



PIARC Online Seminar COVID-19 and roads

7 April 2020

Welcome!

Please keep microphones and
cameras off



Introduction to the Seminar

Miguel Caso Flórez

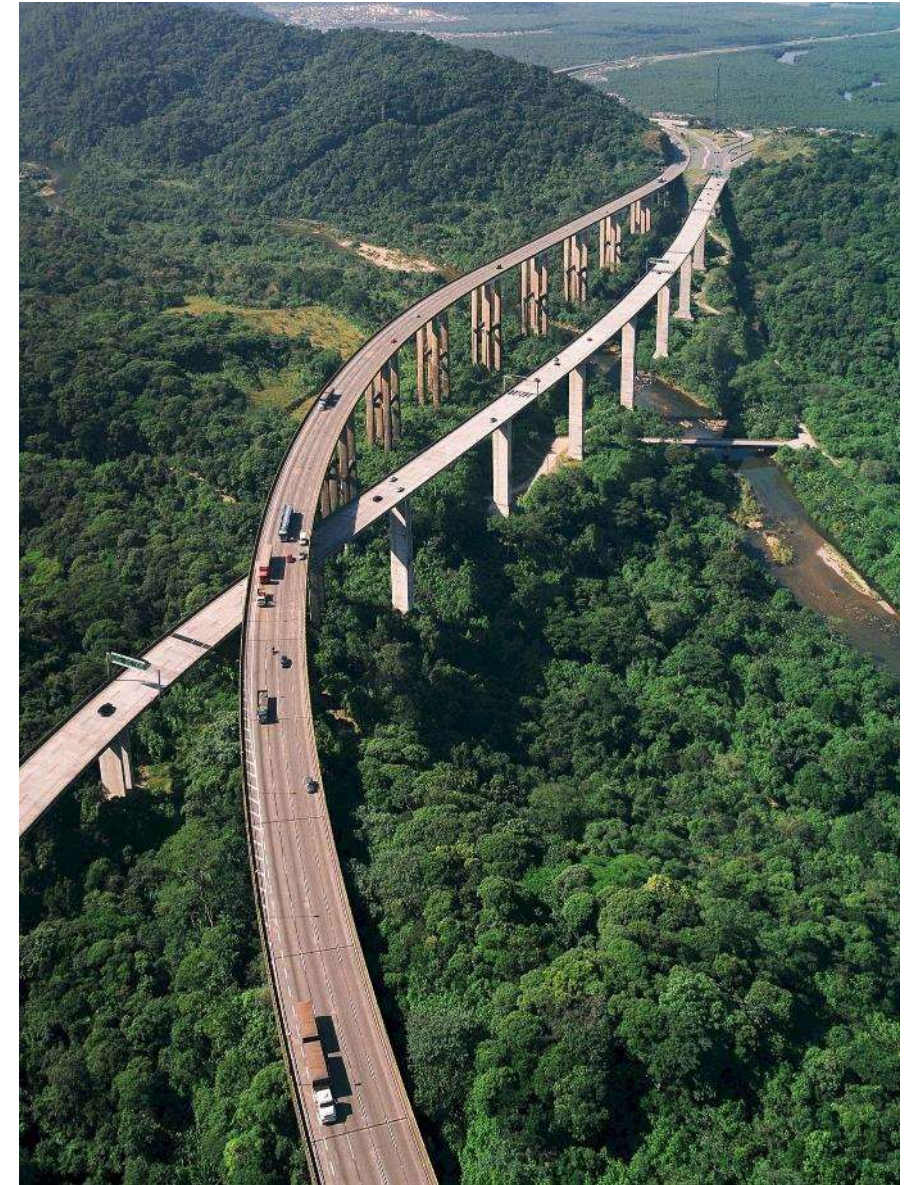
PIARC Technical Director

#PIARCCOVID19

April 2020

Index of the presentation

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



Participation in the Seminar.

- Your camera and microphone must remain off.
- If you wish you can ask questions in the chat. They will be answered at the end. José Manuel Blanco (Technical Committee 1.1) Miguel Caso (Technical Director) and Verónica Arias (Technical Advisor) will check the chat and ask the questions to the speakers.
- A limited number of questions can be answered.
- Close the chat to see the full presentations.

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

Further Seminars will be held in the coming weeks.

Seminar limits.

Disclaimer:

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

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

Objectives of the Seminar.

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

Program of the Seminar.

