



COVID-19 Online Discussion Session

7 July 2020, 2 p.m. (Paris time)

The microphone and camera of the participants must be switched off.

How to raise a problem, ask a question or share a practice?

- **This is strongly encouraged!**
- **Use the "Convert" function of Zoom (bottom right of the main window)**
⇒ Send a message to "All participants" (this is one of the options)
- **Note: only questions specific to roads or road transport**
- This channel is followed by Robin Sébille (PIARC Deputy Secretary General)
- Robin will ask questions to the panelists involved.

About your name in Zoom

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

Ground rules for Online Zoom meetings



There will be presentations, so **make sure you access them from a device that allows you to see visuals** (for example, a laptop or iPad).



Please **mute and do not play the video** during presentations to **avoid background noise and connection overload**.



Use the chat function and ask questions at any time. We will collect and direct them during the question and answer session.

Make sure that your full name and country are displayed. You will find useful information here:

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.

Then move your mouse over your name in the list of "participants" on the right side of the zoom window. Click on "Rename".

Enter the form Last name, First name (FR) and click on **"OK"**.



This session is being recorded

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

The PIARC Response Team



Summary of the Terms of Reference

- Explore the rapid sharing of knowledge and practices among PIARC members with respect to COVID-19 and the associated socio-economic crisis.
- Propose and implement short-term actions to support PIARC members and transportation professionals in mitigation and response.
- Monitor the evolution of COVID-19 over time, and advise on actions to be taken by PIARC and other agencies during the crisis and recovery.
- Advise on the medium and long-term implications of COVID-19 on the roads and transport sector and how to address and study them

Currently established until December 1, 2020, extendable as needed.

Current Members

- Patrick Mallejacq, Secretary General, PIARC (President)
- Christos Xenophontos, Rhode Island DOT, Chair of TC 1.1 (USA)
- José Manuel Blanco Segarra, Ministerio de Transportes, Movilidad y Agenda Urbana, Spanish-speaking Secretary of TC 1.1 (ES)
- Jonathan Spear, Atkins Acuity, Head of TC 1.1 Working Group 2 (UAE/UK)
- Valentina Galasso, Deloitte Consulting, Chair of TC 2.4 (IT)
- Yukio Adachi, Hanshin Expressway Engineering Co, Chair of TC 1.5 (JP)
- Saverio Palchetti, ANAS S.p.A., TF 3.1 Chairman (IT)
- Caroline Evans, Arcadis Australia Pacific, Chair of TC 1.4 (AU)
- Martin Ruesch, Rapp Trans Ltd, Chairman of TC 2.3 (CH)
- Andrea Peris, National Committee of Paraguay (PY)

Introduction

What is PIARC?

Claude Van Rooten, President



PIARC's four key missions

- To be a **leading international forum for the analysis and discussion** of the full range of road and related transport issues;
 - Identify, develop and disseminate **best practices** and **provide better access to international information**;
 - To take fully into account in its activities the needs of **developing countries and countries with economies in transition**
 - Design, produce and promote **effective tools for decision-making** on road and related transport issues.
-
- The Association mobilizes the expertise of its members
 - Through operations that are guided by a **4-year strategic plan**

Key concept: Focus on the short term.
The world is in crisis and each day counts.

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

Our speakers today

- Claude Van Rooten, President of PIARC
- Patrick Malléjacq, Secretary General of PIARC
- Anne-Marie Leclerc, Canada Quebec - Assistant Deputy Minister of Engineering and Infrastructure, Ministère des Transports du Québec, First Delegate of Canada-Quebec, Honorary President of PIARC
- Emmanuelle Frénéat, France - Managing Director, Egis Road Operation
- Mohamed Laye, Senegal - Head of Division of Major Road Works, AGEROUTE
- Sandrine Rousic and Pascal Rossigny, France - CEREMA, Secretaries of Committees TC 2.1 - Mobility in Urban Areas and TC 3.3 - Road Asset Management

COVID-19

The problems encountered by
Road operators and administrations

Patrick Malléjacq, Secretary General



PIARC has tentatively structured the analysis around Six key questions

- Issue 1: Ensuring the health and safety of employees in general
 - Issue 2: Business Continuity
 - Question 3: Impact on transport
 - Question 4: Commercial relations
 - Issue 5: Client and Stakeholder Relationships and Cooperation
 - Question 6: Security
-
- They have been presented in more detail in our previous webinars.

Two briefing notes are available

- These notes present the results of the first webinars.
- They are relevant to the road community and can be useful in informing the planning and operational decisions that need to be made on the ground urgently.
- Available at: www.piarc.org
 - Free
 - In English, Spanish and French



Disclaimer of Liability

Given the time constraints, it is likely that the knowledge and practices shared here will not have been officially 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. The ideas presented will be further evaluated and used in due course to make recommendations for policy and practice. While every care has been taken in the preparation of this document, no liability is accepted for any damage that may be caused".



Canada-Quebec. Adapting the response to Covid-19 to everyone's realities: the role of the actors.

Anne-Marie Leclerc, Eng. Mr. Ing.

Assistant Deputy Minister of Engineering and Infrastructure of the ministère des Transports du Québec, First Delegate of Canada-Québec and Honorary President of PIARC

July 7, 2020

Plan of the presentation

- 1. Important measures
 - 1.1 Regional confinement
 - 1.2 Sleep mode for other seasonal phenomena
- 2. Associations and entrepreneurs
 - 2.1. Professional associations
 - 2.2. Relations with contractors and clients
 - 2.3 Communications
- 3. Users
 - 3.1 Mobility and public transport
 - 3.2. Predicting and understanding user behaviour
 - 3.3. Safety of road users
- 4. Ministère des Transports du Québec
 - 4.1. Determination of essential services
 - 4.2 Continuity of services
 - 4.3. Teleworking measures
 - 4.4 Internal communications
 - 4.5. Start of deconfinement

1. Important measures



The Quebec context at the beginning of the crisis

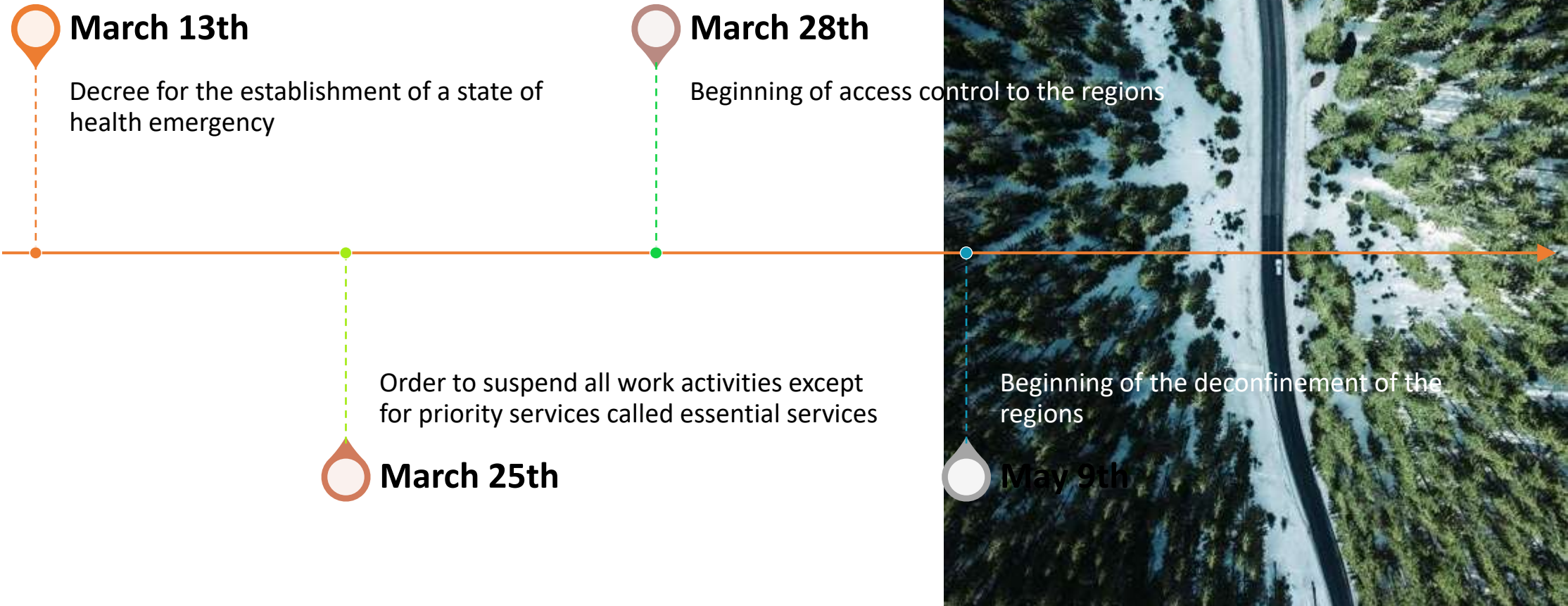


1.1. Regional containment

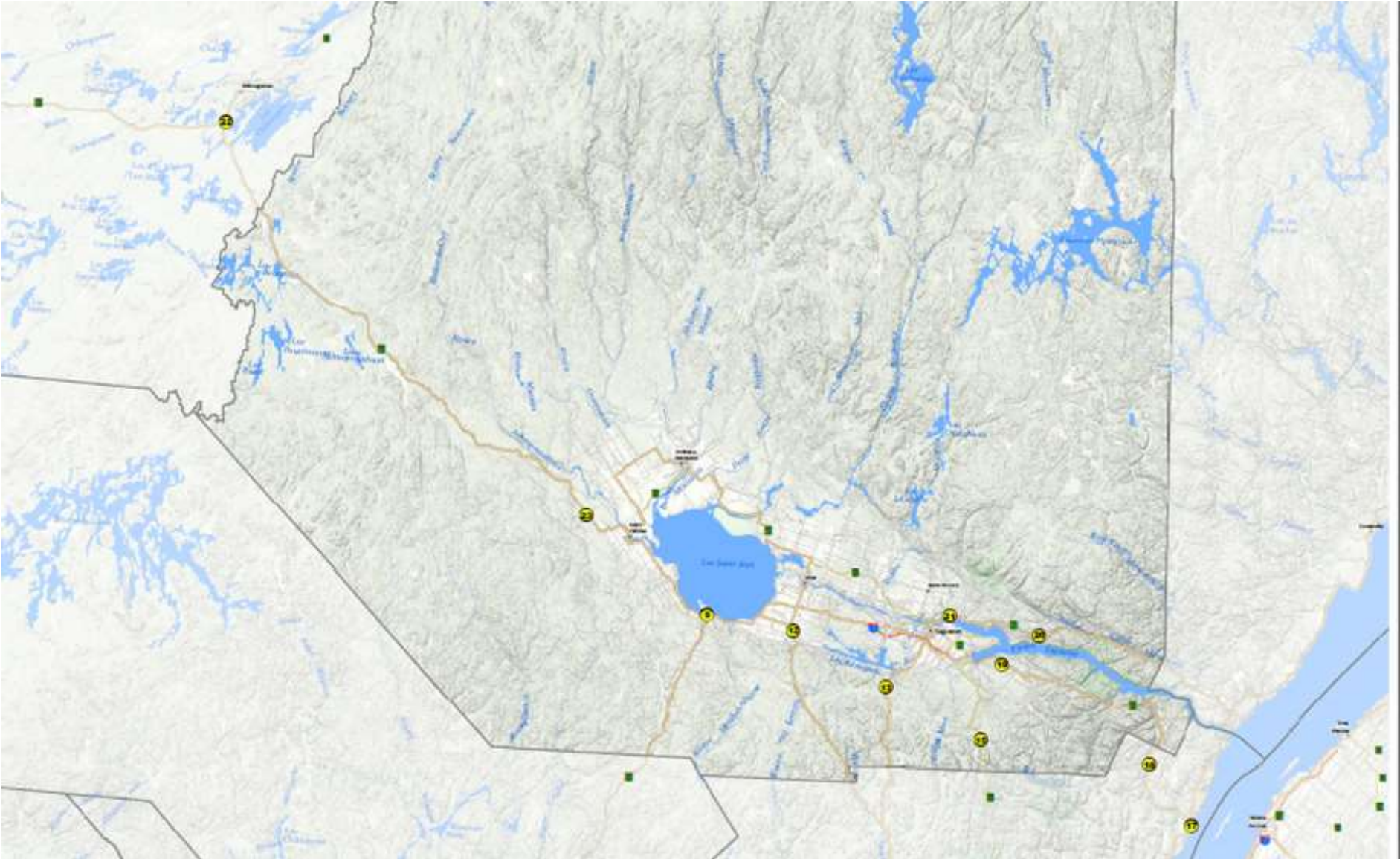
- The specificity of Quebec conditions
 - Closure of entire and remote areas
 - Roadblocks and safety measures



