



# COVID-19 Discussion Session

Online

**1 April 2020, 13 h (Paris time)**

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

- **Participants' microphone and camera should be turned off**
- **Use the “Chat” feature of Zoom (bottom right of the main window)**  
⇒ Send a message to “All participants” (this is one of the “chat” options)
- **Note: only questions that are specific to roads or road transport**
- That channel is monitored by Christos Xenophontos (Chair of PIARC TC 1.1)
- Christos will raise the questions to relevant panelists

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# This session is being recorded

- The resulting video will be shared on [www.piarc.org](http://www.piarc.org)

# Disclaimer

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

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

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# **Key Concept: Focus on the short-term.**

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

- **Share knowledge and current practice between PIARC members urgently in order to support responses to the pandemic in near real-time.**
- Such knowledge and current practice 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 anywhere, and a good idea now could save lives, improve business resilience and could minimize disruption of services.
- Note: In parallel, PIARC is planning medium- and long-term actions for when the pandemic is in a manageable state and substantially under control.

# Agenda and Structure

- **Brief introduction to PIARC**
- **Issues faced by Road Operators and Administrations**
- **Country Presentations on the Current Situation:**
  - Approach, measures taken and considerations on the virus/road situation in the USA
  - Private sector perspective from the Gulf Area
  - Recommendations from PIARC Reports on Road Network Operations and ITS
  - Approach, measures taken and considerations on the virus/road situation in China
- **Q&A**
- **Conclusion and Next Steps**

# Our Speakers Today

- Patrick Malléjacq, Secretary General, PIARC
- Jim Tymon, Executive Director, American Association of State Highway and Transportation Officials (AASHTO)
- Jonathan Spear, Committee on Performance of Transport Administrations (TC 1.1)
- Valentina Galasso, Chair of Committee on RNO & ITS (TC 2.4)
- Dr. Jian Wang, China Academy of Transportation Sciences (CATS)
  
- Organisers:
  - Patrick Malléjacq, Secretary General, PIARC, TC 1.1: Christos Xenophontos, José Manuel Blanco Segarra, Jonathan Spear; TC 1.5: Yukio Adachi; TC 2.4: Valentina Galasso; and TF 3.1 Saverio Palchetti

# Introduction

## What is PIARC?





# What is PIARC?

- **PIARC** is the new name of the **World Road Association**
- We were founded in 1909 as a **non-profit, non-political** Association
- Our goal is to organise exchange of knowledge on all matters related to roads and road transport

# 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**;
- Consider within its activities the needs of **developing countries and countries in transition** fully; and
- Design, produce, and promote **efficient tools for decision making** on matters related to roads and related transport.
- The Association mobilizes the expertise of its members
- Through operations guided by a **4-year Strategic Plan**

# COVID-19

## Issues faced by Road Operators and Administrations



# Issue 1: Ensuring employees' health and safety

- In general
- For customer-facing, frontline or direct care 24/7 staff who work with customers - toll booth operators, etc.
- For staff working in the offices and staff working in other facilities or on the road itself

## Issue 2: Maintaining activity and business continuity 1/2

- With limited human resources
- When staff are required or advised to work from home
- How to support employees with high-risk concerns (people with chronic health or underlying conditions, people with autoimmune issues, etc.)
- When a proportion of the workforce are forced to self-isolate or are sick
- Indirect impacts (e.g. of school closures on staff availability, staff morale)

## Issue 2: Maintaining activity and business continuity 2/2

- How to prioritise between “essential” and “non-essential” activities
- Opportunities for maintenance during a period of low demand
- Deployment of technology (e.g. teleconferencing)
- Maintaining strategic links between ministries, road administrations, operators and supply chain partners

## Issue 3: Impact on transportation 1/2

- Facing major decrease within and between many countries
- Maintaining critical links and essential flows of goods while regulating movement of people
- Cancellations or reductions in public transport
- Giving advice (VMS, etc.) against making non-essential journeys
- Wider economic, social and environmental impacts (for example, it has already been observed that reduced transport has resulted in reduced emissions, terrestrial and marine pollution, while reduced travel has also resulted in reduced revenues in lower gasoline taxes and fares)

## Issue 3: Impact on transportation 2/2

- Checking whether any limitations on the maximum number of people in the vehicles are enforced
- Checking whether appropriate services are provided to freight transporters and buses



## Issue 4: Business Relations

- Relationship with supply chain partners, contractors and Small to Medium Size Enterprises (including their own business continuity planning and execution)
- Supporting businesses, especially solvent or essential ones
- Exercising contractual provisions (e.g. Force Majeure)
- Implementing concession contracts
- Dealing with added costs and delays

# Issue 5: Customer and stakeholder relations and joint working

- Providing timely and accurate information from a user perspective
- Taking coherent and effective actions across a complex collective of public agencies
- Balancing technical planning and delivery with directives from civil authorities
- Managing relations with the media and communicating key messages

# Issue 6: Security

- Increase in cyber-attacks
- Changes in roles of frontline operational staff
- Maintaining security in the face of increased access to teleworking employees
- Relationships with emergency services, army, civil defense etc.