- **Introduction to the Seminar and presentation of PIARC.** Ing. Miguel Caso Flórez.
- **COVID-19 and roads in Spain.** Ing. José Manuel Blanco Segarra.
- **COVID-19 and roads in Colombia.** Ing. Juan Esteban Gil Chavarría.
- **COVID-19 and roads in Chile.** Ing. Ernesto Barrera Gajardo.
- **COVID-19 and roads in Paraguay.** Lic. Andrea Peris Yegros
- **COVID-19 and roads in Argentina:** Ing. Daniel Russomanno.
- **COVID-19 and roads in Mexico:** Ing. Roberto Aguerrebere Salido.
- **COVID-19 and roads in other countries:** Ing. Miguel Caso Flórez.
- **Questions and Answers**
- **Conclusions:** Ing. José Manuel Blanco Segarra.

Duration approximately 120 minutes.

What is PIARC?

- **PIARC** is the new name of the **World Road Association**
- It was **founded in 1909** as a non-profit, non-political association
- It has 124 member countries, regional members, groups and individuals.
- It is the first global forum for the exchange of knowledge, policy and practice on roads and road transport.

PIARC's four key missions

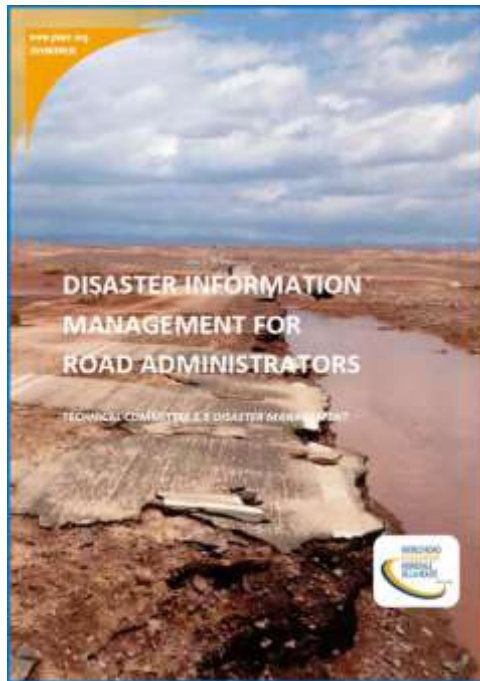
- To be a **leading international forum for the analysis and discussion of the whole spectrum of transport issues related to roads and related transport.**
- To identify, develop and disseminate **good practices** and **facilitate better access to international information.**
- Take due and full account in its activities of the needs of **countries with developing economies and economies in transition.**
- To design, produce and promote **efficient tools for decision making** in matters related to roads and transport.

The Association mobilizes for all this the experience and knowledge of 1,200 experts in 22 Technical Committees and Study Groups.

PIARC COVID-19 website

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

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



Key issues on COVID-19 and roads 1/2

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

Key issues on COVID-19 and roads 2/2

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

Thank you for your attention!



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- Questions and Answers
- **Conclusions:** Ing. José Manuel Blanco Segarra.

Duration approximately 120 minutes.

Measures taken in Spain in response to the COVID-19 pandemic as regards the road and transport sector

José Manuel Blanco Segarra

PIARC TC 1.1 Spanish-speaking Secretary
General Directorate of Roads (MITMA) (Spain)



José Manuel BLANCO SEGARRA



- Chairman of the "Performance and Financing" Committee



(ATC, Spanish Technical Road Association)



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



ISSUES ADDRESSED IN THIS PRESENTATION

- The increasing international cooperation and speed of response. Prediction that this situation will become disruptive and lead to permanent changes that will have to be determined and managed
- Declaration of alarm state in Spain on 14/03/2020. Transport is an essential service
- General measurements of alarm status for immediate response. Drastic 1st reduction in mobility (transport) of people and goods. Centralised control, however territorial management is not
- Additional reduction of mobility decreed on 29/03/2020. General suspension of works (2 weeks)
- Some adaptation measures and efficient management. The day to day to be kept as possible
- Some of the measures to protect workers in general
- Provision of services or facilities to transporters and workers in the sector
- Instructions from the General Directorate of Roads (incardinated in ministry MITMA):
 - ❖ Road staff in the offices and central services.
 - ❖ Road personnel "in the field" (in the road)
 - ❖ Road maintenance, essential service. Service Areas
 - ❖ Economic considerations regarding the suspension of contracts