1.1 Regional Confinement (continued)



Map of control points

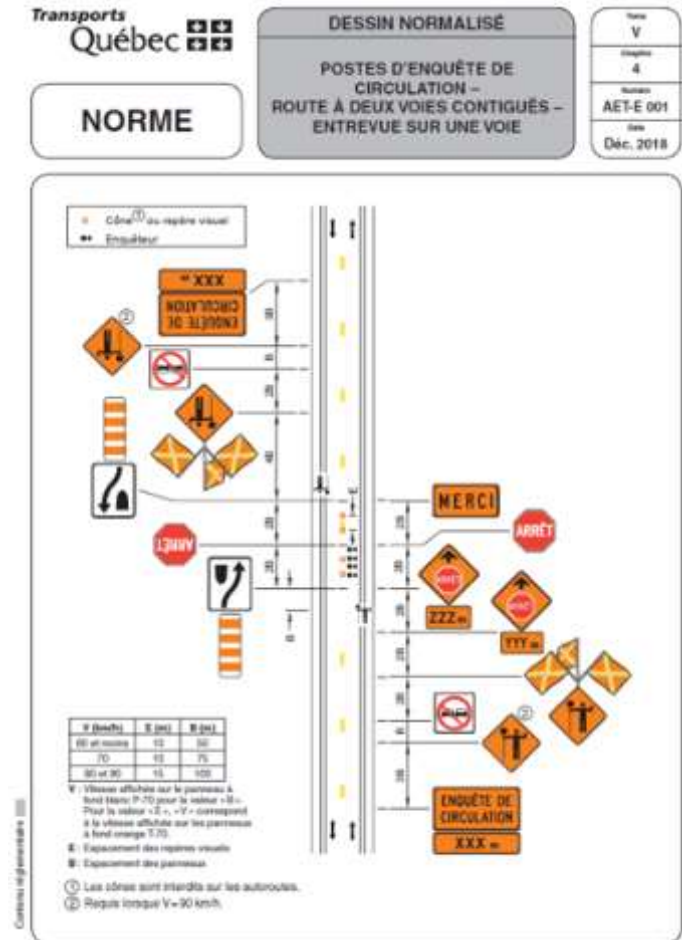


1.1 Regional Confinement (continued)

Departmental actions in support of Sûreté du Québec operations and related to decisions of the National Director and Regional Directors of Public Health

- List of strategic checkpoints (georeferenced)
- Deployment of equipment, signalling and personnel
- Equipment :
 - Variable Message Signs (VMS)
 - Barricades
 - Cones
 - Vehicle with flashing lights and signal arrow

Checks were carried out by law enforcement officials. The Department's role was to provide logistical support.



1.1 Regional Confinement (continued)



Circulation en alternance R-117 intersection R-109, direction SUD et NORD, Rivière-Héva, durée indéterminée. Cause : Accident-ACCP. 20 mars 2020 à 14 h 01

régional

Bas-Saint-Laurent-Gaspésie-Îles-de-la-Madeleine



COVID-19, CONFINEMENT RÉGIONAL - En raison de la situation actuelle, seuls les déplacements essentiels, ainsi que ceux pour des raisons humanitaires ou de santé vers le Bas-Saint-Laurent sont permis. Des points de contrôles policiers sont prévus sur les grands axes routiers donnant accès à la région.

contrôle policier



Circulation au ralenti A-20 à la hauteur km 436, direction OUEST et EST, La Pocatière, durée indéterminée. Cause : Contrôle policier - COVID-19.



Fermeture A-20 à la hauteur R-232, direction OUEST, Rimouski, durée indéterminée. Cause : Déversement-ACCP.



Circulation interdite aux véhicules lourds R-132 entre L'Anse-Pleureuse et Grande-Vallée, direction OUEST et EST, durée indéterminée. Cause : Inondation-ACCP.

En v

Caméras de circulation

Carte interactive

État du réseau routier

Par région et par route

Avertissements en vigueur

Zones de chantiers ciblées par des opérations radar photo

Camionnage

Halles routières

Villages-relais

Liens utiles

Quebec 511 > État du réseau routier > Avertissements en vigueur

Avertissements en vigueur

Tout le Québec



COVID-19 - Afin de protéger les régions plus vulnérables, tous déplacements non essentiels doivent être évités. Des points de contrôle policiers seront déployés progressivement sur plusieurs routes du Québec dans les régions suivantes : le Bas-Saint-Laurent, l'Abitibi-Témiscamingue, la Côte-Nord, le Nord-du-Québec, le Saguenay-Lac-Saint-Jean, la Gaspésie-Îles-de-la-Madeleine, le Nunavik et les Terres-Cries-de-la Baie-James.

Dégel



Période de dégel



Période de dégel



Période de dégel

Abitibi-Témiscamingue



fr.



HACUN FAIT PARTIE DE LA SOLUTION

1.1 Regional Confinement (continued)

- Elements discussed to limit access to remote and more vulnerable areas
 - Daily and then weekly coordination for the list of control points between the Sûreté du Québec and the Ministry
 - List of open and safe rest stops
 - Aeromedical evacuation
 - Closure of the white road
 - Closure of certain marine services of the Société des traversiers du Québec
 - Steps to ensure the maintenance of air links for remote or landlocked regions
- Access to these areas is permitted to persons who work or practise their profession in essential services or who transport goods in these areas to allow for the continuity of priority service delivery.

1.2 Standby for other seasonal phenomena

- Spring Flood Monitoring
- Landslide monitoring
- Winter road maintenance and safety



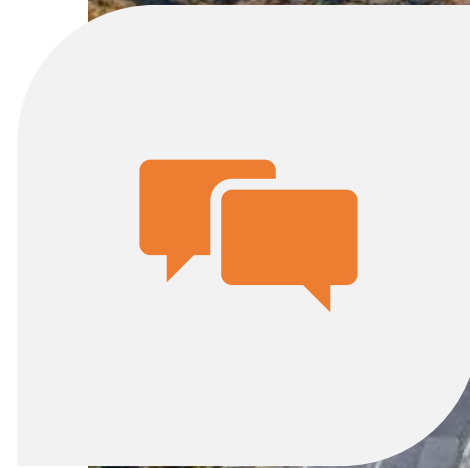
2. Associations and entrepreneurs



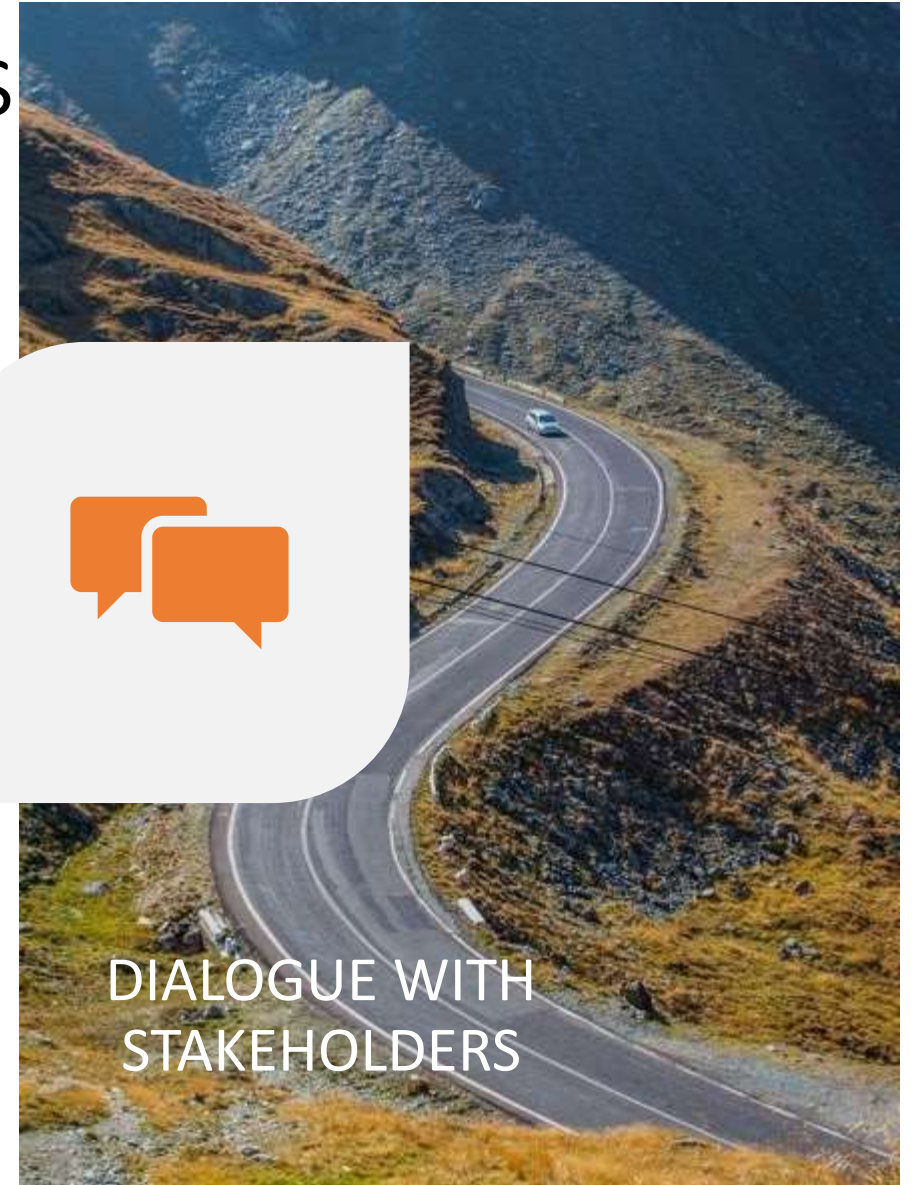
2.1. Professional associations



DEVELOPMENT OF PLANS,
THOUGHTS AND STRATEGIES



DIALOGUE WITH
STAKEHOLDERS



2.2. Relations with contractors

- Implementation of new sanitary measures for construction sites through :
 - the treatment of current and future contracts;
 - the maintenance of supply chains in Quebec;
 - the opening of a real-time communication channel.
- Measures agreed with industry;
- Establishment of a Departmental Committee on Dispute Resolution and Harmonization (DDRH), which includes participants from five sub-ministerates of the Ministère des Transports du Québec. Eleven meetings have been held to date.

2.3 Communications

- The advice recommended by the HDRC is approved by departmental authorities and the Claims Analysis and Accountability Committee (CARI):
 - **Notice to contractors:** site security, contract deadlines and costs eligible for reimbursement, bidding conditions, etc.
 - **Notice to the construction sites:** managing the additional expenses and delays associated with the pandemic.
 - **Notice to professional service providers:** additional health measures and replacement of resources.

3. The users



3.1 Mobility and Public Transit

- Decrease in the number of passengers on public transport (50% to 80%)
 - Most transportation companies have a service continuity plan: adjusting the level of service according to ridership, adjusting schedules;
 - No network closures have taken place, but service reductions have been implemented by the transmission companies;
 - An implementation plan for the revival of activities is expected.



3.1 Mobility and Public Transit (continued)

- Equity and social security issues: arbitration to take into account all impacts.
- Ensuring social distancing :
 - Progressive installation of partitions, recommendation to wear a mask, disinfectants, etc.
 - From 13 July, mandatory wearing of face cover on public transport.
 - Collaboration between public transit companies, Public Health, the Commission des normes, de l'équité, de la santé et de la sécurité du travail (CNESST) and the Ministry of Transport to identify preventive measures. A guide is now available on the CNESST site.

3.2. Predicting and understanding user behaviour

- No direct, short-term return to normality.
- The impacts of containment in the short term need to be documented as well as longer term effects for travel planning.

How to measure the impact of containment on the use of virtual means.

Post-confinement perceptions: the transformative effects of business systems with telework

3.3. Safety of road users

- Restrictions
- Protocols
- Interview

- Photo credit La Presse and TVA news



3.3. Safety of road users (continued)

- Sanitary corridor and pedestrian streets
- The City of Montreal has also taken a number of initiatives, made possible by temporary development, including sanitary corridors and pedestrian streets.

Photo credit [HERE](#) Radio-Canada

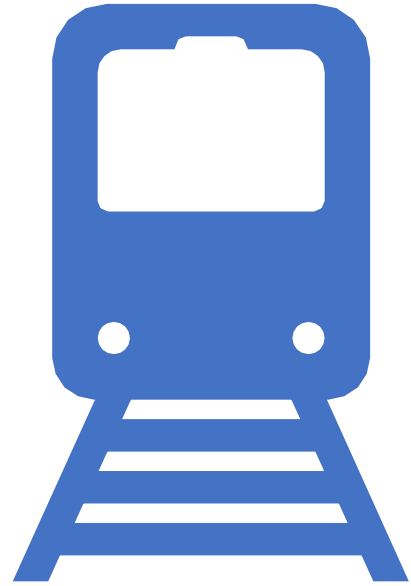


3.3. Safety of road users (continued)

- Guide to temporary facilities for pedestrians and cyclists
 - To facilitate the mobility of pedestrians and cyclists in the context of the COVID-19 pandemic, Vélo Québec's advisory service offers a free guide to quickly equip Quebec municipalities to implement temporary facilities.



Photo Credit: Vélo Québec, Temporary Pedestrian Street, Cartier Street, Quebec City, Quebec



4.1. Essential services

What is considered an essential service?

What work measures apply to those who have to report for work or continue their activities?