# Presentations

Approach, measures taken and considerations on the virus/road situation in the USA



# COVID-19's Impact on Transportation in the U.S.A.

# Introduction

Jim Tymon



- Executive Director, American Association of State Highway and Transportation Officials (AASHTO)
- Chairman, PIARC National Committee of the U.S.A.

# Introduction

## What is AASHTO?

- Nonprofit association, founded 1914
- Members include:
  - Transportation departments of the 50 states, the District of Columbia, and Puerto Rico
  - Associate Members from Federal, State, and Local agencies and other countries
- Serves as the PIARC National Committee of the U.S.A.



# COVID-19 Emergency Declarations

- On February 29 Washington State Governor Jay Inslee became the first governor to declare a state of emergency over COVID-19.
- On March 13 President Trump declared a nationwide state of emergency for COVID-19.
- As of April 1 there are COVID-19 emergency declarations in every state in the U.S.A.



# COVID-19 Impacts on State Departments of Transportation in the U.S.A.

- Emergency Response
- Construction/ Maintenance
- Freight Mobility
- Agency Operations
- Reduction in State Transportation Revenue

# Federal Response to COVID-19 in the U.S.A

- U.S. Department of Homeland Security designates infrastructure workers as essential during the COVID-19 emergency.
- United States Congress passed three COVID-19 bills in March.
- The third bill, the Coronavirus Aid, Relief, and Economic Security Act (the CARES Act) was passed on March 27<sup>th</sup>.

# Federal Response to COVID-19 in the U.S.A

- The transportation provisions in the CARES Act focused on immediate operational relief for transportation agencies:
  - \$25 billion for public transportation (transit systems)
  - \$1 billion for passenger rail (Amtrak)
  - \$10 billion for airports
  - \$32 billion in grants and \$46 billion in loans for aviation sector businesses
- Congress considering a 4th COVID-19 bill that may focus on stimulating the economy.

# Presentations

## Private sector perspective from the Gulf Area





# COVID-19

## A Private Sector Perspective from the United Arab Emirates

**Jonathan Spear**

**Technical Committee 1.1 (Performance of Transport Administrations)**

**Dubai, UAE**

**1 April 2020**

# Jonathan H. Spear

BA (Hons), MSc (Eng), DMS, FCIHT, CTPP



- **Organisation:** Atkins Acuity (Private Sector, UAE and WRA UK)
- **Current Role:** Director and Atkins Fellow, Transport Policy and Planning, Dubai
- **Associations:** CIHT (Fellow and Chair of Dubai Group)
- **Main Interests:** Organizational Development, Governance Structures and Processes, Emerging Technologies and Service Models, Transport Policy, Planning for Uncertainty
- **Current PIARC Role:** Co-Chair of TC 1.1 Theme 2 (Role of Transport Agencies in Shaping Disruptive Technologies and Service Models) and Terminology Correspondent
- **Previous PIARC Areas of Focus:** Integrity, Multi-Modal Governance, Change Management

# Structure of Presentation

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- Introductory Comments
- COVID-19 in the UAE (and GCC)
- Impacts and Responses on the Road and Transport Network
- Effects on our Company
- Early Efforts in Mitigating and Managing the Impacts
- Longer-Term Implications
- Summing up the Challenges and Opportunities

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Whilst prepared by Atkins Acuity, this presentation has been assisted through information provided by a number of UAE-based consultancies and organisations which are represented on the Dubai Committee of the Chartered Institution of Highways and Transportation (CIHT), which is fully acknowledged with thanks.

This presentation is based on the COVID-19 situation as at 31<sup>ST</sup> March 2020 and further updates may be made dependent on progress of the pandemic, Government guidance and corporate policies.