THE INCREASING INTERNATIONAL COOPERATION AND SPEED OF RESPONSE

RAPID OVERVIEW OF PANDEMICS AND INCREASED INTERNATIONAL COOPERATION

	1830-1847	Cholera epidemics plague Europe	Diplomatic activity and cooperation
	1851	International Health Conference (Paris, France)	
	1918	World-wide pandemic of the wrongly called "Spanish flu", of origin discussed and spread in full I World War	Virus A subtype H1N1 did it start in 1915-1917?
WHO	1948	WHO Constitution	
WHO	1951 1973 1981	Adoption of International Health Regulations (IHR) Modified in 1973 and 1981 IRS in English, later renamed IHR (International Health Regulations) RSI in Spanish.	Initially intended for 6 serious infectious diseases. It has been amplified
	c. 90s 2002	Identification of Ebola hemorrhagic fever SARS-CoV Coronavirus Outbreak	SARS: Severe Acute Respiratory Syndrome
WHO	2005	New International Health Regulations	
WHO	2009 2014 2014 2016 2019	Influenza A: started in North America (H1N1 virus) Polio reappears in several countries in Asia and Africa Ebola resurgence in West Africa (started 1976 Zaire, Sudan) Zika started in Brazil (ZIKV virus) Ebola started in DR Congo (started 01/08/2018)	Public Health Emergency of International Concern (PHEIC) (ESPII in Spanish) prior to the current

INTERNATIONAL PANDEMIC COVID-19 DUE TO CORONAVIRUS SARS-CoV-2

P.R. China	31/12/2019	China alert: Wuhan Municipal Health and Sanitation Commission (11 million inhabitants, capital of Hubei) reports pneumonia of unknown origin	Pneumonia
P.R. China	07/01/2020 12/01/2020	Chinese authorities identify the agent of the outbreak Their genetic sequence is shared	SARS-CoV-2 Coronavirus
WHO	30/01/2020	Declared PHEIC (ESPII in Spanish) on the recommendation of the Emergency Committee	Calls for containment measures
Spain	10/03/2020	Ban on flights between Italy and Spain, except for State aircraft, or without the boarding or alighting of passengers, or cargo, medical ...	Council of Ministers Agreement
WHO	11/03/2020	Declaration of the COVID-19 pandemic as an international pandemic caused by SARS-CoV-2	Pandemic COVID-19

SPAIN DECLARES THE “STATE OF ALARM” FOR THE MANAGEMENT OF THE HEALTH CRISIS BY COVID-19

Mobility on the state road network: light vehicles: falls to 30% (10% weekend), heavy vehicles to 60-65% (50% weekend)

RD 463/2020	14/03/2020	Extensions by Parliament every 15 days. Extended on 27 March	Valid until 00:00h 12 April
		Competent authority: the Government of Spain	
The Ministry of Transport, Mobility and the Urban Agenda (MITMA) is one of the 4 leading ministries in management of immediate crisis response		Exercise of the alarm functions: 4 Ministers Defense, Interior, MITMA , and Health (which covers the areas of responsibility that do not fall under the other 3 Ministries)	Under the direction of the President of the Government Transport is essential
Maximum management agility and resolution capacity is needed		They are empowered to issue orders, resolutions and interpretative instructions of all kinds without the need for an administrative procedure. Activation of the Situation Committee (support body)	Ensure the provision of all ordinary and extraordinary services

DECLARATION OF “STATE OF ALARM” IN SPAIN (RD 463/2020 of 14 March)