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



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

GESTION DES INFRASTRUCTURES DE TRANSPORT

EXPLOITATION DU RÉSEAU ROUTIER : MONITORING ET ENTRETIEN

- | | |
|--|-----|
| 1. Québec 511 Impact sur la sécurité des usagers du réseau de transport | BSM |
| 2. Interventions et mesures d'urgence Impact sur la sécurité des usagers du réseau et des infrastructures sous la responsabilité du Ministère | SMT |
| 3. Veille opérationnelle Impact sur la sécurité des usagers du réseau routier supérieur | SMT |
| 4. Surveillance des tunnels Impact sur la sécurité des usagers des tunnels ciblés | SMT |
| 5. Déneigement et déglacage Impact sur la sécurité des usagers du réseau et des autres infrastructures sous la responsabilité du Ministère | SMT |

MAINTIEN DES INFRASTRUCTURES DE TRANSPORT AUTRES QUE ROUTIÈRES (FERROVIAIRES)

- | | |
|--|-------|
| 6. Transport ferroviaire Impact sur le bien-être économique et la sécurité en situation d'urgence | SMESM |
|--|-------|

AIDE AUX PARTENAIRES

- | | |
|--|-------|
| 7. Évacuations aéromédicales Impact sur la santé des patients | SMEAA |
| 8. Sauvetage aérien Impact sur la sécurité des personnes disparues ou en situation d'urgence | SMEAA |
| 9. Société de protection des forêts contre le feu (SOPFEU) Impact sur la sécurité du territoire et des populations touchées par les incendies | SMEAA |
| 10. Carburant – CGER Fonctionnalité des sites de distribution de carburant | SMSG |
| 11. Ateliers mécaniques – CGER Impact sur la fonctionnalité du parc de véhicules gouvernementaux | SMSG |

SOUTIEN

ADMINISTRATIF

- | | |
|--|------|
| 12. Disponibilité, sécurité et protection des personnes Impact sur la sécurité du personnel du Ministère sur les lieux de travail | SMSG |
|--|------|

TECHNIQUE

- | | |
|---|-------------|
| 13. Conception des structures Impact sur la sécurité des structures | SMII |
| 14. Capacité portante, transport hors-norme et état des structures Impact sur le maintien de la sécurité des structures | SMII, SMESM |
| 15. Électrotechnique et structures de signalisation Impact sur le maintien de la sécurité des structures de signalisation et des équipements électrotechniques | SMII |
| 16. Géotechnique et géologie Impact sur la sécurité des citoyens | SMII |
| 17. Hydraulique Impact sur la sécurité des citoyens | SMII |

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

BSM Bureau du sous-ministre, CGER Centre de gestion de l'équipement roulant, DGCSF Direction générale de la gestion des immeubles et des services partagés, DGTI Direction générale des technologies de l'information, DGF Direction générale des finances, DGSCVD Direction générale de la sécurité civile et de la veille opérationnelle, DGRH Direction générale des ressources humaines, DCOM Direction des communications, SMESM Sous-ministère à l'électrification des transports, à la sécurité et à la mobilité, SMT Sous-ministère aux territoires, SMCCSM Sous-ministère à la gestion contractuelle et à la surveillance des marchés, SMEAA Sous-ministère à l'exploitation aérienne et aéroportuaire, SMR Sous-ministère à l'ingénierie et aux infrastructures, SMPD Sous-ministère à la performance organisationnelle, SMSG Sous-ministère aux services à la gestion.

LES VALEURS QUI DOIVENT GUIDER LES ACTIONS DES INTERVENANTS

LA BIENVEILLANCE

LE JUGEMENT

LE FOCUS



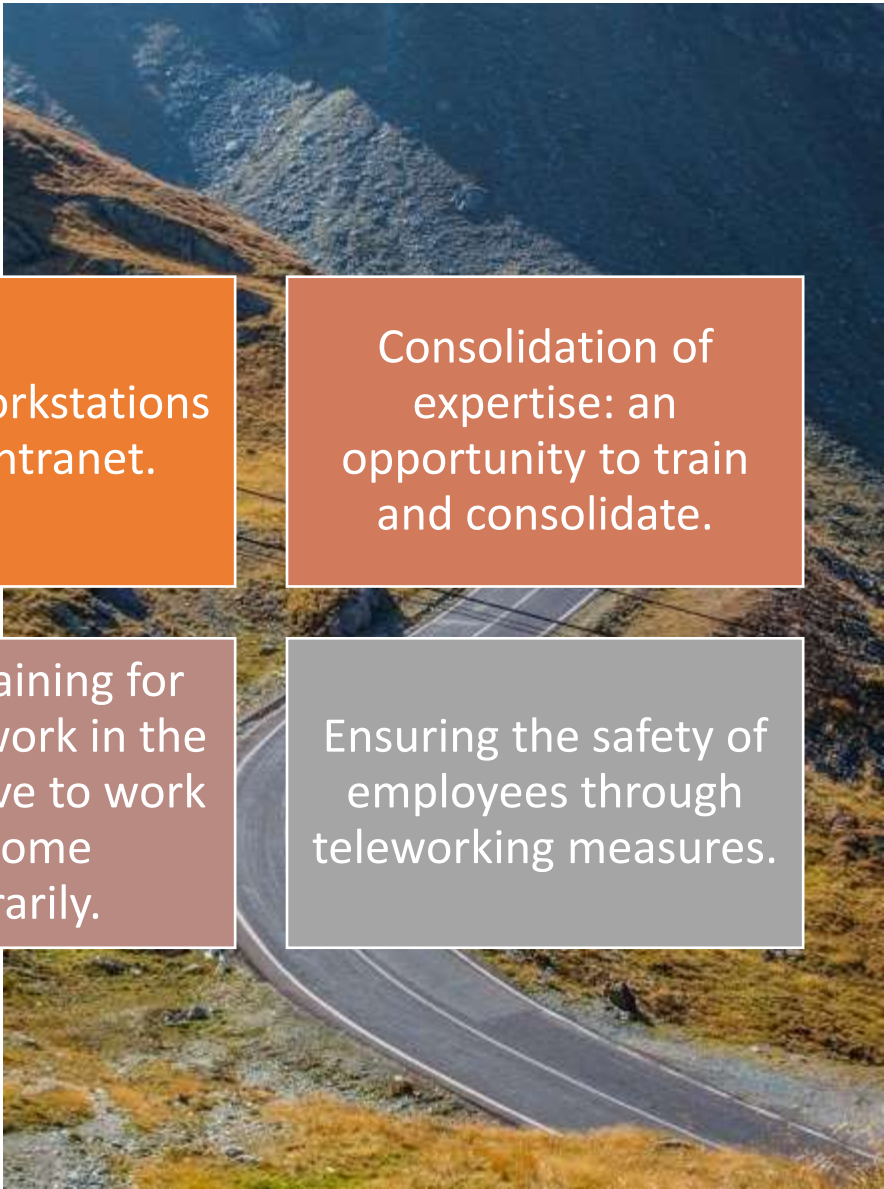
4.2. Continuity of services

- The ability of an organization to ensure, in the event of a disaster, the continuation of an essential service at a predefined level. The purpose is to :

- Preserve the safety and mobility of users;
- Preserve our ability to provide service, no matter what the odds;
- Protect the reputation of our organization;
- Act in full compliance with laws, standards and regulations.



4.3. Teleworking measures



Access to workstations with the intranet.

Consolidation of expertise: an opportunity to train and consolidate.

Webinar training for those who work in the field and have to work from home temporarily.

Ensuring the safety of employees through teleworking measures.

4.3. Teleworking measures (continued)

- Connecting and managing office staff includes the accelerated development of certain technologies, such as the Teams collaboration platform.
- Ensuring employee safety while teleworking :
 - Increased attention to employee mental health issues;
 - Resource sharing for employees.

Le pont, ENTRE NOUS!



4.4. Internal communications

Newsletters

- The bridge between us
- Assistant Deputy Minister's Daily Word
- Introduction of priority activities and the teams that support them.