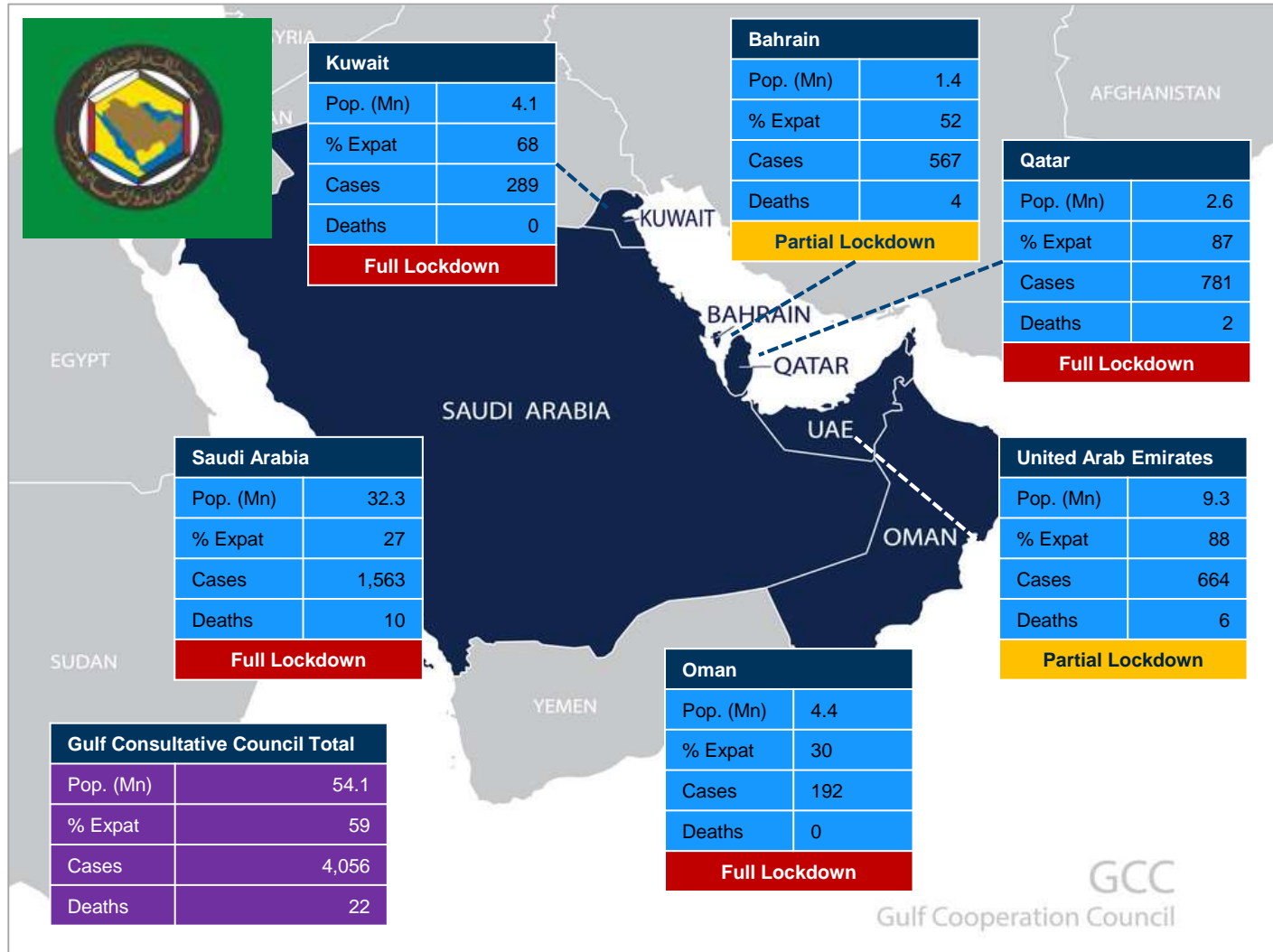


# Introductory Comments

- The current COVID-19 Crisis is a global event without precedent, possibly in a generation
- The Crisis is as much an economic crash as it is a public health emergency and at least as severe as the 2008 Financial Crisis
- Right now the Crisis presents immediate logistical and operational challenges requiring mitigation or resolution – this is why PIARC has formed the COVID-19 Response Team
- As well as challenges, the Crisis presents some positive opportunities – We should not lose sight of that and seek to capitalise on them
- When the World recovers from COVID-19, we are unlikely to go back to normal – there will be medium- and long-term implications and, whilst there are pressing immediate needs, we should start thinking about those now
- My perspective is that of a private company (in the UAE) – with some similarities and some differences to that of a (public) road or transport agency



# The COVID19 Situation in the UAE (and GCC<sup>1</sup>) (31<sup>st</sup> March)



- Limited COVID-19 cases and deaths so far compared to China, Europe & North America
- But full or partial lockdowns imposed on citizens and residents across the region as precautionary measure
- Near cessation of international flights – Travel and tourism now in quarantine
- Immediate economic impacts exacerbated by record low oil prices (*Brent Crude at \$23 a barrel, down over 50% since January*)
- Central banks introducing various economic stimulus packages, support and relief for people and business
- A Perfect Storm – Recovery in H2 2020 is possible, but dependent on many factors which remain uncertain

<sup>1</sup> The Gulf Consultative Council is a regional intergovernmental political and economic union consisting of all Arab states of the Arabian Gulf except Iraq: Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, and the United Arab Emirates. The Charter of the GCC was signed in May 1981, formally establishing the institution, its functions and secretariat with the latter based in Riyadh.