<p>Ministry of the Interior Security Forces and Corps Civil Protection</p>	<p>All national, regional and local Security Forces and Corps are under the direct orders of the Minister of the Interior, who is responsible for the National Civil Protection System They may carry out checks on persons, goods, vehicles, establishments, etc. and prevent suspended services or activities Order INT/228/2020 of 15 March: convenes the CECO (State Coordination Committee) and establishes reinforced communication through the CENEM (National Emergency Centre)</p>	<p>Duty of the citizenry to cooperate. Sanctions in case of non-compliance, and arrests in case of recidivism or resistance.</p>
<p>Ministry of Defense</p>	<p>The competent authorities may require action by the Armed Forces, whose members shall have the status of agents of law enforcement officers (“agents of the authority”)</p>	<p>For compliance. Performance criteria established</p>
<p>Ministry of the Interior</p>	<p>It can order the closure to circulation of roads or sections, or restrict the circulation of certain vehicles without including, among others, those of Road Conservation and Maintenance (Order INT/262/2020 March 20 modified by Order INT/317/2020 April 2)</p>	<p>Road maintenance is an essential service</p>
<p>Subnational administrations</p>	<p>They retain their powers in the day-to-day management of their services, under direct orders from the competent authority (day-to-day must be maintained)</p>	<p>It includes skills in roads, transport, traffic...</p>
<p>Severe restriction on freedom of movement</p>	<p>It is forbidden to circulate (even walking or any other active way) on public roads and spaces, except for certain activities. Circulation will be Individually except to accompany persons with disabilities, minors, the elderly, or for justified reasons (subsequent Instruction of 19 March of the Ministry of Health allows persons with an autistic diagnosis that is aggravated by confinement, to circulate).</p>	<p>Only those facilities or services considered essential can be accessed. Internet, telephone, mail order purchases are encouraged...</p>
<p>Permitted trips and suspended activities:</p>	<p>Acquiring food, pharmaceutical products and basic necessities. Going to health centres, services or establishments Travel to the workplace (work, professional, business) Return to the place of habitual residence Assisting the elderly, minors, dependents, disabled, vulnerable (and feeding or veterinary care of domestic animals, Instruction of the Ministry of Health of 19 March) Travel to financial and insurance institutions Refuelling of fuels at service stations or petrol stations Force majeure, necessity and similar activities Several clients can be in the same establishment, but without crowds and at > 1m of employees (*) Tourist accommodation establishments suspended (Order SND/257/2020 19 March)</p>	<p>Subject to control and severe fines, including arrest All face-to-face educational activity suspended Prohibited to go to 2nd residences (great control in weekends) Suspension, except essential ones, of commercial, hotel (*), restaurant, bar, cultural, entertainment and sports establishments, etc.</p>

DECLARATION OF ALARM IN SPAIN (RD 463/2020 of 14 March)

<p>Safety devices in the transport network Support to operators of essential services Border control</p>	<p>The Security Forces and Corps will establish them (fixed or mobile) especially in places and times affected by restrictions, for compliance and sanctioning where appropriate. And, if required, they will support critical and essential service operators Since 17/03/2020: only the following are allowed to enter by land: Spanish citizens, residents in Spain, cross-border workers and force majeure or necessity. And also the entry by the borders is allowed to the transports of goods.</p>	<p>Order INT/226/2020 March 15: Performance criteria for the Security Forces and Corps Order INT/248/2020 March 16 temporarily reinstates border controls Order INT/270/2020 March 21: criteria</p>
<p>Traffic:</p>	<p>Disclosure of measures: http://nap.dgt.es Use of VSP to disclose restrictions</p>	<p>Order INT/262/2020 of March 20</p>
<p>MITMA's mission in inland transport</p>	<p>Authorised to issue the acts and provisions necessary to establish conditions for ordinary or extraordinary mobility services to protect persons, goods and places</p>	<p>For all means of transport, regardless who the competent administration is</p>
<p>Successive reductions in passenger transport operations Dynamic scenario: Discourage travel:</p>	<p>All operators (road, rail, air and sea) not subject to a public contract or PSO (public service obligation): reduce the total offer of operations by at least 50%. (70% by Order TMA/273/2020 23 March) All those in state competition subject to public contracts or PSOs: also except for suburban railways (not initially, now 20% peak and 50% off-peak hours) Adjustments to services must be made within 5 days at the most Order TMA/230/2020 15 March: authorises the Autonomous Regions and local authorities to set conditions and percentages of reduction, according to local circumstances. Order TMA/231/2020: mandatory message in online sales of transport tickets, discouraging travel</p>	<p>Need to ensure that citizens can access their jobs and basic services while maintaining a preventive safety distance from each other</p> <p>Specific criteria for communication between peninsular and non-peninsular territories and among themselves, plus later TMA Orders 241/2020, 242/2020, 246/2020, 247/2020, 254/2020</p>
<p>Suspension of administrative deadlines Suspension of legal actions and rights</p>	<p>Deadlines are suspended and the processing time of the procedures of the entities of the entire public sector (sector defined in Law 30/2015 on CAP, Common Administrative Procedure) is interrupted, except to avoid serious damage to the interested party or when the interested party agrees not to suspend As a result, almost all tenders are suspended. Suspension of limitation and lapse of actions and rights</p>	<p>The procedures referring to the state of alarm or indispensable for the services may continue.</p>
<p>Critical operators of essential services</p>	<p>They should take steps to ensure the provision of such essential services It includes measures for companies and essential suppliers for supplies and essential services</p>	<p>Includes critical infrastructure (Law 8/2011 of 28 April)</p>