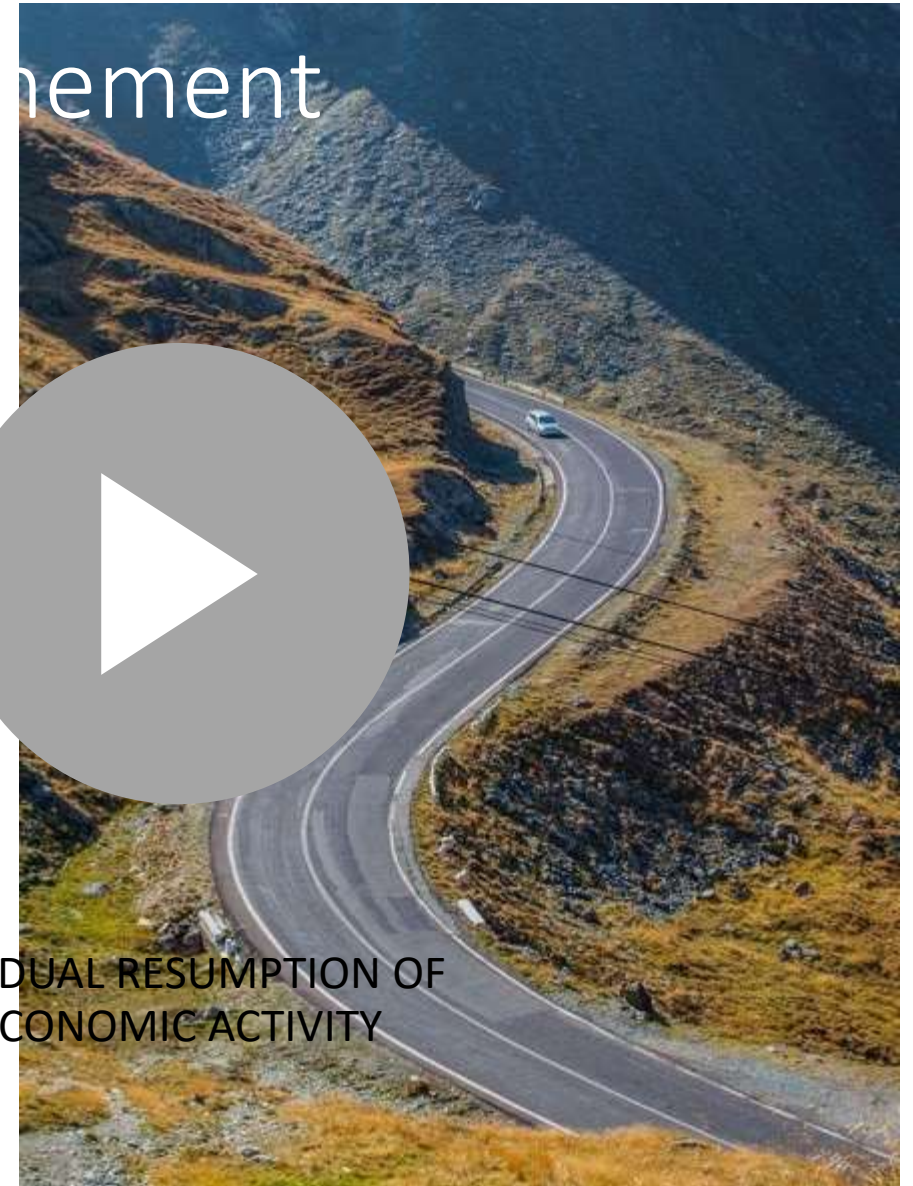




GRADUAL DEPARTMENTAL AND
REGIONAL DECONFINEMENT

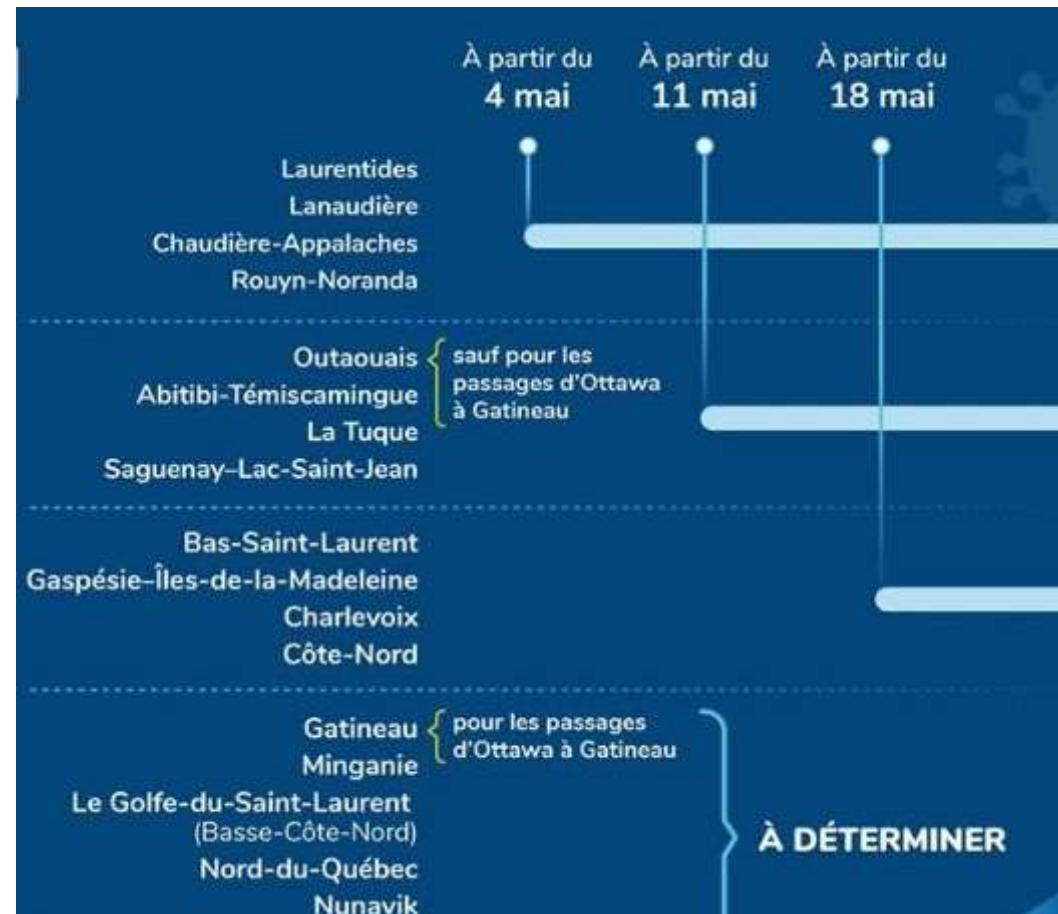
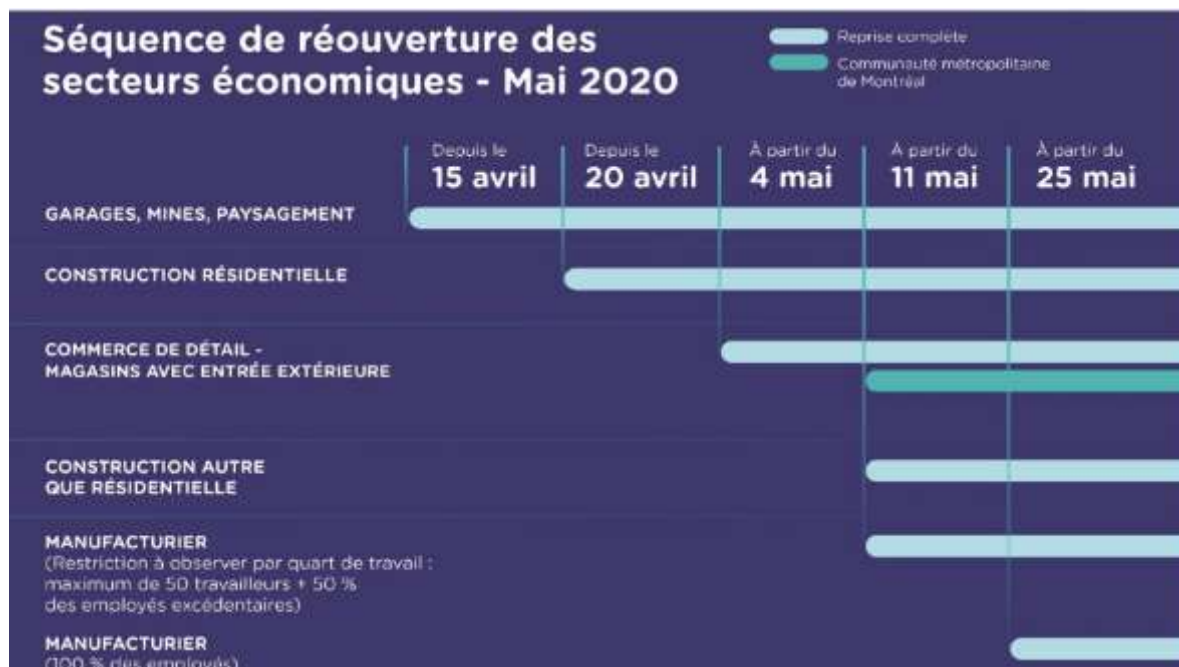


GRADUAL RESUMPTION OF
ECONOMIC ACTIVITY



4.5. Start of deconfinement (continued)

- Gradual withdrawal of checkpoints
- Reopening of economic sectors



4.5. Start of deconfinement (continued)

- The Ministère des Transports du Québec has 7,500 employees...
 - Departmental strategy for the gradual resumption of activities in the workplace
 - Protocols for securing work sites.
 - Telework except for staff in essential services and priority activities related to economic recovery.
 - Promote a gradual return to work on our sites, in compliance with public health recommendations.
- The Recovery Strategy is aimed at preventing employee health and safety issues and restoring all of our operations to work sites by the end of the pandemic.

In conclusion

- All actors in the road community have an important role to play in times of crisis.
- Quebec's road environment required extensive consultation to ensure safety and compliance with health regulations.
- The development of tools for communication with stakeholders is an essential element in structuring activities and adapting the transport sector's response.
- Continuous monitoring of best practices is a central condition for the management of deconfinement in the coming months.

Thank you for your attention!

Anne-Marie Leclerc, Eng. Mr. Ing.

anne-marie.leclerc@transports.gouv.qc.ca

Assistant Deputy Minister of Engineering and Infrastructure of the Ministère des Transports du Québec

First delegate from Canada-Quebec

Honorary President of PIARC



IMPACTS of the fight against the covid pandemic-19 Motorway operation & maintenance



Operating measures, Emmanuelle FRENEAT | 07/07/2020

Emmanuelle Freneat

- EGIS Engineering, assembly, road and airport operation group

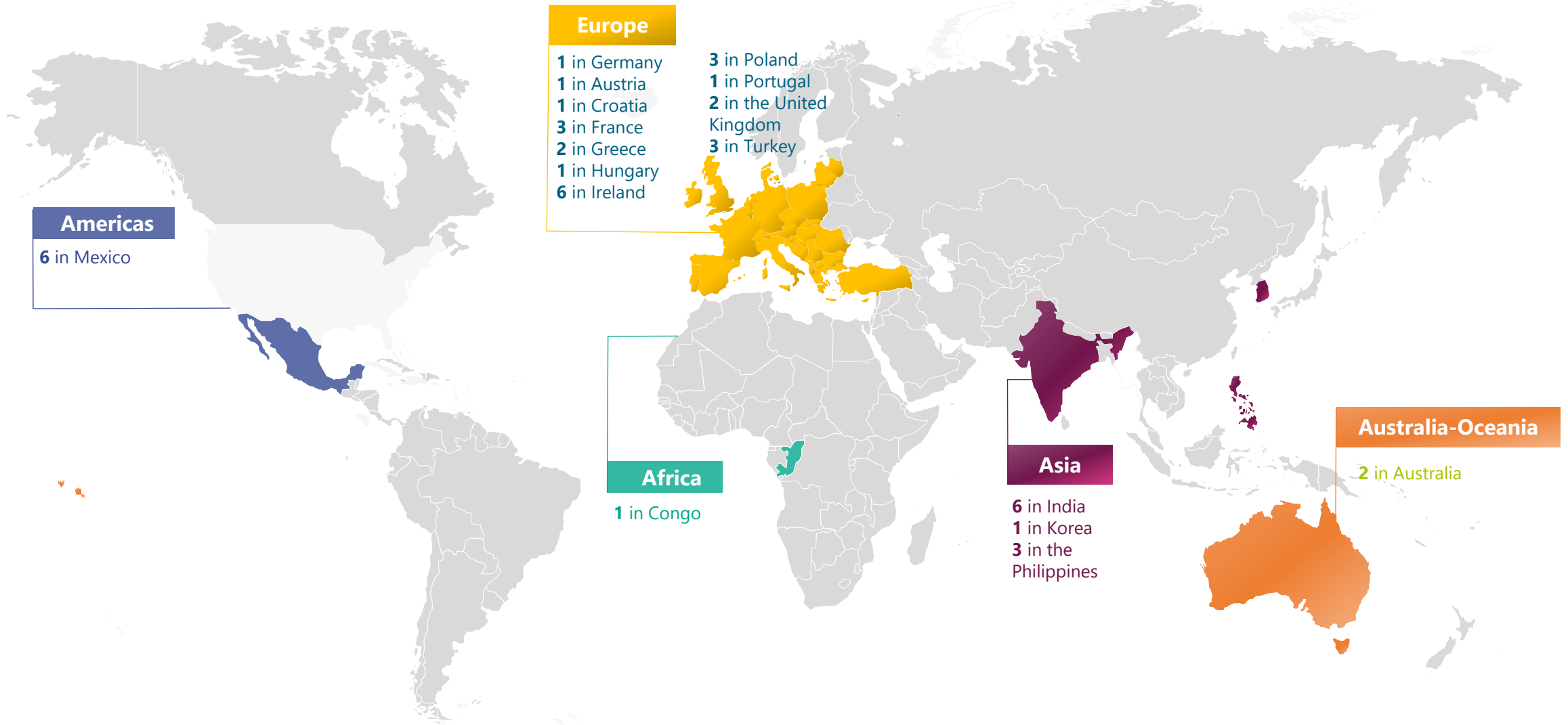
- **EGIS ROAD OPERATION**
- **Associate Director General**
- Overall management of motorway operating companies
 - 4400 km in operation, + 40 projects in operation
 - 20 countries, 5 continents
 - 9300 employees

- **Former PIARC TC member**
 - TB B.1 Network Operations / ITS (2016 - 2019)
 - TC 2.1 Road Network Operations (2011 - 2015)
 - TB 4.1 Asset Management (2004 - 2007)





Road network operated by egis (4400 km)



Road Operations, An Essential Service

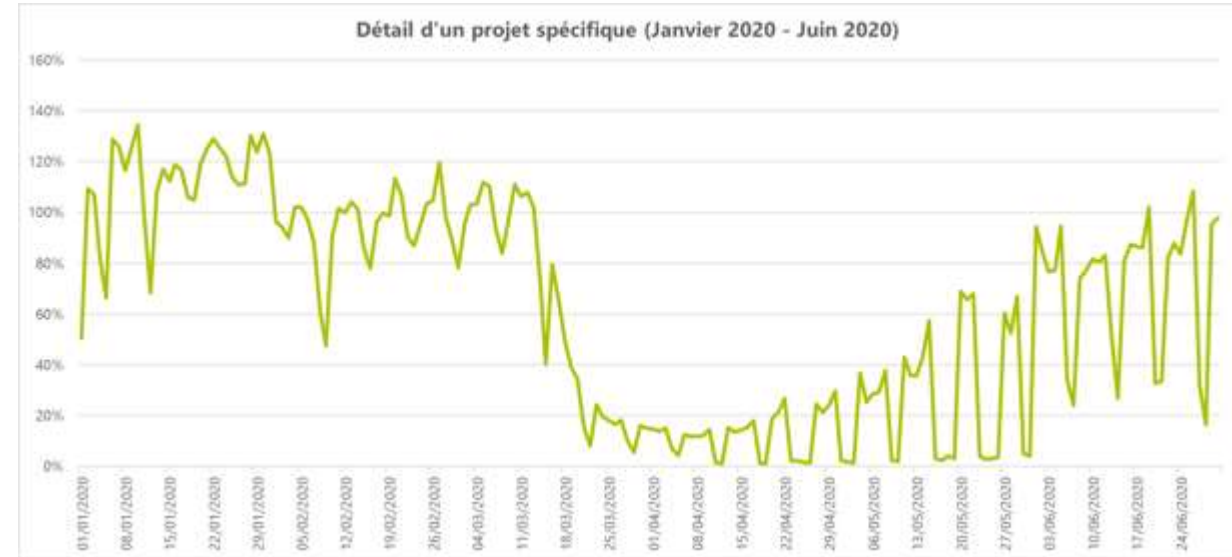
- Road operation, an indispensable service for the smooth running of countries
 - Examples: Congo decree of 1 April 2020, Mexico circular of 3 April 2020
 - Of the 20 countries where Egis operates, only India has decreed the suspension of road operation and maintenance services during containment.
- Within Europe, the borders have remained open to heavy goods vehicles.
 - Traffic base
 - Exploitation measures at the borders
 - Ensuring the safety and comfort of lorry drivers: a priority
- Objectives
 - The health and safety of personnel, highway workers and users
 - Continuity of service

IMPACT on Traffic

Impact sur les trafics (toutes catégories) - tendances



Détail d'un projet spécifique (Janvier 2020 - Juin 2020)



INITIAL MEASURES - business continuity plans

- Risk Reassessment
 - Critical Activities
 - Absence of staff
 - Absence / failure of subcontractors
 - Shortage in procurement (stock)
- Coordination
 - Define with each concessionaire or road administration the circumstances that could lead to the suspension of all or part of the operations.
- Adaptation of operating procedures
 - Organization: service tours, staff shuttles
 - Planning and execution of activities
- Additional Resources
 - Personal Protective Equipment
 - External sources of manpower that can be mobilized in case of need
 - Vehicles (distancing and disinfection)
 - Facilities
 - Creation and/or activation of back-up sites (e.g. operating PCs) in case a site is quarantined.
 - Facilities (e.g. toll booths)
 - Computer networks and hardware
 - Computer security (remote working)
 - Laptop computers (supply difficulties)
 - Tools (including communication tools)

INFORMATION AND COMMUNICATION

- Locally = at farm level
 - Multiplication of means of communication: internal social networks, real-time digital display devices between centres (information distribution + meetings)



- Flow of information needed to both the proper transmission of information and to maintain the most recent of staff motivation
- Across the network of operating

subsidiaries

- +40 projects, 20 countries
- Regular sharing of good practices and capitalization
- Sharing health and safety alerts