# Impacts and Responses on the Road and Transport Network



- Substantial falls in demand for movement in Dubai as a result of the cessation of tourism, #stayhome and 20:00 – 06:00 curfew
  - Estimated 85% falls in traffic flows dependent on route and location
  - Estimated 70 – 80% fall in patronage on metro and buses
- Where transport services still operating
  - Limitations on occupancy to provide social distancing
  - Frontline staff equipped with masks, gloves and sanitisers
  - Increase in cleaning and sanitisation of public areas
- Deep cleaning and sanitisation of roads and public transport
- Easing of regulations and use of some vehicles (e.g. Careem) to deliver food and essentials and free public parking for two weeks
- New regulations and penalties issued to ensure social distancing, but some ambiguities e.g. definition of an “essential” trip

# Impacts and Responses on the Road and Transport Network








- Dubai International Airport (World's busiest) virtually shut down
- Some slowdown in construction projects, including Route 2020
  - Delays to materials and components due to factory shutdown in China
  - No night shift on account of 20:00 – 06:00 curfew
  - Lower productivity due to returning OFWs self-isolating for 14 days
  - Impacts on labour buses due to social distancing guidelines
  - Specialist tasks deferred – Many experts from Spain, Italy and China
- Public agencies implementing office closures/Working from Home
  - Issuance of laptops and other equipment to work remotely
  - Access to corporate networks via VPN
  - Managers responsible for ensuring completion of tasks, deadlines & KPIs
- No decision on Expo 2020 at this point – Implications either way






# Effects on Our Company (Private Sector Perspective)

- Atkins is a global design, engineering and project management consultancy, part of the SNC-Lavalin Group which has over 50,000 people in 150 locations across the World
- In the Middle East, we have approximately 2,400 people, including 1,300 professional staff in the UAE across multiple sectors
- Like almost everyone else, we didn't see the COVID-19 Crisis coming in terms of the speed, global reach and severity of its impacts
- On 27<sup>th</sup> March, SNC-Lavalin withdrew its 2020 full year outlook to the markets
- The effects of COVID-19 on our business are seen globally, regionally and locally – as are the appropriate responses
- We know most of our competitors have seen similar impacts and are responding in a variety of ways

# Effects on Our Company in UAE (Private Sector Perspective)

Impact	Detail
Operations & Facilities 	<ul style="list-style-type: none"> <li>• Direct productivity impacts from staff self-isolating, sick or unable to work from offices</li> <li>• Offices progressively shut down in line with Government advice</li> <li>• Site operations and working at client premises severely disrupted</li> </ul>
Travel & Mobility 	<ul style="list-style-type: none"> <li>• International travel now requires top management approval (if indeed still possible)</li> <li>• Domestic travel (e.g. between Dubai and Abu Dhabi) similarly allowed only by exception</li> <li>• Work travel approved only for “essential” purposes only</li> </ul>
Workforce 	<ul style="list-style-type: none"> <li>• All staff whose job allows it are now Working from Home, some more easily than others</li> <li>• Homeworking presents issues of line management, productivity and wellbeing, especially for more junior staff who often live alone</li> <li>• Loss of the “social” aspects of working in the office environment and/or in teams</li> </ul>
Contractual & Regulations 	<ul style="list-style-type: none"> <li>• Still seeking to comply with contractual obligations and Government regulations</li> <li>• Clients generally flexible &amp; some Government requirements relaxed (e.g. Tender Bonds)</li> </ul>
Sales & Financial 	<ul style="list-style-type: none"> <li>• Increased risk of project cancellation, postponement &amp; delays between milestones</li> <li>• Major challenges to commercial and financial management of the business</li> </ul>

# Early Efforts in Mitigating and Managing the Impacts

Impact	Detail
Operations & Facilities 	<ul style="list-style-type: none"> <li>• Strengthening ICT for WFH, including VPN &amp; access to technical applications</li> <li>• Rapidly finetuning key communications platforms e.g. MS Teams, Zoom over Skype</li> <li>• Preparing precautions for office working when situation allows (e.g. deep clean, sanitiser)</li> </ul>
Travel & Mobility 	<ul style="list-style-type: none"> <li>• Investment in remote working and ICT will reduce need to travel in short- to medium-term</li> <li>• Corporate travel policies and procedures likely to change in the medium-term</li> </ul>
Workforce 	<ul style="list-style-type: none"> <li>• Almost daily updates cascaded via intranet, staff notices &amp; virtual team meetings</li> <li>• Regular staff check-ins to manage workload, provide updates and address issues</li> <li>• Strong emphasis on physical &amp; mental well-being (relating to lockdown as well as WFH)</li> <li>• Virtually replicating team socialising (e.g. Coffee Breaks, WhatsApp Groups)</li> </ul>
Contractual & Regulations 	<ul style="list-style-type: none"> <li>• Selective consideration of Force Majeure provisions within existing contracts</li> <li>• Close engagement with clients around workable, practical solutions (e.g. working off-site)</li> </ul>
Sales & Financial 	<ul style="list-style-type: none"> <li>• Withdrawal of financial outlook for full year 2020 (27<sup>th</sup> March)</li> <li>• Commercial and financial re-forecasting in progress</li> <li>• Stringent management of avoidable costs over and beyond the next three months</li> </ul>