ADDITIONAL REDUCTION OF MOBILITY (due to RD-Law 10/2020 of 29 March) (2 weeks)

Lightweight IMD has fallen from 30% to 20% (by the weekend it was already 10% and falling)

IMD of heavyweights has fallen from almost 60-65% to just under 50% (weekend already under 50%, now 40-25%)

Stopping of all non-essential activities:	For employees in the public and private sectors who do NOT provide ESSENTIAL SERVICES and whose activity has not been paralysed: regulates paid leave, compulsory between 30 March and 9 April and recoverable until 31/12/2020. Public employees: essential public services will be maintained	In order to further reduce population mobility and to make confinement more effective
Stopping of the works infrastructural	HAS NOW MEANT THE CESSATION OF INFRASTRUCTURE WORKS, WITH THE EXCEPTION OF MAINTENANCE, AND EMERGENCY ACTIONS	
Further reduction of urban and peri-urban passenger transport services Order TMA/306/2020 March 30	All public passenger transport services by road or rail, urban and peri-urban areas will reduce their offer of services and frequencies to a level of performance similar to a weekend. Administrations and operators will adjust schedules and frequencies as soon as possible	The actual use of intercity and long distance was already < 10%.

SOME ADAPTATION MEASURES AND EFFICIENT MANAGEMENT

Emergency processing	For all contracts to be concluded to protect people and deal with COVID-19	RD-Law 7/2020 of 17 March
Teleworking and ElectronicAdm. A	In the public and private sectors: promotion of teleworking. E-government is growing	
Electronic communic. broadband	Suppliers may not suspend or interrupt contracts	
Material verification of investments	Receipt (delivery) of works, services or supplies: When the "IGAE" (General Intervention Board of the State Administration) appoints a representative and, where appropriate, an adviser, it is authorised to do so without the assistance of such persons The system of permanent financial control may be applied instead of financial controller function	IGAE Resolution of 20 March Agreement C. Ministers 17 March
Vehicle registration and changes of ownership	Where a procedure necessarily requires non-teleconferencing, applicants may exceptionally sign a responsible declaration, to be completed within one month after the end of the state of alarm	Order INT/371/2020 April 2
Collaboration of public employees in certain areas that require reinforcement, in any administration	Active public employees may collaborate (face to face or not) in any other administration, in the areas of health, socio-health, employment, protection of vulnerable persons, etc. that require reinforcement of personnel, with the prior authorization of their superior. The will continue to be remunerated by their original organisation	RD-Law 11/2020 of 31 March

SOME OF THE MEASURES TO PROTECT WORKERS IN GENERAL

What is indicated here is in addition to preventive measures of all kinds that are being insistently publicized by the Health authorities

<p>Assimilation to work accident RD-Law 6/2020 of 10 March</p>	<p>Periods of isolation or contagion by COVID-19: they will be considered, as a situation assimilated to an accident at work, for temporary economic incapacity (Social Security)</p>	<p>To preserve public health (avoid hiding being sick) Validated March 25 by Congress Deputies</p>
<p>Protection of passengers and drivers of buses and transport vehicles with up to 9 seats</p> <p>Order TMA/254/2020 of 18 March (supplemented by TMA/278/2020 of 24 March)</p>	<p>On public and private buses: if the driver is not protected by a screen, passengers must enter through the rear door (unless the ticket is purchased on the bus). The row behind the driver's seat will be kept empty. Capacity limitation: In buses, no more than 1/3 of the seats may be occupied.</p> <p>In vehicles for the transport of persons up to 9 seats (public, private, individual) (taxi, rented vehicles with driver, etc.) for authorised journeys: maximum one person per row of seats, keeping the greatest distance</p>	<p>The issue of transport vehicles with up to 9 seats has clarified a question that was often raised: that of vehicles for transporting construction site personnel.</p> <p>In the case of taxis, minors, the elderly, the disabled, etc. may be accompanied.</p>
<p>Alternative specifications for PPE masks Resolution of 20/03/2020</p>	<p>The resolution of the General Secretariat of Industry and SMEs approves (after a joint work with the National Institute of Safety and Health at Work, INSST) alternative specifications to the PPE masks with European CE mark FFFP2 and FFP3 accepting with requirements the NIOSH_USA and the KN95_China</p>	<p>Due to the current severe shortage of CE marked PPE on the market Consider 4 scenarios</p>
<p>Purchase and distribution of masks, by MITMA</p>	<p>MITMA Order TMA/263/2020 of 20 March: centralised and emergency purchase of up to 8,000,000 masks to be distributed in the transport sector. Recipients: workers in risk areas, both in the public sector (all Administrations) and in the private sector, related to the transport of people or goods. Criteria in resolution of 2 April DG Transporte Terrestre (Official State Gazette BOE 3 April) Order TMA/292/2020 of March 26th of MITMA: idem for 5,000,000 masks</p>	<p>The transport of goods is essential for the supply (not only trucks, but also vehicles authorized for distribution)</p> <p>Includes buses, taxis and car rental with driver</p>
<p>Software applications Order SND/297/2020 of 27 March</p>	<p>The Digitalization and Artificial Intelligence SE (M. Economic Affairs and Digital Transformation) has been entrusted with the urgent development and operation of a software application that allows medical self-assessment and provides advice, geolocating the user and offering information and services Study of the mobility of people before and during confinement, applied to the health crisis: cross-checking data from mobile operators</p>	<p>And development of chatbot for use through instant messaging (WhatsApp and others); and development of informative web resources.</p>