- Emergency situations can cumulate
 - Case of Croatia: earthquake (5.3 Richter) on 22/03/2020 in the Zagreb region near the A2 motorway

and increase the level of tension (increased risk of unavailability of resources, damage to infrastructure, loss of communication)

Impact on activities

- Security - depending on the local context
- Supervision: central operating stations (24/7)
 - Designation of teams
 - Activation / creation of backup PCs capable of ensuring complete supervision of the highway in case the main PC has to be quarantined.
- Incident response
 - Procedures and equipment to limit the risks of contamination between personnel and users to be serviced



Impact on activities

- The toll - depending on the local context
- Examples of toll booth layouts to limit contact between toll collectors and customers
 - Temporary protective devices for plexiglass windows
 - Contactless payment terminals / recharging of accounts placed outside the booths
- Promotion of dematerialised payment methods
 - Variable message signage
 - Opening of additional call centres to promote electronic toll subscriptions
 - Information in the media
- Switching to full automation at some stations,

with assi



Impact on activities

- Sustainability - depending on the local context
- Depending on the country, more or less interruption
long construction site
- Reinforcement of business intervention permits
- Gradual resumption of sustainability activities
 - Beacons for slide rail repairs, fence repairs, sweeping of pavement, crack bridging, hydroblasting
 - Wherever possible, accelerate the maintenance programme to carry out operations under traffic, taking advantage of reduced traffic
- Service areas
 - Increased frequency of cleaning of showers and toilets
 - Solutions to mitigate restaurant closures
- More situations as a lone worker
 - Mobile application / hazardous situation reporting

Some challenges of the recovery phase

- Economic aspects related to the resumption of traffic
- Maintain and even increase staff awareness
- Road and motorway staff safety
 - Increasing number of drivers who lack attention



Contacts

www.egis.fr



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COVID-19 CRISIS: THE SITUATION OF THE LAND TRANSPORT SECTOR IN SENEGAL



Mohamed LAYE (mlaye@ageroute.sn)

Head of the Major Road Works Division
AGEROUTE, Senegal



Dakar

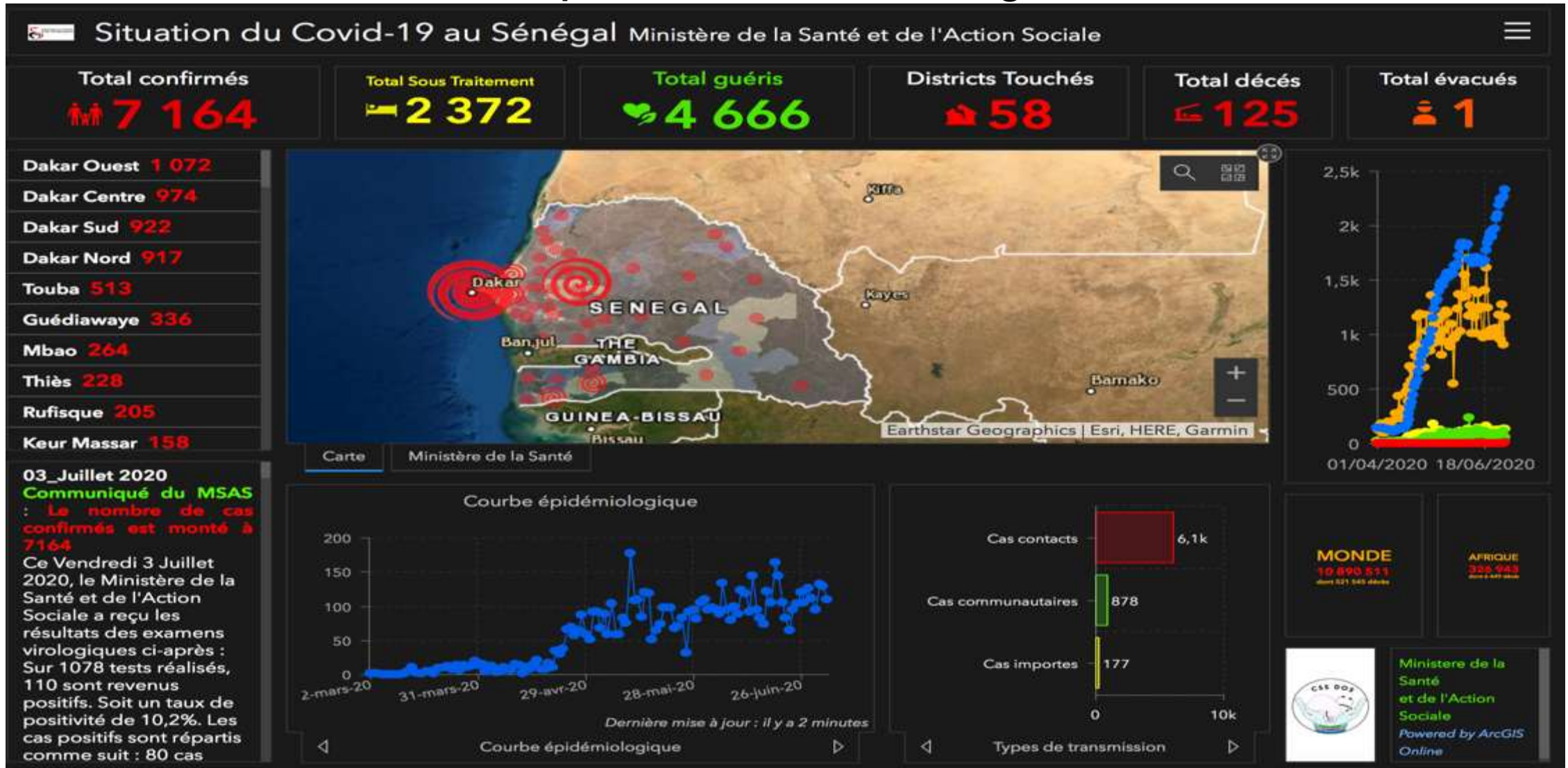
July 2020

Plan of the presentation

1. The situation of the pandemic in Senegal
2. The Government's Response Programme
3. Measures taken by the Ministry in charge of Roads and Land Transport
4. Measures taken by AGEROUTE
5. Implications for procurement and ongoing projects
6. The POST-COVID 19 Recovery Plan: land transport sector



1. The situation of the pandemic in Senegal (source Ministry of Health and Social Action)



2. The Government's Response Programme (1/2)

- 16 March: closure of schools and universities
- 19 March: border closures
- 20 March: prohibition of prayers in places of worship
- 23 March: declaration of the state of emergency and establishment of a curfew from 8pm to 6am. The transport of people was reduced and strict hygiene rules were imposed.
- 2 April: passing of Law No. 2020-13 empowering the President of the Republic to take, by ordinance, measures falling within the scope of the law to deal with the COVID-19 pandemic
- 8 April: adjustment of measures derogating from dismissal and layoffs
- June: relaxation of most measures

Economic and Social Resilience Program (PRES), COVID-19 force fund with **1000 billion XAF (1.524 billion euro)**:

- Strengthening of the health system: **64.4 billion XAF**
- Strengthening the social resilience of populations: **100**
- Macroeconomic and financial stability to support the private sector and maintain jobs: **657.6**
- Regular supply of hydrocarbons, medical products, pharmaceuticals and basic necessities: **178**

2. The Government's Response Programme (2/2)

The ESRP in the land transport sector (infrastructure and services)

- Payment by the State of a large part of its arrears to service providers (companies and control offices) involved in infrastructure projects.
- Subsidy to public transport companies (Dakar Dem Dikk, AFTU)
- Subsidy to private carriers (urban and interurban)
- Reopening of inter-city transport in early June, following violent demonstrations by drivers

3. Measures taken by the Ministry of Land Transport Infrastructure and Opening-up (MITTD)

- Passenger transport: limit the number of passengers to half the number indicated in the vehicle's registration document. This measure was repealed at the beginning of June 2020
- Urban passenger stations: promote hygiene measures (gloves, masks, hand disinfectants), safety measures and limit ridership;
- Management of wide-body vehicles: avoid groupings in loading platforms and limit the number of people in the cabin to 2; at weighing stations, avoid physical contact between staff and users and adopt barrier gestures;
- Motorway operators: take measures to protect staff, adapt staff numbers to the scope of tasks, provide masks and gloves to staff, reduce manual lanes

4. Measures taken by AGEROUTE

At the Agency level

- the introduction of teleworking for some staff, alternating work for others, and the reorganization of working hours (8 a.m. to 1 p.m. instead of 8 a.m. to 5 p.m.) for the rest of the staff who must continue working in person;
- Return to normal working hours from 03 July 2020;
- leave of absence of some staff; prohibition of visits; videoconference meetings ;
- Sending and receiving mail by electronic means exclusively outside of correspondence of a strategic nature;
- processing of provider counts as in the past.

At the building site level

- setting up clean facilities for regular hand washing with soap ;
- provision of hand sanitizers, masks and tissues to workers;
- Regular cleaning of the premises and work tools ;
- Reminder of barrier gestures recommended by health authorities during unavoidable gatherings.

5. Consequences on procurement and ongoing works (1/3)

- Postponement of bid submission dates to a later date, for International Tenders
- Delay in the start-up of some projects
- Delay in budget implementation
- Management of delay claims from impacted companies
- Management of compensation claims for impacted companies

5. The consequences on the awarding of contracts and on the worksites in progress (2/3)

- Rate of progress of the work is declining :
- Reduced working hours
- Slow supply of building materials and spare or wearing parts to construction sites
- Blocking the movement of expatriate staff and service providers from foreign countries
- Delay in repair or maintenance work on certain construction equipment
- Transport price increases
- Lack of control over manufacturing lead times and delivery of supplies and equipment to be imported from Europe or China
- Evocation of the case of force majeure and notification to the project owner of the impact on the cost and the execution time.

5. Consequences on procurement and ongoing works (3/3)

Is the Covid-19 crisis a case of force majeure for the current markets?

"Force majeure for the performance of this Contract shall mean any act or event that is unforeseeable, irresistible, beyond the control of the parties and which makes the performance of the Contract practically impossible, such as natural disasters, fire, explosions, war, insurrection, mobilization, general strikes, earthquakes, **but not acts or events that would only make the performance of an obligation more difficult or more onerous for its debtor**". GCC Article 18.3

"In the event of the occurrence of an event of force majeure, the Contractor shall be entitled to **compensation for loss** suffered and to a **reasonable increase in the time for performance**" GCC Article 18.3

Thus, the Covid-19 crisis is not considered to be a case of force majeure. However, concerted action should be favoured in order to deal with the impact of the situation on the performance of contracts in an equitable manner.

6. The POST-COVID 19 Recovery Plan: ROAD INFRASTRUCTURES (1/3)

| Problems identified | Recommended measures | Actions/activities | Deadline |
|---|---|---|-----------|
| 1. ROAD INFRASTRUCTURE | | | |
| P1: Landlockedness and access to markets and services | M11: Internal and external opening up | 1. Implementation of the Programme for the Opening up of Agricultural and Mining Production Zones (PDZAM). | 2020-2022 |
| | | 2. Construction of the Second Ziguinchor Bridge | 2022-2024 |
| | | 3. Construction of the Thiès-Tivaouane-Saint Louis motorway under a PPP arrangement | 2021-2024 |
| | | 4. Development and construction of the Koumpentoum - Payar - Linguère - Tarrédji road | 2022-2025 |
| | | 5. Development and construction of the Tambacounda - Nawel - Matam road | 2022-2025 |
| | | 6. Acquisition of two ferries to cross the Senegal River and open up areas of the country. | 2021-2022 |
| | M12: Continuing the policy of rehabilitation of major roads | 1. Rehabilitation of National Road 2 between Thiès and Saint Louis | |
| | | 2. Reinforcement of the Dakar-Bamako Corridor | 2020-2022 |
| | M13: Opening up rural and production areas | 1. Implementation of the Programme to open up agricultural production areas: COLTRACK technology | 2020-2022 |
| P2: Urban Mobility | M21: Improving urban mobility in Dakar in view of the world events organized by Senegal (World Water Forum in 2021 and YOG 2022). | 1. Project to Support Transport and Urban Mobility (PATMUR 3) | 2021-2024 |
| | | 2. Upgrading and Widening of the Cynros-Seven Up-Malick SY Road | 2020-2022 |
| | | 3. Extension of the Northern Clearance (P3) | 2020-2022 |
| | | 4. Establishment of a car impoundment and breakdown service for the smooth flow of traffic | 2021-2024 |
| | | 5. Implementation of a system of dynamic traffic regulation using traffic lights and implementation of pilot projects for the appropriate development of roads and junctions, taking into account public transport. | 2021-2024 |
| | | 5. Parking in Dakar: Development of paid car parks (PPP) | 2021-2024 |