# Longer Term Implications

- Right now we are in the midst of the Crisis – this will take all our time and attention for the foreseeable time-being
- There are various scenarios for duration of the pandemic, and the timing & form of any recovery – We need to manage uncertainty
- It now seems inevitable that some of the impacts of COVID-19 will be permanent and transformational, and we will see a “new normal” emerge
- Areas to consider include overall demand for travel, behavioral change, transport network management, office and home working practices, sustainable transport and supply chain management
- Emergency planning, business continuity, resilience and risk management also likely to receive much greater focus



# Some Challenges (Negatives) and Opportunities (Positives) – What We can Predict with Some Certainty at this Point

Challenges	Opportunities
<ul style="list-style-type: none"><li>• Falls in demand for transport services mean immediate and longer-term reductions in revenue and financial performance for operators</li><li>• Some functions, sectors and organisations cannot, or struggle to, Work from Home</li><li>• Some business continuity plans have been found not to be worth the paper they are written on</li><li>• Short-term business performance will be painful. Jobs will be lost and not all companies will survive</li><li>• Double whammy of COVID-19 and fall in oil price means short-term funding of capital projects may be hit hard</li><li>• Public agencies have already cut their budgets and likely to pass this onto suppliers in terms of project cancellations and contractual savings</li></ul>	<ul style="list-style-type: none"><li>• Whilst data is not available for UAE, there will have been major environmental benefits (e.g. air quality, carbon) and question is how to maintain these</li><li>• There is relief on congestion and public transport overcrowding resulting in operational efficiency</li><li>• WFH has gone better than expected for many organisations – this will inform future practices</li><li>• Some potential growth areas – Business resilience (done properly), digital services, sustainability</li><li>• Travel Demand Management – Why did we travel so much?</li><li>• Key capital projects and public expenditure will continue – and discipline of stronger prioritisation of resources and budget control should be maintained</li><li>• Restructuring of transport sector will eliminate weaker players and favour more resilient enterprises</li></ul>



A sunset scene with a bright sun low on the horizon, casting a golden glow over a body of water. In the background, there are silhouettes of palm trees and a building. The sky is filled with soft, orange and yellow clouds. The water in the foreground reflects the sun and the trees.

Dale Carnegie

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When fate hands  
you a lemon,  
make lemonade

# Thank You



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# Presentations

## Recommendations from PIARC TC 2.4 Road Network Operations and ITS



*By Valentina Galasso, Chair of PIARC TC 2.4*



# Introduction: RNO and ITS definitions

*Let's speak the same language*

*Road Network Operations is a strategic approach to optimising efficiency and effectiveness on existing and future road infrastructure, always aiming at safety and availability of the road network*

*Intelligent Transportation Systems are applications of ICT which aims to provide innovative services relating to different modes of transport and enable users to be better informed and make safer, more coordinated, and 'smarter' use of transport networks*

# The role of ITS and RNO systems in this critical period

*How well are we prepared to face an emergency situation?*

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

# Important take-outs from PIARC Technical Reports (1/3)

## *Basic concepts about ITS and their role in the value chain of Road Network Management*



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

WHY?  
NOW

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

*Click on the cover to go the PIARC webpage and download it*

# Important take-outs from PIARC Technical Reports (2/3)

*Low Cost solutions can be a valid option in time of need*



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

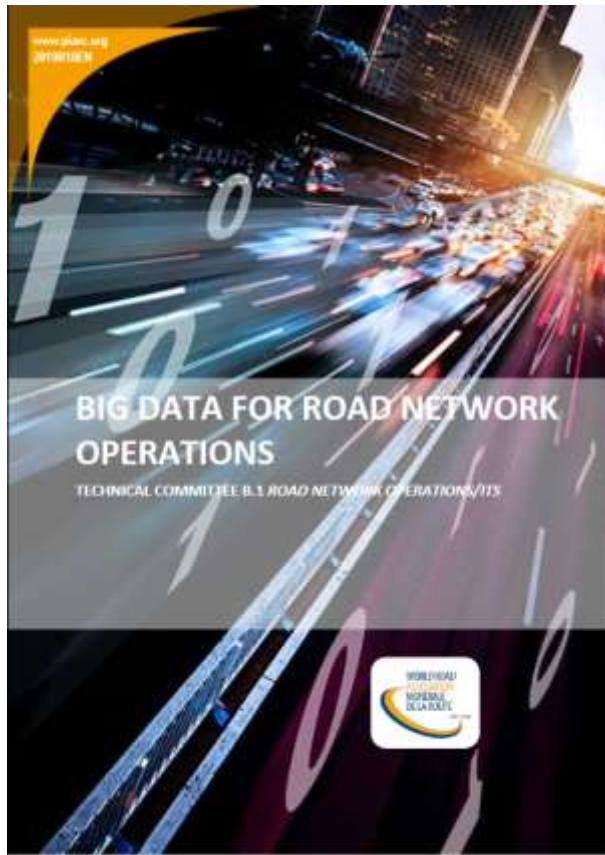
WHY?  
NOW

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

*Click on the cover to go the PIARC webpage and download it*

# Important take-outs from PIARC Technical Reports (3/3)

*The role of data is fundamental to support decision making*



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

WHY?  
NOW

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

*Click on the cover to go the PIARC webpage and download it*



# Conclusions

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



## Let's capitalize and share expertise

*Try not to reinvent the wheel. Look out into your professional network for similar experiences. It's the time to help and being help*



## Develop a strong, long-term vision

*Do not underestimate the power of planning in order to face emergency situations. Resiliency is not gained only on the field but it is also built up in time*



## Adjust to change and maybe rethink what's not working

*Some situations can help us to adjust to changes in terms of backgrounds and scenarios and understand better how we do need to face them*



# Thank you for your attention!



**Deloitte.**

**Valentina Galasso**

TC 2.4 Chair and Senior Manager @ Deloitte Consulting Srl

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# Presentations

Approach, measures taken and considerations on the virus/road situation in China



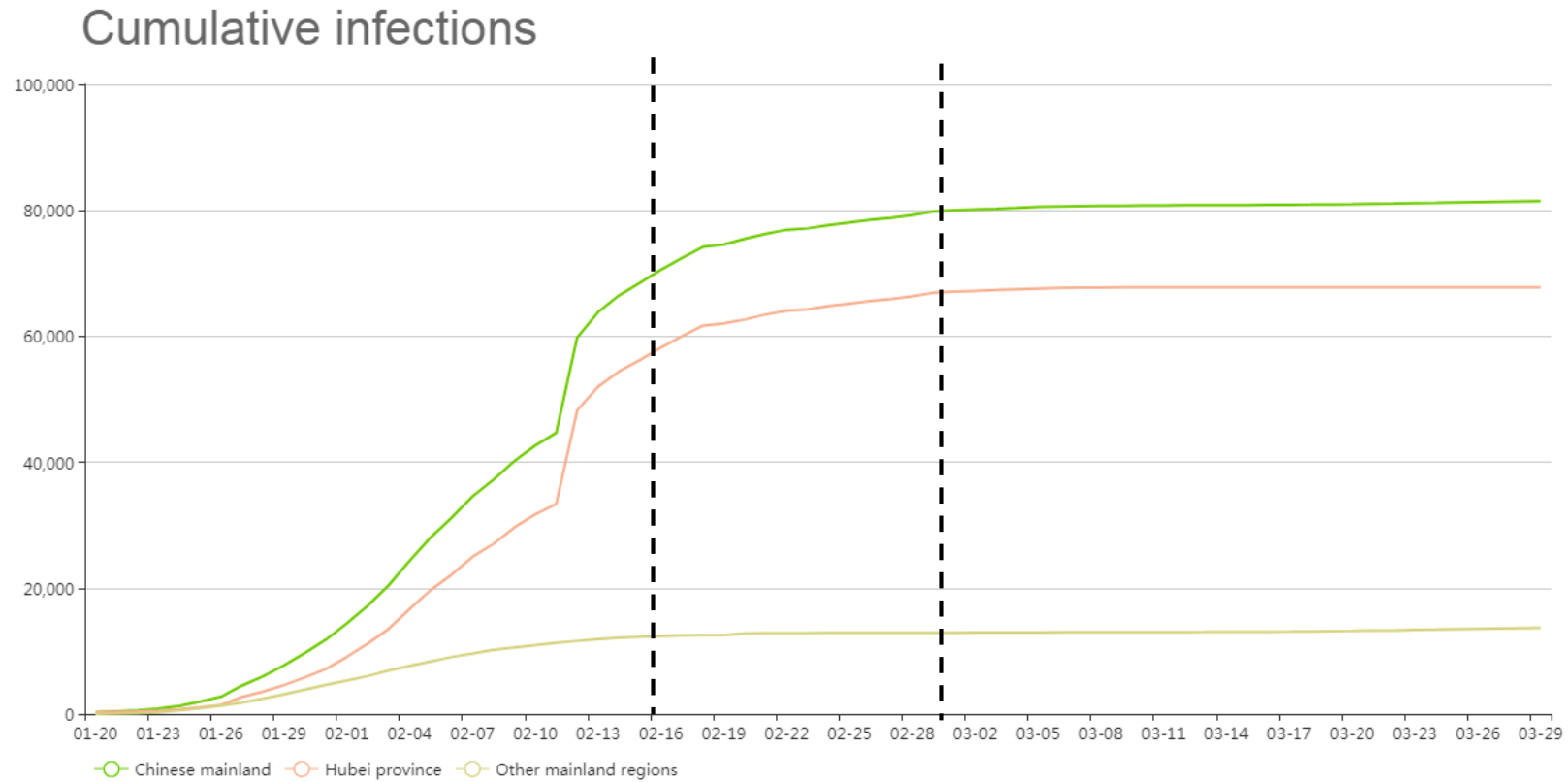
# Actions and Experience of Road Authorities in China During the COVID-19 Outbreak

- Doctor Wang Jian



- Researcher of China Academy of Transportation Sciences
- Member of A/E20- Performance Management Committee of TRB
- Do main research on Intermodal transportation, Passenger/Freight transportation, Transportation planning etc.

# Situation in China



# Situation in China

- **2 important events**

- **20/01/2020**— —National Health Commission: COVID-19 was classified as a class B infectious disease.

- **08/02/2020**— —The State Council: coordinate the prevention and control of epidemic diseases and the resumption of

# Situation in China

- **3 stages**

- Before 20/01——Local P&C stage: mainly in Wuhan and Hubei province.
- 20/01-08/02——National P&C stage: whole nation , do main work in epidemic prevention and control;
- After 08/02 ——Comprehensive stage: prevention and control, as well as the resumption of work

# Main measures in road transportation

- **Main measures (Ministry Of Transport)**
  - Issue protection guidelines
  - Support for emergency supplies
  - Return trip guarantee for migrant workers
  - The Motorway toll free



# Main measures in road transportation

- **Issue protection guidelines**
- Technical guidelines for disinfection of public transport (The State Council)
- Guidelines for health protection at passenger terminals and transport vehicles(MOT)
- Guidelines for prevention and control of COVID-19 outbreaks in passenger terminals and transport vehicles with region and grade classification (MOT)

# Main measures in road transportation

- **Issue protection guidelines**
- Railway, civil aviation, road passenger transport, urban public transport, urban rail transit, taxis, waterway passenger transport
- Terminals and Transportation equipment
- Disinfection, ventilation, transportation organization, personnel protection (temperature measurement, mask wearing rate), protection knowledge publicity
- High risk area, medium risk area, low risk area

# Main measures in road transportation

- **Road passenger transportation for example:**
  - **50% of the rated passenger load**, and guide passengers to keep a certain distance from each other.
  - **rear two rows as on-way isolation area**, effectively prevent cross-infection.
  - **set the observation station along the bus route**, in case of passenger fever symptoms.
  - **collect passenger information** through online ticket-seller system, scanning qr code online filling, etc., and promptly forward to the health department.

# Main measures in road transportation

- **Support for emergency supplies:**
  - **"Three exemption, one priority"** - inspection exemption, parking exemption, toll exemption, pass priority.
  - **simplify the handling of the vehicle pass**, the uniform style of the vehicle pass is provided through the government website, WeChat, E-mail and other convenient means for the carrier or driver, print and fill in locally.
  - **No 14 days quarantine** for drivers, stevedoring workers and other staffs providing support for short-term delivery of supplies to the affected areas.

# Main measures in road transportation

- **Return trip guarantee for migrant workers :**
- "specially-assigned person, special vehicle, special factory and special line", so as to achieve "point-to-point, one-stop" direct transport.
- **simplify the handling of the license for chartered vehicles.** The unified style of the license will be provided by convenient way such as government website, WeChat and E-mail for carriers or drivers, print and fill in locally.

# Main measures in road transportation

- **The motorway toll free:**
  - Toll free for **small passenger cars**.(since January 23)
  - Toll free for **vehicles transporting emergency supplies/medical/patient for epidemic prevention**, with convenient pass priority. (Since January 25)
  - Toll free for **chartered vehicles** transporting migrant workers organized by the local government to return to their posts ,with convenient pass priority. (Since February 7)
  - Toll free for **all vehicles** on the toll road.(Since February 17 to the end of the epidemic prevention and control work)

# Some Technology Applications

- **Digital pass - personal health code**
- Mutual admit between cities
- Whether effective isolation for 14 days
- Whether from high-risk areas
- Whether close contacts with infected person



# Some Technology Applications

- **Communication big data travel card**
- China mobile, China unicom, China telecom
- Check the travel information in the last 14 days
- Input: mobile phone number
- output: travelled city





# Some Technology Applications

- **Infrared temperature measurement**
- Transportation station, Highway service area, etc
- Non-contact temperature test



# Some Technology Applications

- **Bus code**

- Scan the QR code before you get on the bus
- Rapid correlation of passenger information, vehicle information, travel time, etc.
- Significantly improve the traceability efficiency of the outbreak, identify close contacts



# Some Technology Applications

- **Bus face recognition**  
**temperature measurement**
- Automatic face retrieval, lock the forehead area to measure the body temperature, less than two seconds



# Questions and Answers

Moderated by Christos Xenophontos



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# Conclusion and Next Steps



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

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# Thank you for your attention

- Further PIARC webinars are planned
- We are planning webinars in French and webinars in Spanish too
- <https://www.piarc.org/en/News-Agenda-PIARC/Coronavirus-PIARC-and-Covid-19>



# PIARC's Response Team: Contact details

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# Valentina GALASSO, TC 2.4 Chair

- Valentina GALASSO is a Senior Manager at Deloitte Consulting, where she leads a consulting team within Government & Public Services Industry, with a special focus on transport.
- She has 10 years of experience gained working with major clients in Italy and Europe and in project related with the design of supporting systems for road network management, business process analysis and reengineering in the transportation fields, consultancy on developing ITS solutions and designing monitoring and control systems.
- She holds degree in Industrial Engineering and Systems Engineering from the Federico II University in Naples-Italy and from the École Normale Supérieure Paris-Saclay-France.
- She's an active member of PIARC since 2012, she is now the chair of the TC 2.4 on "Road Network Operations and ITS" for Strategic Cycle 2020-2023.



# Yukio ADACHI (Japan)



- **Executive Director, Hanshin Expressway Engineering Co., Ltd., Osaka JAPAN**
- **Chair of PIARC Technical Committee “DISASTER MANAGEMENT” (2020-2022)**
- 22 Members and 12 Corresponding Members from 23 Countries

***Main goal is : Strengthening management technique for road disaster***

# Jonathan H. Spear

BA (Hons), MSc (Eng), DMS, FCIHT, CTPP



- **Organisation:** Atkins Acuity (Private Sector, UAE and WRA UK)
- **Current Role:** Director and Atkins Fellow, Transport Policy and Planning, Dubai
- **Associations:** CIHT (Fellow and Chair of Dubai Group)
- **Main Interests:** Organizational Development, Governance Structures and Processes, Emerging Technologies and Service Models, Transport Policy, Planning for Uncertainty
- **PIARC Role:** Chair of TC 1.1 Theme 2 (Role of Transport Agencies in Shaping Disruptive Technologies and Service Models) and Terminology Correspondent
- **Previous PIARC Focus:** Integrity, Multi-Modal Governance, Change Management
- **Family/Hobbies:** Married, Travelling, Photography, Hiking



# Saverio Palchetti

- Civil Engineer, Ph.D.
- ANAS S.p.A. , Italian National Roads Authority, Direction Institutional and Media Affairs – International Relations Office – Rome (Italy), [s.palchetti@stradeanas.it](mailto:s.palchetti@stradeanas.it)
- Representative of PIARC NATIONAL COMMITTEES
- Chairman of PIARC Task Force “ROAD INFRASTRUCTURE AND TRANSPORT SECURITY” (2020-2022), 13 Members, 7 Corresponding Members, 15 Countries



***Main goal is : embedding security into other 15 infrastructure and transport-related topics (PIARC Technical Committees and Task Forces)***

# Christos S. XENOPHONTOS, TC 1.1 Chair

- Assistant Director for RIDOT with over 33 years of experience in the transportation field as an Engineer, Project Manager and Administrator.
- Managed a number of critical functions such as, Contract Administration, Civil Rights, Highway Safety, Fleet Management, Performance Management and Professional Development and Training.
- Leads RIDOT's research and innovations areas, including the area of Connected and Autonomous Vehicles.
- Serves as Chair of PIARC's TC 1.1, Performance of Transport Administration, as co-Chair of TRB's A0010 Standing Committee on International Cooperation and as Vice-Chair of AASHTO's Committee on Performance Based Management
- English-Speaking Secretary for the World Road Association's (PIARC) Technical Committee A.1, Performance of Transport Administrations during the 2016-2019 cycle.



# José Manuel BLANCO SEGARRA



- Chair of Spanish Committee “Road Performance and Financing”



(ATC Asociación Técnica de la Carretera)



- Dean in Extremadura Region (Spain) of the National College of M. Eng. Engineers of Roads, Canals and Ports
- Past Chair of National Committee “Roads materials” (2000-2012)
- Past Chief of National Road Demarcation in Extremadura (2006-2019)
- Chair PIARC TC A.1 Performance of Transport Administrations (2016-2019)
- Current PIARC TC 1.1 Spanish-speaking Secretary
- Member of commission for drafting proposal of current Spanish Road Act, and now of its regulations.



# Thank you for your attention!



**Patrick Mallejacq**

**PIARC Secretary General**

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