PROVISION OF SERVICES OR FACILITIES TO TRANSPORTERS AND WORKERS IN THE SECTOR

The internal transport of goods for supply is carried out by road hauliers. They are essential

<p>Toilets and catering for professional drivers Order TMA/229/2020 of 15 March</p>	<p>Fuel supply establishments, and loading and unloading centres with toilets, should facilitate their use by "professional drivers". Establishments with catering services, food dispensers or kitchens will provide them with a catering service.</p>	<p>Objective: to facilitate the transport of goods throughout the national territory</p>
<p>Declares essential service, for accommodation and food for workers, to certain tourism establishments (hoteliers) Order TMA/277/2020 of 23 March</p>	<p>They will remain closed to the general public. These are various types of hotel establishments throughout Spain, forming a network Aimed at workers in essential services. It includes works and maintenance in the areas of road, rail, port, airport, etc. among others. Accommodation: published in BOE and on MITMA website https://www.mitma.gob.es/ Rest of the tourist accommodations: if open, can only accommodate the indicated groups</p>	<p>To be highlighted (in our sector): the drivers (transporters) of goods and passengers. They must provide toilet and catering services to carriers of goods, even if not housed.</p>
<p>Driving and rest times in transport of goods Resolutions of 16 and 26 March</p>	<p>It exempts the carriage of goods from compliance with the driving and rest periods laid down by Regulation 561/2006 of the European Parliament and of the Council if the daily breaks and rest periods are observed. Reduces the weekly rest and allows it in the vehicle if it is equipped for each driver and parked.</p>	<p>Resolutions of 16 and 26 March of the D.G. of Terrestrial Transport ("Transporte terrestre") of the MITMA</p>
<p>2 people in the freight cabin Opening of repair workshops Order TMA/259/2020 of 19 March</p>	<p>For goods transport: two persons are allowed in the vehicle cabin when necessary due to the type of transport Opening of repair and maintenance sizes: for goods transport and permitted transport (not for the general public). This should be understood to include vehicles for infrastructure maintenance and non-suspended works.</p>	<p>As with any other measure, the preventive measures indicated by the Ministry of Health (Ministerio de Sanidad) will be observed</p>
<p>Suspension of restrictions and controls in tpte. of goods Order INT/262/2020 of 20 March Order TMA/254/2020 of 18 March Order TMA/279/2020 of 24 March</p>	<p>Suspension of the special traffic regulation measures of the DGT (DG for Traffic) and the Catalan and Basque Traffic Services (measures which prevented lorry traffic) Suspension of special control and surveillance campaigns Automatic extension of driving licences and administrative authorisations for driving and vehicle traffic for up to 60 days after the end of the state of alarm Extension of CPC (certificate of professional competence) drivers' qualification cards for up to 120 days after the state of alarm (including for animal transport) and elimination of rest periods for animal protection Opening of rental offices without drivers: for the transport of goods</p>	<p>In order to ensure the supply of essential goods and the provision of supplies throughout the national territory</p>

**GENERAL INSTRUCTIONS FROM THE GENERAL DIRECTORATE OF ROADS (DGC)
IN RESPONSE TO THE HEALTH CRISIS CAUSED BY COVID-19**

CIRCULAR ORDER 1/2020 (18/03/2020) (as a result of the Alarm State)

https://www.mitma.gob.es/recursos_mfom/comodin/recursos/orden_circular_1_2020.pdf

CIRCULAR ORDER 2/2020 (30/03/2020) (as a consequence of RD-Law 10/2020 of 29 March)

https://www.mitma.gob.es/recursos_mfom/comodin/recursos/orden_circular_2_2020_dgc.pdf

They set out the provisions immediately applicable to the GD for Roads and detail how they are to be implemented in the various areas.

Dissemination of preventive measures: MITMA also disseminates them through its Intranet

Closure of the public service offices. Promotion of telematic work and telematic attention

Registration offices: as far as possible in a non-presential way. Only if necessary, shifts and coordinate with those of the Government Delegations and Sub-delegations

Staff with non-presential work (teleworking)

All public employees whose functions allow them to work remotely will provide the service from their homes, in the "non-presential work" mode.
They will be **connected to the work computer** via the FortiClient - VPN platform

Instructions for information exchange have been designed. Video conferences are encouraged

Staff with temporarily suspended functions unless required

All public employees who perform **functions that cannot be carried out in the form of non-attendance work**, and are not critical or priority (e.g.: drivers of official cars, by-laws, secretaries, etc.) **will remain at their homes** unless the owner of the management centre states otherwise due to the need for the service

The personnel whose tasks are basically "in the field" (the road) are at home, except for occasional visits to the road.

Critical or priority personnel:

They may exercise such functions in the "non-attendance" mode, going to the work units only if required by the Head of the management centre.
It includes senior management posts (the Director-General himself, the Assistant Directors-General, the Technical Director and the Head of Support Unit) **and also staff linked to:** security, building maintenance, communications, ICTs, and those required to ensure continuity.

Top management staff always connected via mobile and email

DG for Road (DGC) Peripheral Services

In the 15 State Road Demarcations: the Head of Demarcation will assess which minimum human team is indispensable to be present at some time for critical functions that cannot be performed in a non-presential way

Demarcation and Provincial Unit Managers always connected via mobile and email

Contract Directors and Highway Inspectors (and his team)

The Directors of Construction Contracts, Integral Conservation and Motorway Inspectors will make the **necessary supervisory visits and apply the instructions of the DGC**. These visits will be limited to the minimum necessary to carry out the necessary work

Still always connected
Requires a mobility permit as with other on-site jobs

GENERAL INSTRUCTIONS FROM THE GENERAL DIRECTORATE FOR ROADS (DGC)

Internal processing: it will be electronic because paper will not be served while this situation lasts.

Enhancement of telematic presentation in the official registers. Strengthening the use of the MITMA electronic headquarters

Law 8/2011 on critical infrastructure protection measures already established that **critical operators of essential services** must take the necessary measures to ensure the provision of essential services

Coordination with the DG for Traffic (DGT) and the Guardia Civil de Tráfico (Spanish military police): To help in everything necessary to carry out traffic control cuts, or definitive road cuts, actions typical of road maintenance, **without forgetting winter maintenance.**

Documentation for payment by companies: must continue to be issued normally

Tenders and awards: these are generally suspended so it seems logical that the Contracting Platform does not publish every suspension but **only those which, for certain reasons, must continue.**

Road maintenance:

The maintenance of state roads and their facilities in proper conditions of road safety **is an essential service** for the movement of people, postal service and goods

Instructions have been given for all Integral Conservation contracts (the entire state network except concessions)

It is an unavoidable obligation for companies to have at all times the necessary means to attend properly:

- **Road surveillance**
- **Accident and incident care (primary care)**
- **Communications**
- **Tunnel control**
- **Winter Service**

Such services shall be provided with the minimum necessary human resources (*)

While the situation lasts, other non-essential activities can be rescheduled.

(*) The human teams are being divided into as many as possible and trying to ensure that they do not have contact with each other, even at shift changes, and that they do not share vehicles or elements of any kind, and in any case, to make sure that disinfection is carried out to the fullest extent possible during each shift. Transmission of orders, news, etc. by mobile phone or e-mail.

As of March 30, each Conservation contract will schedule and declare the planned staff for each day and their tasks. The rest will be held at their home.

Service areas under the DGC, including concessions

Toilets: will be kept open, attended, safe and clean
Shops with food products, toilets, automotive, etc.: will remain open
 No food may be consumed inside the establishment
If they have catering services: they must provide catering or prepared meals to the transporters

All of this is especially aimed at attending transporters.

ASPECTS OF CONTRACT SUSPENSION (now general except for maintenance and emergencies)

Until the suspension of non-essential activities established by RD-Law 10/2020, the suspension of contracts for road works was at the request of the contractor and motivated by the impossibility of continuing due to the circumstances of the pandemic.

For 2 weeks, all infrastructure works, except for emergency works (of which site managers must inform if it is essential to continue) and maintenance, are suspended until Monday 13 April

In the suspended ones, the activities and indispensable means for guarding, custody, avoiding its ruin, and surveillance will be maintained, which the companies will communicate to the Contract Directors (the reference to be taken into account is the personnel that normally exists in a weekend).

The following instructions were originally foreseen (by RD-Law 10/2020) in the event that a contractor considered suspension. There were some local problems due to lack of materials or workers' accommodation; in addition, some Town Halls had stopped their public works, but not their private ones, in order to avoid possible large claims.

Today they are all suspended until April 13 (except emergencies and maintenance) so it applies to all of them:

Case of suspension of public contracts for works or services:

Royal Decree-Law 8/2020 of 17 March (validated by the Congress of Deputies on 25 March)

RD-Law 10/2020 of 29 March, has suspended all non-essential activities until 13 April

It includes measures for in cases of suspension of public contracts:

- **Contracts for public works, services or supplies whose execution is impossible due to COVID-19 or measures taken:** the contractor may request suspension and extension of the deadline.

If he doesn't receive a response within 5 days, he must understand that his proposal has been rejected.

If approved, the contracting entity must pay damages, but only the following, upon request and accreditation:

- Salary expenses
- Maintenance of guarantees and insurance
- Rental or maintenance of machinery or installations assigned to the contract and which cannot be used for any other purpose.

- In addition, **the building contractor, subcontractors, suppliers and providers must be up to date with their social and labour obligations.** And the contractor must be up to date with payments to subcontractors and suppliers
- **Works or service concession contracts:** the right to restore economic balance ("equilibrio económico") by extending the term (maximum 15 %) or amending the economic clauses of the contract.
- **The service or supply contracts necessary to guarantee the mobility and security of the infrastructure do not apply**

Thank you for your attention!



José Manuel Blanco Segarra

Spanish-speaking Secretary PIARC TC 1.1

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Program of the seminar.

- **Introduction to the Seminar and presentation of PIARC.** Ing. Miguel Caso Flórez.
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- **Questions and Answers**
- **Conclusions:** Ing. José Manuel Blanco Segarra.

Duration approximately 120 minutes.



Webinar in COVID-19 and roads

JUAN ESTEBAN GIL CHAVARRÍA

General Director

National Roads Institute – (Instituto Nacional de Vías INVIAS)

Colombia



07 APRIL 2020

EVOLUTION OF COVID-19 IN COLOMBIA

22nd January

Start of
Prevention
Phase



12th March

Declaration of
a Health
Emergency

9 cases



24th March

Declaration
Mandatory
Isolation

378 cases
3 deaths



6 April

1,579 cases
88 recovered
46 deaths



Start of
Containment Phase

First case
of COVID-19

06 March



First death by
COVID-19

196 cases
1 death

21st March



Start of
Mitigation Phase

906 cases
16 deaths

31st March



12 March: Ban on international passenger vessels.

17 March - 30 May: Closure of all land, sea and river borders in the country.

March 23 - April 21: Entry is restricted to any international traveler.

It does not apply for freight transport and the supply of inputs to the country is guaranteed.

SECTOR MEASURES ADOPTED BY THE COLOMBIAN GOVERNMENT TO ADDRESS THE COVID-19 PANDEMIC

1. Measures to address the crisis

2. Measures to reactivate the economy
(Infrastructure: country priority)

Measures for People
Measures for Companies
Project Measures
Measures for the Institutions

GOVERNMENT ACTION FOR PEOPLE

- Mandatory preventive isolation until April 13, 2020.
- Only the vehicles stipulated by Decree 457 of 2020 (health, food, medicines, emergencies, production chains, among others) will be allowed to travel on the roads.
- Location of safe and healthy points on the tracks, for the transporters.
- The employee is entitled to receive the salary.
- Subsidies for the vulnerable population (taxi drivers and construction workers).
- Protection of unemployed people through the contributions they made to their compensation fund.
- Withdrawing layoffs to compensate for reduced income.
- Implementation of work at home.
- