsory for all persons entering the country to use the COVID-19 application

Webinar 3 on 7th April 2020 (in Spanish)

- **Spain: (update presentation Seminar 1 of 25th March):** general measures of the alarm status. **Additional reduction of mobility, of the offer of transport. Suspension of all non-essential activities including public works.** Road maintenance and freight transport are essential. Measures for general protection and assistance and services to transporters. Instructions from the Directorate General for Roads
- **Colombia:** evolution of COVID-19. Border closure except for goods. Measures to face the crisis and help people, companies, projects and institutions. Protection of employees. Teleworking. Creation of the Logistics and Transport Centre to help transporters

Webinar 3 on 7th April 2020 (in Spanish)

- **Argentina:** suspension of toll collection on accesses to Buenos Aires, and the forecasting of a work plan for the post-quarantine phase, and observes an increase in the use of bicycles and not so much private vehicles. On the other hand, **Mexico and Chile** maintain tolls by adopting preventive protection measures, and **Colombia** has exempted the transport of essential goods from tolls
- **Mexico** points out the successes and challenges that are being encountered
- **Chile:** Application of total "dynamic" quarantines in communes with significant growth of infections. Measures are taken to manage and control road contracts in order to try to give continuity to the process of: Tenders, awards, rescheduling, reception of works and shutdowns (in very justified cases)
- **Miguel Caso:** presented a summary of the previous Seminars

Webinar 3 on 7th April 2020 (in Spanish)

- **Provisional Conclusions:** The pandemic is disruptive, it will leave a deep mark, but it will leave us better prepared when we return to a “new normality” and draw definitive conclusions

We have to think about the reactivation and how to carry it out. It can be seen that there is quite a lot of agreement on which aspects to deal and on the general approaches, but not so much on the details or their assessment

A general outline of measures (detailed in Seminar 4) could be:

Rapid and effective general national protection measures. Authorities with decision-making power, public support and dissemination of preventive measures. Borders Control. Confinements and mobility reductions. Closure of non-essential activities. Freight transport and maintenance of roads and infrastructure are essential. Protection and assistance to workers (prevention, health, flexibility, economic support) and companies. Employees of road and transport agencies. Teleworking and closure of offices, extension or suspension of administrative deadlines unless exceptions

Webinar 3 on 7th April 2020 (in Spanish)

Maintain continuity of operations and business. Maintain payments to companies and suppliers. Eliminate, make more flexible or lighten administrative and technical controls and rules in the freight sector

Passenger transport: measures to be adopted in the different public or private types of collective or individual transport. Observing changes in behaviour. Adjusting supply and demand by ensuring prevention

Maintain close relations with other organizations, administrations, collaborators, "the transport chain", the chain of works and maintenance, Unions and professional associations. Media and social media.

Be aware of the impact on infrastructure works. Measures to be adopted. Thinking about reactivation

New technologies, connectivity, ITS, computer security. Mobility as a service for citizens. After the pandemic: systemic vision. Reasonable objectives. Knowledge

Webinar 4 on 8th April 2020

➤ PIARC COVID-19 Webinars 10 Key Emerging Issues (Jonathan Spear) (United Kingdom)

Summary of the Webinar in Spanish COVID-19 and roads (Miguel Caso Flórez) (PIARC)

Current Consequences and Future Threats for the Tollway Sector in Greece (Bill M. Halkias) (Greece)

The Western Australian Perspective and Approach (Alan Colegate) (Australia)

"Public" vs "mass" transport when you consider exiting the COVID-19 emergency... (Tommaso Bonino) (Italy)

Webinar 4 on 8th April 2020

- **Jonathan Spear** outlines ten key issues that emerge to be taken into account
- **Miguel Caso** gives a detailed summary of the Webinar held in Spanish
- **Greece:** it sets out the pain and economic consequences for the country and the fears and depth of the impact on the tollway network, as well as measures taken by operators, and proposes a prospective in successive phases up to January 2021 and beyond What habits will there be?
- **Western Australia:** It shows the successive measures of border closures and quarantine, economic-social measures, the decrease of public transport of people (almost 90%) against only 30% of private transport. Support for freight transport, some problems observed and continuity of work where possible
- **Italy:** explains the loss of passengers from public transport and how the physical separation means that in practice the current maximum capacity of people is 8% compared to the previous one, the profound changes in perception. It is no longer a public-private debate but an individual-collective one.

Webinar 5 on 15th April 2020

- **Transport Policy & Resilience (Fabio Pasquali) (Italy)**
Transportation Policy & Resilience (Matthew W Daus) (IATR) (USA)
NPRA's response to the Covid-19 crisis (Gordana Petkovic) (Norway)
The UK highway sector's collaborative response to COVID-19 (Mark Stevens and David Ogden) (United Kingdom)
- **Italy:** highlights the dramatic decrease in traffic (even greater on toll motorways) and its economic consequences for road administrations in general and for ANAS in particular. Considerations on the new patterns, roles and possible future phases to come

Webinar 5 on 15th April 2020

- **Matthew W Daus (IATR)** explains what IATR is, its composition and its mission. Impacts on transportation in USA and Canada. Some Federal or State assistance measures taken in both countries. Preliminary results of a survey of transport operators' responses to the COVID-19 outbreak and some considerations on, what regulators will do in the long term (2021 and beyond)?
- **Norway:** staff protection measures, restrictions on mobility, measures relating to the transport of goods and partial synchronisation with Sweden and Denmark. Partial impact on works and priority to continue and have projects ready to start. Risk and resilience considerations
- **United Kingdom:** industry overview. Detailed chronology and impact. Central government support, public perception. Continuing works. Supply chain issues. Sector-wide changes urged by the Road Council. Road to recovery in two phases. Critical or essential level assignment to road works Annex.

Webinar 6 on 17th April 2020 (in French)

- **Situation of COVID-19 in Burkina Faso (Souleman Oussiman) (Burkina Faso)**
Management of transport services in times of crisis COVID-19 pandemic, in Benin (Joseph Ahissou) (Benin)
Situation in Wallonia (Belgium) (Dominique Verlaine) (Belgium)
Situation in Tunisia (Siah Zouari) (Tunisia)
- **Burkina Faso:** health alert and curfew situation, border closures, closure of activities, quarantine of cities. Measures in public transport, and meetings. Slowing down or stopping of some infrastructure works and suspension of start-up procedures

Webinar 6 on 17th April 2020 (in French)

- **Benin:** evolution of the pandemic, government decisions for response, quarantines and closures. **Health cordon in the south of the country as it is high risk.** The functioning of transport services during the crisis (reduction road of vehicles in road > 90%) but freight transport is not affected. Works and maintenance continue although sometimes with problems due to supply difficulties and restrictive measures. Teleworking
- **Wallonia (Belgium):** containment measures, aimed at avoiding exceeding the capacity of hospitals. Closure of non-essential activities and services. Decontamination forecasts being prepared by expert groups. Effects on road operations (90% reduction in buses, 50% light vehicles, 40% trucks)
Teleworking. The **works have not been decreed to be stopped, but many are due to staff fears or supply problems.** Willingness to restart by extending

Webinar 6 on 17th April 2020 (in French)

- **Tunisia:** progressive measures. Curfew. General closure and containment except for essential activities. Work suspended and will be studied one by one. Border closure except for goods and return of travellers. Trains suspended except suburban trains. **Suspended buses, taxis are kept (one passenger).** Generalization of electronic toll collection. Measures to help workers, companies and liberal professionals

Strategy for progressive deconfinement as it should not exceed 60 days

Webinar 7 on 22th April 2020

- COVID-19 impact on freight. Analysis of a French motorway company (Olivier Quoy) (France)

Road Network Operations Measures in Portugal (Ricardo Tiago) (Portugal)

COVID-19: Impact and Response in Uganda (Nark Henry Rubarenzya) (Uganda)

Financing and procurement procedures in emergency and non-emergency cases (Francesco Longo) (Italy)

- **France:** exposes the enormous impacts on traffic intensities, on transport companies, logistics, catering establishments, service and rest areas and on tolls and how they are paid

Seminar 7 online from 22 April 2020

- **Portugal:** Explains what the ITM (Institute for Transport Mobility) is and its functions and maps the network of road operators and stakeholders. It also describes the IP (*Infraestruturas de Portugal*) and its functions. Development of the crisis, border controls, **the different degrees of limitations to mobility or confinement**. Effects observed on the reduction of mobility. Measures taken in operations and maintenance
- **Uganda:** describes UNRA (*Uganda National Roads Authority*), the government's response measures. National and public transport closure. **The economic impact of COVID-19 in Uganda and on public-private partnership projects**, the impact on road operations and UNRA responses. **Some issues to be considered for the future**
- **Italy:** Provides an overview of the recruitment and emergency procedures used in Italy and their application to the COVID-19 case compared to other major emergencies. **Considerations on the limitations of such procedures and proposed solutions**

Thank you for your attention!



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Program of the seminar.

- **Welcome, presentation of PIARC and objectives of the seminar**, Ing. Miguel Caso Flórez (6 minutes).
- **COVID-19 and roads in Andorra - Managing mobility in times of pandemic for a Micro State**, Ing. David Palmitjavila (10 minutes).
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- **Seminar Conclusions**, Ing. José Manuel Blanco Segarra (6 minutes).
- **Seminar Closing**, cameras and microphones open to participants.

Duration approximately 120 minutes.

PIARC Seminar "COVID-19 and roads Discussion with participants

- **Answers will be given to questions received in the chat.**
- **Questions moderated by Ing. Veronica Arias, PIARC Technical Advisor.**
- **Your camera and microphone must remain off.**
- Presentation of PIARC and objectives of the Seminar, Ing. Miguel Caso Flórez.
- COVID-19 and roads in Andorra, Ing. David Palmitjavila.
- COVID-19 and roads in Mexico, Ing. Carlos Santillán Doherty.
- COVID-19 and roads in Spain, Ing. Ana Luz Jimenez Ortega.
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Provisional Conclusions PIARC COVID-19 Seminar and Roads

José Manuel Blanco Segarra

PIARC Spanish-speaking Secretary TC 1.1

#PIARCCOVID19

April 2020

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"Performance of Transport Administrations"



PROVISIONAL CONCLUSIONS

➤ COVID-19 and roads in Andorra (Ing. David Palmitjavila, Government of Andorra, member of PIARC Council)

React quickly, think about all aspects and people, be optimistic and take advantage of the new opportunities that will come.

Rapid initial reaction of stopping non-essential activities and mobility restrictions. Final objective: reopening in 3 phases of activities, when health criteria allow it (temporary supply/demand shock, confidence in "U" recovery expected by 2021).

During the crisis: massive voluntary testing. Measures in the field of social security, labour protection, tax, banking. Public transport at 30% of its capacity and 86% reduction in mobility. Importance of ITS, social networks, and media. Investment debate 2020/2021.

Facing together, public and private sectors, the economic crisis. Social solidarity.

To take advantage of the crisis to promote the improvement and rationalization of mobility: pedestrians, bicycles, public transport, private vehicles (they constitute 70% of mobility) and goods.

PROVISIONAL CONCLUSIONS

- **The perspective of road transport logistics operators in Mexico (Ing. Carlos Santillán Doherty. CEO of Ciao, Spanish-speaking Secretary of PIARC TC 2.3)**

Science and art of optimizing the relationship between supply and demand. He focuses on the care of the continuity of the service and of the staff itself. Preventive health measures are essential in such a populated country (census is paralyzed but estimated at more than 125 million) as is the transport of goods and its major national (longitudinal and transverse) and international road corridors. ITS will increase its role.

Economic activity partially slowed down, including tourism. The reduction in mobility observed so far affects light vehicles, not goods. A network of stopping, resting and care places for freight drivers must go on creating.

Contingency plans in the logistics process chain: personnel, transporters, roads, border crossings, with their regulatory framework and practices The staff will suffer sick leave so we must think about strengthening the staffing table. The infrastructure remains. Concern about the deregulation process when the crisis is over.

PROVISIONAL CONCLUSIONS

➤ **COVID-19 and roads in Spain. The DGT approach (Ing. Ana Luz Jiménez Ortega) Provincial Head and Spanish-speaking Secretary of PIARC WG B.2):**

Essential, fundamental, resilience, information gathering, data processing, timeliness

Management of the control and surveillance of traffic and vehicles by the DGT. Large number of response rules now published. Traffic Management Centers are Critical Infrastructures of the State (monitors, receives and distributes information): importance of preventive safety of employees while maintaining functionality.

Enormous impact on intercity road mobility of up to 93.85% for light vehicles, 47% for heavy vehicles, 89% for access to cities and 87% inland. And a 91.27% decrease in the border area.

Information through ITS, complemented with other tools, for example, mobile phone applications, to learn about mobility. The police control of mobility by the “Guardia Civil” Traffic Group in coordination with other Security Forces and social networks has a positive effect on road safety (reduction of fatal accidents by 76%). Very small increase (1.8%) in speed of light vehicles despite traffic fluidity.

Importance of ITS, AI, BigData. Teleworking. Diversification of timetables and modes of urban transport. Digital transformation of documentation and communication with DGT. Sharing information.

PROVISIONAL CONCLUSIONS

➤ COVID-19 and roads in USA. Dr. Rafael Díaz (Old Dominion University, and TRB)

Context in USA: its economy and society. Great importance of imports / exports for which its 7,000,000 km of roads are the main mode of transport of people and goods. The pandemic is advancing and its effects should not overwhelm the system.

Impact and opportunities in the supply chain: shock, breakage and vulnerability The excess of efficiency previously achieved has meant that there may be a lack of product stocks. The reduction of consumption impacts on tax collection. A large increase in on-line sales is observed (changes in citizens' behaviour). Special aspect: medical material is demanded by the interior and the exterior, and there are medical material that have to be imported. **Perspectives?** Quite consistent with what is appreciated internationally.

Logistics and Transport: Some States are taking advantage of low traffic intensity to accelerate road works. Some "whipping effect" can be seen, causing distortions in the logistics chain. Accident and mortality rates have dropped despite some inappropriate behaviour.

PROVISIONAL CONCLUSIONS

Prospects and uncertainties: there are large financial injections and hopes for an early revival of transport and freight loads.

It is not clear that we have reached the peak of the pandemic, the fear being that the health system will be overwhelmed before effective solutions to the disease are found. It is complex to coordinate among State Governors and Municipalities with different criteria in a country of more than 320 million inhabitants.

Final conclusion: the transport of goods is, in itself, resilient, because of its own way of operating, being the places of storage and delivery of goods the weak points, from the point of view of prevention against the pandemic.

PROVISIONAL CONCLUSIONS

➤ COVID-19 and roads in Ecuador. Mobility in times of pandemic (Ing. Milton Torres) (president of SEIT, National Committee of PIARC in Ecuador)

Current situation of COVID-19 in Ecuador after 40 days, declaration of emergency on March 16: coastal area more affected than Sierra and Amazon. Progressive rapid measures since 15th March to reduce mobility. Vehicle restrictions in all provinces, police and military controls. Sanitary barriers between them. Curfew at night. 80% reduction in road traffic. Suspension of inter-provincial public transport and restrictions in the remaining provinces. Also mobility restrictions in the cities: essential services and basic needs. Closed borders.

The large state corridors connect the 4 large coastal ports (where special protocols have been established) with each other and with the provincial capitals and inland cities and the two main airports. Maintenance of essential goods through the "humanitarian corridors". Need to improve the system of rural roads to complement the supply of goods. Serious economic problems. Positive: promotion of walking, cycling and reduction of accidents.

Suspension of all public works, although it is planned to resume them after the pandemic. Conservation is maintained, especially of the logistic corridors. Teleworking. Home delivery of products.

SUMMARY OF PROVISIONAL CONCLUSIONS

- It's necessary to react quickly and thinking of everyone. Health, labour, social and tax protection. To support companies and the supply chain of road and transport agencies.
- The chain of personnel in the roads and transport field is a key element in the continuity of operations. Teleworking. Flexibility. Contingency plans.
- Mobility must be controlled, essential activities and infrastructure must be maintained, and works must be carried out if possible with appropriate preventive measures, or as soon as possible.
- Transport of goods is essential. It is resilient but let's make it easier their labour and the work and rest conditions. Beware to transport chain weaknesses in the face of pandemic or dysfunctions.
- Great economic and social cost. Thinking and preparing the future with optimism, applying the lessons learned to the new reality that will come and taking advantage of the new opportunities. How will behaviour change in the face of public transport - private, individual - collective? Tourism? There is room for various scenarios of recovery. Cooperation between the public and private sectors.
- A clear objective: to rationalise the future mobility of people and goods. ITS and new technologies, AI, BigData and social network will play an increasingly important and useful role.

Thank you for your attention!



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Program of the seminar.

- **Welcome, presentation of PIARC and objectives of the seminar**, Ing. Miguel Caso Flórez (6 minutes).
- **COVID-19 and roads in Andorra - Managing mobility in times of pandemic for a Micro State**, Ing. David Palmitjavila (10 minutes).
- **COVID-19 and roads in Mexico - The perspective of road transport logistics operators**, Ing. Carlos Santillán Doherty (10 minutes).
- **COVID-19 and roads in Spain - The approach of the Directorate General of Traffic of the Ministry of the Interior**, Ing. Ana Luz Jiménez Ortega (10 minutes)
- **COVID-19 and roads in the United States- Managing the impact on the economy and supply chains and reviving the economy after the health crisis: a strategic perspective**, Dr. Rafael Diaz (10 minutes).
- **COVID-19 and roads in Ecuador - Mobility in time of pandemic**, Ing. Milton Torres (10 minutes).
- **COVID-19 and roads in the world - Summary of PIARC Seminars**, Ing. José Manuel Blanco Segarra (10 minutes).
- **Questions and answers**, moderated by Ing. Verónica Arias Espejel (30 minutes).
- **Conclusions of the Seminar**, Ing. José Manuel Blanco Segarra (6 minutes).
- **Closing of the Seminar**, cameras and microphones open to participants.

Duration approximately 120 minutes.



PIARC Online Seminar COVID-19 and roads 23 April 2020

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

Visit the PIARC & COVID-19 page

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