6. The POST-COVID 19 Recovery Plan: ROAD TRANSPORT SERVICES (2/3)

| Problems identified | Recommended measures | Actions/activities | Deadline |
|--|--|--|-----------|
| 2. ROAD TRANSPORT SERVICES | | | |
| P6: Insufficient and inadequate transport supply | M61: Strengthening the urban and interurban passenger and goods fleet and improving the quality of vehicles on the road. | 1. Continue the national programme for the renewal of the taxi, bus and minibus fleet | 2021-2024 |
| | | 2. Renew the coach fleet | 2021-2024 |
| | | 3. Renew the fleet of trucks and semi-trailers | 2021-2024 |
| | | 4. Extend modern road vehicle inspection centres. | 2021-2024 |
| | M62: Raising of the fixed assets (150 Sunlong buses and 180 Ashok Leyland buses) | 1. Carry out an exhaustive inventory | |
| | | 2. Launch the Sunlong Bus Spare Parts Procurement Market | |
| | | 3. Launch the Ashok bus spare parts procurement market | |
| | M63: Acquisition of adapted buses for international transport and for the AIBD service. | 1. Elaborate a new project for the acquisition of buses in relation to the technical supervision | June-20 |
| | | 2. To carry out technical missions related to the cooperation | Sept-20 |
| | | 3. Search for local and international financial partners | Dec-20 |
| P7: Obsolescence of infrastructure and equipment | M71: Rehabilitation and Implementation of structural infrastructure for public transport (depots, workshops, stations and terminals) | 1. Carry out a prospective study to secure land reserves for the establishment of parking areas in the regions of Dakar and Thies (including urban centres). | Dec-21 |
| | | 2. Implementing the overall restructuring of the network and carrying out urban development, including bus stations and parking areas in Dakar | 2021-2024 |
| | | 3. Create intermodal exchange hubs to increase the number of passengers using the TER. | 2021-2024 |
| | M72: Modernisation of equipment and capacity building of stakeholders | 1. Set up information and monitoring systems for operations | 2021-2024 |
| | | 2. Strengthen the capacities of the actors and revisit the conventions | 2021-2024 |
| | | 3. To set up and manage the transport training centre | 2021-2024 |
| | M73: Construction of headquarters and other operating premises for Dakar Dem Dikk | 1. Elaborate architectural studies | |
| 2. Evaluate the work to be carried out | | | |
| 3. Trigger procurement procedures | | | |

6. The POST-COVID 19 Recovery Plan: Financing (3/3)

| | <i>State</i> | <i>State + Technical and Financial Partners + Public Private Partnership</i> | <i>TOTAL</i> |
|-----------------------------------|--------------------|--|----------------------|
| 1. ROAD INFRASTRUCTURE | | | |
| <i>Amount (in Euro)</i> | 544 794 946 | 1 673 780 488 | 2 218 575 435 |
| <i>%</i> | 25% | 75% | 100% |
| 2. ROAD TRANSPORT SERVICES | | | |
| <i>Amount (in Euro)</i> | 176 305 616 | 1 086 055 842 | 1 262 361 458 |
| <i>%</i> | 14% | 86% | 100% |
| <i>TOTAL (in Euro)</i> | 721 100 563 | 2 759 836 330 | 3 480 936 893 |
| <i>%</i> | 21% | 79% | |



Sandrine ROUSIC

French-speaking Secretary of PIARC Technical Committee 2.1

Project Manager Engineer in the Spatial Planning Department
at Cerema Méditerranée



PIARC and COVID-19

July 7, 2020



Pascal ROSSIGNY

French-speaking Secretary of PIARC Technical Committee 3.3
Head of the Asset Management Business Area at Cerema



PIARC and COVID-19

July 7, 2020

Presentation of Cerema

- Cerema (Centre d'études et d'expertise sur les risques, l'environnement, la mobilité et l'aménagement) is a public institution focused on supporting public policies, placed under the dual supervision of the Ministry of Ecological and Solidarity Transition and the Ministry of Territorial Cohesion and Relations with Local Authorities.
- International expertise (partnership with many countries, European Community, World Bank, etc...)

Cerema's fields of action

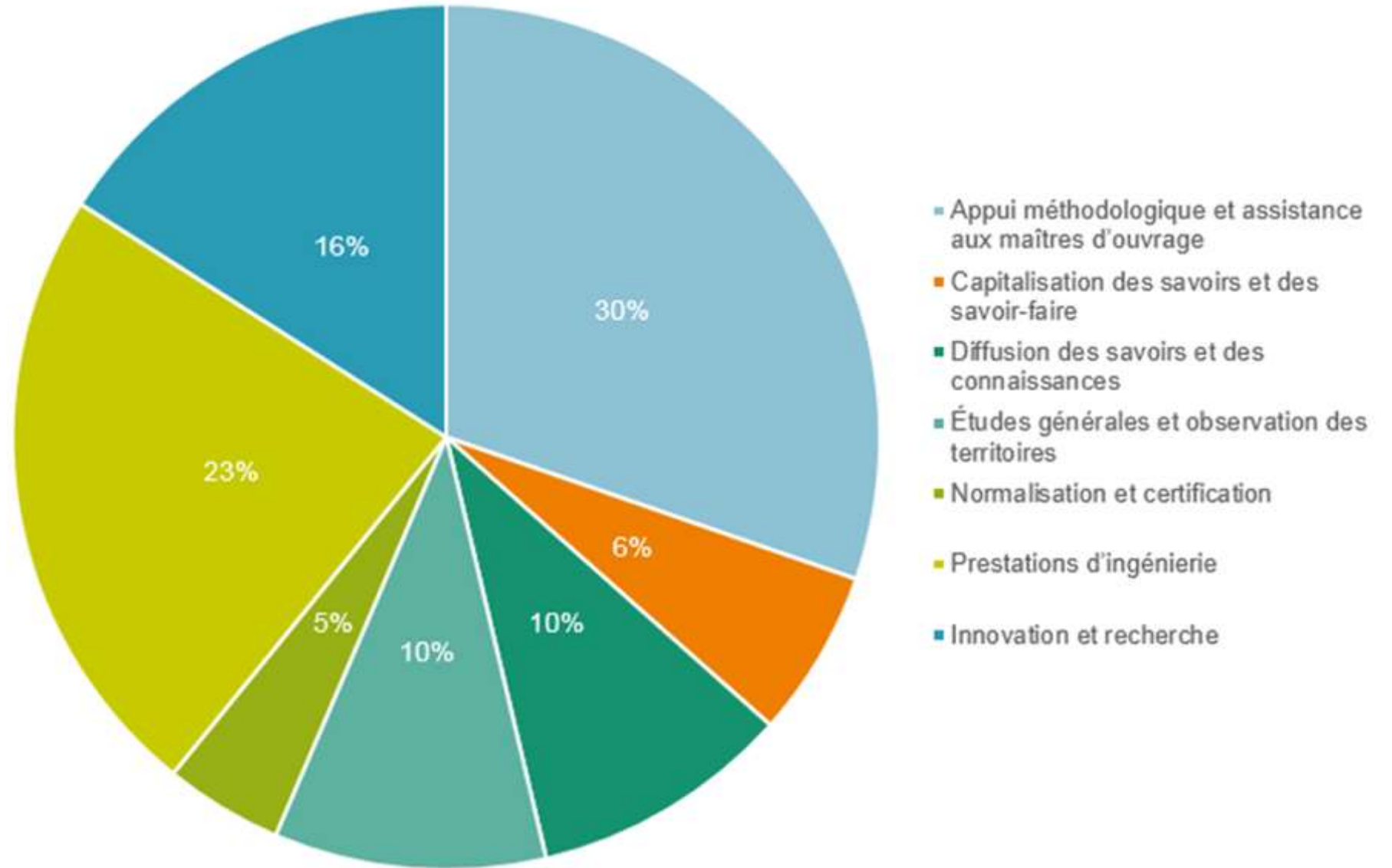


2,700 agents throughout the country

400 experts and researchers



Intervention across the "continuum"



Response Plan

The impact of COVID-19 on activity in France

Mobility differently, following COVID-19



The impact of COVID-19 on activity in France

Pascal ROSSIGNY

French-speaking Secretary of PIARC Technical Committee 3.3

Head of the Asset Management Business Area at Cerema



PIARC and COVID-19

7 June 2020

The COVID-19 pandemic in France

30,000 dead

Confinement as of March 17

80% of sites stopped

A guide drawn up in April 2020 to define the procedures for resuming business activity.

Deconfinement in several phases starting on 11 May 2020



Guidance on health safety recommendations for business continuity in construction during a covid coronavirus outbreak-19

- Companies must strictly comply with the recommendations of this guide throughout the containment period decided by the authorities, and if they are unable to do so, stop their activity on the works concerned.
- This guide has been approved by the Ministries of Ecological and Solidarity Transition, Urban Affairs and Housing, Solidarity and Health, and Labour.
- Downloadable guide with practical information sheets:

<https://www.preventionbtp.fr/Actualites/Toutes-les-actualites/Sante/Covid-19-un-guide-de-preconisations-pour-assurer-la-securite-sanitaire-sur-les-chantiers-du-BTP>

Practical information sheets

COVID-19

CORONAVIRUS, SE DÉPLACER EN SÉCURITÉ POUR SE PROTÉGER DANS LES VÉHICULES ET LES ENGIN DU BTP



Privilégiez le déplacement individuel dans un véhicule personnel.
Si plusieurs personnes : une personne par rang, positionnées en quinconce.



Assurez la distance d'un mètre entre les personnes.



Désinfectez systématiquement les surfaces à chaque changement d'utilisateur et d'utilisation : volant, levier de vitesse, poignées de coffre, de portes et comodors...

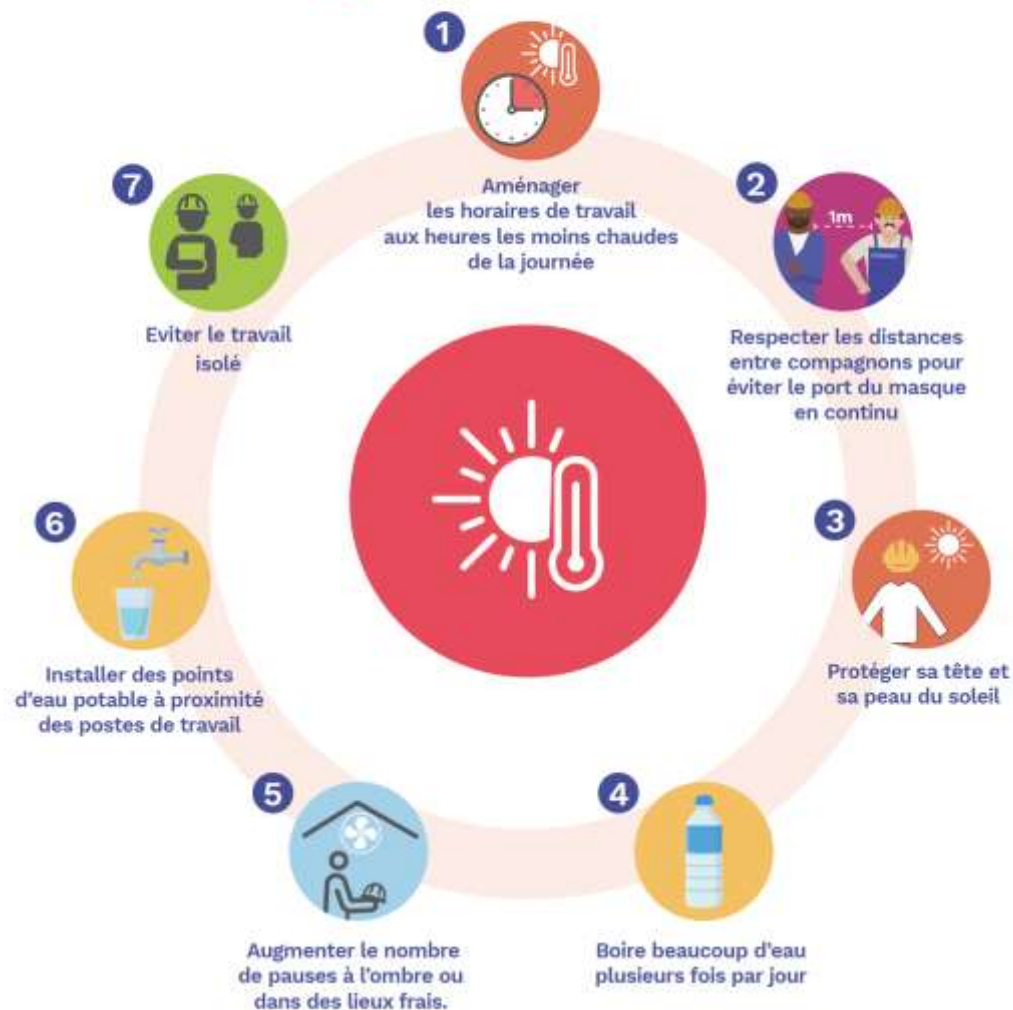


Conservez sur vous l'autorisation de déplacement de l'entreprise.

A recently added file: " Heat wave " file

CANICULE, Travailler par forte chaleur et se protéger du Covid-19 sur les chantiers du BTP

COVID-19



Post-confinement situation

Shipyard activity has resumed

Routes de France (road companies' union) fears an 18% drop in road works turnover for the year 2020 as a whole.

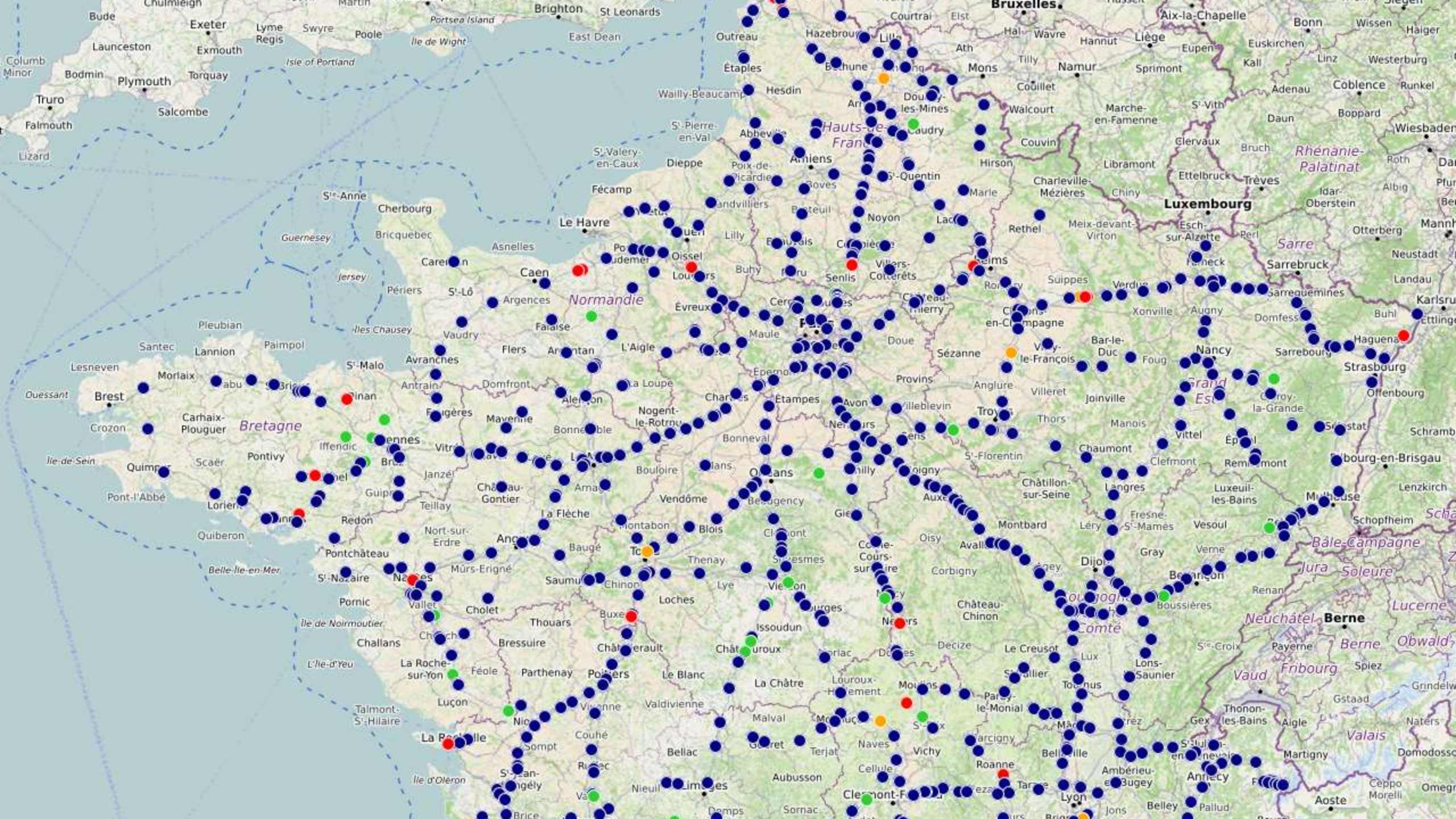
Strong expectation that the new mayors, elected a few days ago, will launch new works

Stimulus Plan

Freight transport

- In order to ensure the continuity of freight transport, which was crucial in managing the Coronavirus crisis, it was essential to keep essential services open for drivers to rest, refuel, take-out food and clean toilets.
- Bison Futé has made available to carriers the map of rest areas and service areas accessible through the following link

https://umap.openstreetmap.fr/fr/map/cartographie-des-haltes-pl-reseau-routier-national_433826#8/47.843/1.494



Procurement

- Supply has been perfectly assured throughout this crisis.
- The heroes of this crisis are, of course, the health workers; tribute should also be paid to all those who have made it possible for the population to be provided with supplies
- Hoping not to experience a second wave of the pandemic, it is now time to work towards economic recovery.
- The "day after" is different from the "day before", with new ways of getting around. Sandrine ROUSIC is going to tell you about it now.



Mobility differently as a result of COVID-19

Sandrine ROUSIC

French-speaking Secretary of PIARC Technical Committee 2.1

Project Manager Engineer in the Spatial Planning Department
at Cerema Méditerranée



PIARC and COVID-19

7 June 2020

Accompanying the change in mobility thanks to the COVID opportunity

- French national context and consequences of the pandemic
- Supporting communities in the implementation of post-containment and long-term active mode developments

Why be interested in biking?

- Challenges: ecology, health, economy, attractiveness of cities



- 1st French government plan (September 2018)

-> The goal is to triple bicycle use to reach 9% of all trips by 2024, the year of the Olympic Games.

-> Reinforcement with the Mobility Orientation Law (2019)



In France some key figures:

- Cycling, an efficient and low-cost mobility strategy for communities
- Territorial fracture of cycling in France: very strong growth in the central cities of large conurbations but a decline in the outskirts and rural areas
- Social divide in cycling: strong growth among the working population, especially managers; decline among children, the elderly and workers
- 30 M of French people over 15 years old cycle at least once a year but only 3.3 M daily. They travel 11 billion km/year.
- VAE: a very important progression, especially in the outskirts, in rural areas, among the over 50s and women, a real complement to the classic bicycle. Longer distances, a higher frequency of use, a shift from car to bicycle.
- The average French person has a lower frequency of cycling than the Germans over 80 years old!



LES MOYENS POUR ARRIVER À 9%

100 000 KM
D'AMÉNAGEMENTS CYCLABLES
À RÉALISER

INVESTIR
30 €/AN/HAB
(contre 271 € pour la voiture
et 473 € pour les transports
en commun)

LE POTENTIEL EST ENCORE TRÈS FORT

Nombre de VAE vendus par an pour 1 000 habs :

FRANCE

5



PAYS BAS et BELGIQUE

25



LES FEMMES SONT L'AVENIR DU VÉLO

Plus l'usage du vélo augmente, plus la part des femmes est élevée



| | % femmes | Part modale vélo |
|---------------|----------|------------------|
| Strasbourg | 47% | 10% |
| Saint-Étienne | 15% | 0.5% |



Post-confinement

- In France, containment measures have led to an unprecedented drop in all travel and a desertion of the roads by motor vehicles, leaving room for numerous **opportunities to re-equip public spaces.**
- When leaving confinement, it is desirable that many French people choose **cycling or walking** as a means of transport for their daily journeys, as these are **capacious modes that allow physical distance between users, unlike** public transport.
- **Cycling is recognised as a real barrier gesture and must take a leading role in post-confinement mobility.**



In France, a 20 million euro government plan to encourage cycling in the context of deconfinement.

- On Wednesday 29 April, the Ministry of Ecological and Solidarity Transition announced a plan worth 20 million euros to facilitate cycling outside the confinement, in **order to avoid a massive shift from public transport to the car.**
- This government plan includes
 - > a 50 euro flat rate for the repair of a bike (change of chain, brake, tyre, derailleur...) within a referenced network of repairers, who will be listed on a dedicated platform soon to be managed by FUB.
 - > the financing of temporary parking spaces.
 - > financing of training courses to learn or relearn how to ride a bike.
 - > accelerating the introduction of the sustainable mobility package in the private sector up to 400 euros.



Cerema mobilized during the pandemic with the publication of 2 express guides on temporary accommodation, a series of webinars, a service offer adapted to communities.

7 levers that facilitate the movement of cyclists during deconfinement :

- Reduce the number of lanes assigned to motorized traffic,
- Expand existing cycling facilities,
- Acting on motorized parking spaces,
- Change the traffic plan,
- Moderate speed,
- Allow cyclists in bus lanes,
- Set up bike parking.



ETRAEMIC



VERS DES VILLES ET DES TERRITOIRES 100 % MARCHABLES, 100 % CYCLABLES

Oser des aménagements provisoires

- ▶ pour permettre aux usagers d'explorer d'autres façons de se déplacer, à l'occasion de crises (Covid-19...) mais également lors de grands chantiers, de grands événements (ludiques, sportifs, culturels) ;
- ▶ pour accélérer collectivement l'évolution vers les modes de déplacements plus durables ;
- ▶ pour aller vers des espaces publics de qualité, plus généreux et plus accueillants.

Deux guides « express » facilitateurs

Le Cerema s'engage fortement pour accompagner les acteurs des territoires vers le développement de la marche et du vélo. À cet effet, il a formalisé des recommandations pour faire évoluer les projets et les pratiques et permettre à chacun de tester et d'ajuster des solutions.



[Consulter ce guide](#)

[Consulter ce guide](#)

Deconfinement

- A real opportunity to develop the use of bicycles on a daily basis, in a **sustainable way**.
- A real craze among local authorities with the introduction of facilities in favour of active modes.
- **To show that it is possible to do otherwise:** Because they free themselves from the classic stages of a project, temporary developments dare to rapidly requalify public space thanks to light, reversible or evolving devices, intended to change the mental representation of the use of the place and to make behaviours evolve. They can be simple while improving the quality of use of the entire public space.



Fréquentation Vélo pendant la période post-confinement du 11 au 31 mai 2020 / à la même période en 2019 (Source : Vélo et Territoires)

| | Urbain | Périurbain | Rural |
|----------|--------|------------|-------|
| Passages | +27% | +29% | +30% |
| Semaine | +16% | +23% | +10% |
| Week-end | +64% | +38% | +66% |



https://umap.openstreetmap.fr/fr/map/amenagements-provisoires-pour-les-pietons-cerema_460215#6/47.033/5.208



New FUB, a map based on the Baromètre des villes (City Barometer), which lists transitional cycling facilities and approved Coup de Pouce Vélo repairers throughout mainland France. Resulting from a partnership with Vélo & Territoires, Cerema and the MTES, this project affirms Carto as a tool to assist local political co-decision making. It is available at <https://carto.parlons-velo.fr/>.



Cerema publishes an online platform on May 13th :
dataviz.cerema.com/road-traffic/



Cerema
Indicateurs de trafic routier

BÉTA

France Régions Thématiques Données À propos

Indicateurs de trafic routier en France

Découvrez l'évolution des trafics sur les autoroutes périurbaines et les voies structurantes d'agglomération (périphériques, rocade, pénétrantes...) de différentes régions et agglomérations françaises, et visualisez les effets du confinement et de la reprise progressive des activités

Voir le trafic en France Voir le trafic en région

Objectives :

- Propose indicators to assess the impact of containment and then decontainment on road traffic.
- Free yourself from other sources of data based on route requests (Apple) and vehicles (Google) .

Deconfinement: an online platform for monitoring road traffic

dataviz.cerema.fr/trafic-routier/

Constructed by comparing current traffic to "pre-crisis" traffic (via the average daily flow from 13 January to 2 February 2020 from more than 1,200 counting stations), these indicators are based on traffic data from the non-concession national road network managed by the services of the Ministry of Ecological Transition, and cover metropolitan France (excluding Corsica).

In the long term, the platform aims to include data from the main conurbations, county roads and motorways as well. Data on the peri-urban roads of certain conurbations (Bordeaux, Lyon, Nantes, Saint-Étienne, Strasbourg and Toulouse) were added to the platform at the beginning of June.

This "Road Traffic Indicators" platform will be updated daily with the data from the previous day, and is accessible to all under an open licence. It can be a decision-making aid for public or private actors in the context of deconfinement.

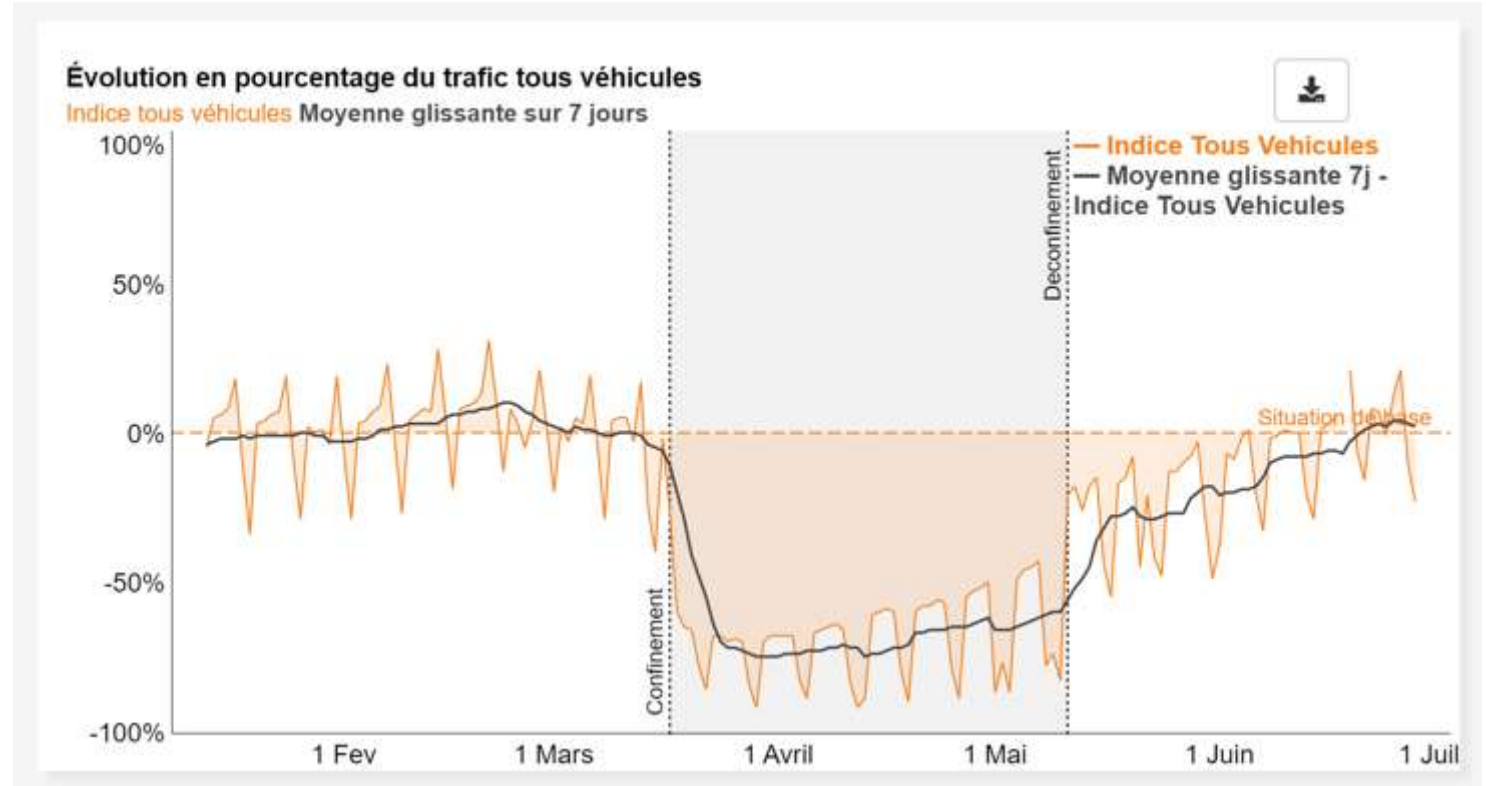
Through these indicators, it is possible to observe the evolution of traffic at national, regional and local levels, to make comparisons between regions, or to isolate HGV traffic and their average load, which makes it possible to assess the resumption of logistics activity.

Deconfinement: Monitoring the evolution of road traffic

dataviz.cerema.fr/trafic-routier/

The evolution of road traffic in the regions during the crisis was identical to that observed throughout France: only the PACA and Brittany regions experienced a drop in traffic slightly above the national average. Conversely, Normandy and Burgundy-Franche-Comté recorded a slightly smaller drop in traffic.

After a fall of around **75%**, the usual traffic gradually recovered to **reach -55% in the** last week before the deconfinement. The week of June 15, traffic returned for the first time to its pre-crisis level. The week of June 22nd, traffic was about 4% above pre-crisis levels.

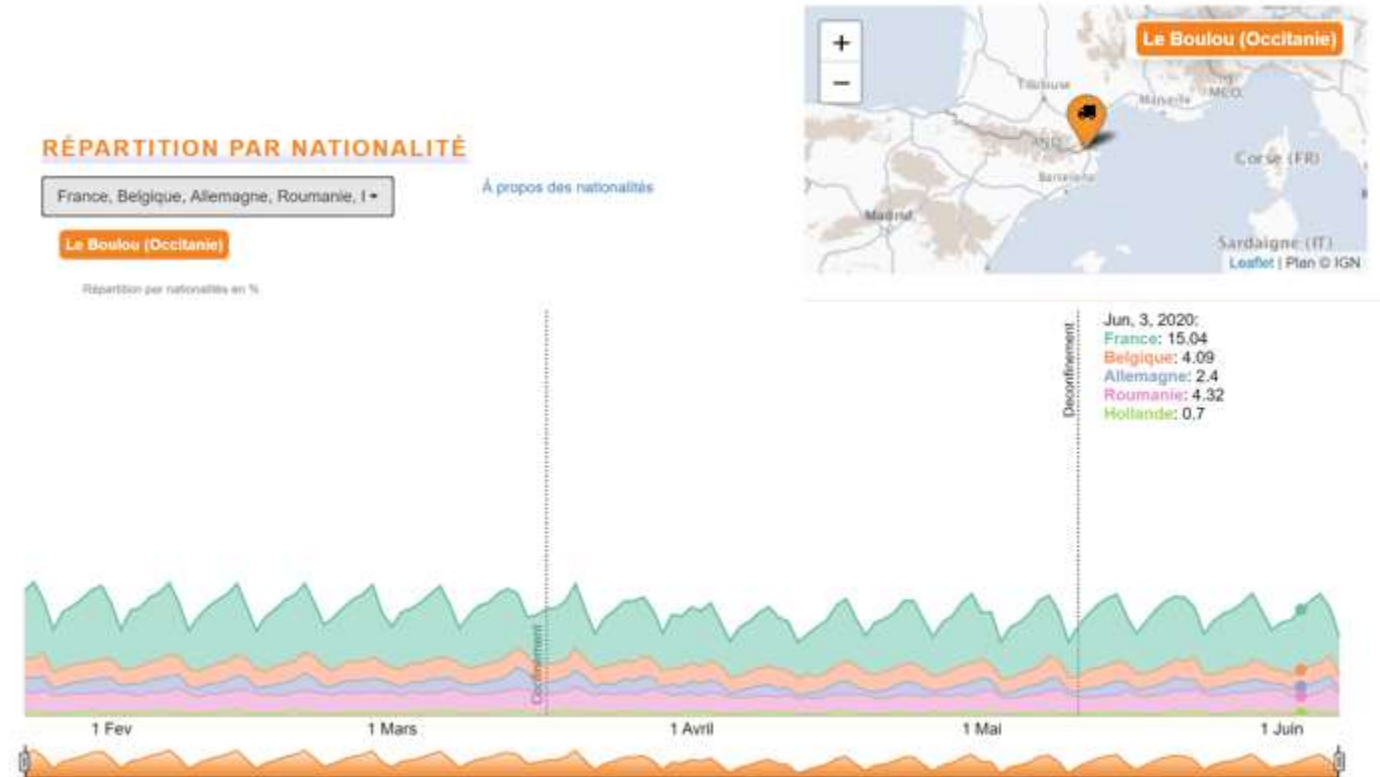


Deconfinement: Heavy truck traffic analysis dataviz.cerema.fr/trafic-routier/

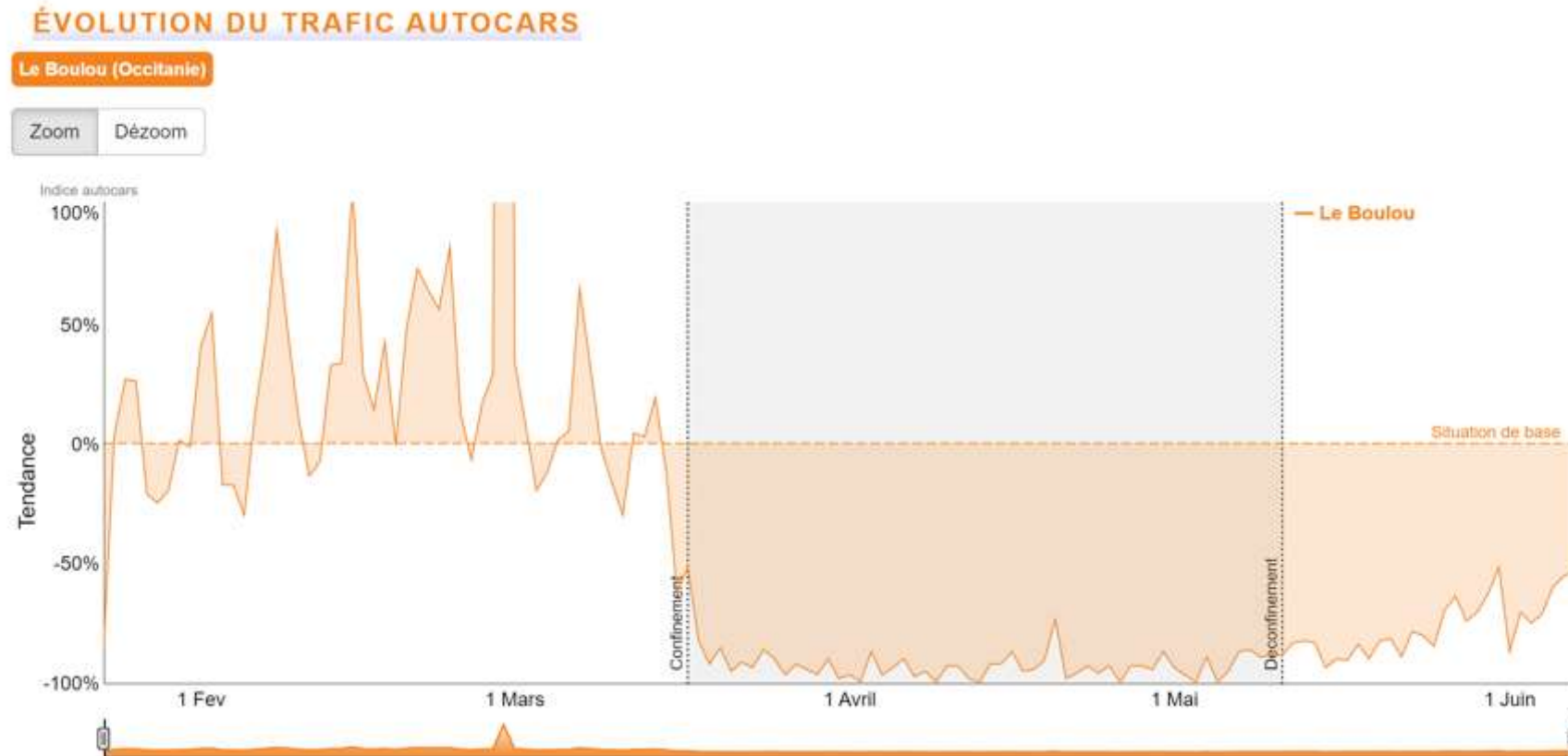
The decline in HV traffic was slower during the first days of containment, and less overall. After a week, HV traffic reached its minimum, with traffic halved.

It then experienced a 3-week plateau before rising again (-43% in week 5 of containment) to reach -25% in the last week of containment. During the first week of decontainment, HV traffic was 10% below normal traffic. During the second phase of deconfinement, it was 0%, back to its pre-crisis level.

We note that the HV distribution between the different days of the week is similar to the pre-crisis distribution.



Another example: evolution of coach traffic dataviz.cerema.fr/trafic-routier/



Accompanying change in mobility thanks to the COVID opportunity

- **Maintain, adapt and think afterwards:** Temporary arrangements are not intended to last as they are and require adaptations to observed practices. They may prefigure a transformation of public space and require some improvements (public lighting, replacing a temporary platform with a more qualitative bus stop for example).
- The perpetuation of temporary facilities and the cycling plan in the favour of cycling continuities outside built-up areas are which may cause **major mutations in the** longer term.
- **Despite road traffic returning to near-normal levels, strong willingness to develop the modal share of cycling in urban areas as well as in the open country.**



Thank you for your attention



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Association PIARC



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www.piarc.org



Questions and Answers

Host: Robin Sébille

Deputy Secretary General



Our speakers today

- Claude Van Rooten, President of PIARC
- Patrick Malléjacq, Secretary General of PIARC
- Anne-Marie Leclerc, Canada Quebec - Assistant Deputy Minister of Engineering and Infrastructure, Ministère des Transports du Québec, First Delegate of Canada-Quebec, Honorary President of PIARC
- Emmanuelle Frénéat, France - Managing Director, Egis Road Operation
- Mohamed Laye, Senegal - Head of Division of Major Road Works, AGEROUTE
- Sandrine Rousic and Pascal Rossigny, France - CEREMA, Secretaries of Committees TC 2.1 - Mobility in Urban Areas and TC 3.3 - Road Asset Management

Conclusion and Next Steps



Disclaimer of Liability

Given the time constraints, it is likely that the knowledge and practices shared here will not have been officially 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. The ideas presented will be further evaluated and used in due course to make recommendations for policy and practice. While every care has been taken in the preparation of this document, no liability is accepted for any damage that may be caused".

Next Steps

- We publish the video recordings and presentations from our webinars
- We publish Notes that present the results of these webinars.

- Other PIARC webinars are planned in English, Spanish and French.
 - Thursday 9 July, in Spanish
 - Wednesday 15 July, dedicated to road safety
 - Wednesday, July 29, Closing Webinar

- <https://www.piarc.org/fr/Agenda-Actualites-PIARC/Coronavirus-PIARC-et-Covid-19>

In order to allow everyone to contribute, two surveys are now open

- **Identify areas of concern :**

<https://forms.gle/cgi8WCeQYykCeNFQA>

- **Identify the actors who wish to share their practices :**

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

These two links are also available on the PIARC website.

The PIARC response team: Team Contact Information

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Thank you for your attention!



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@PIARC_Roads



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Association PIARC



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Association PIARC



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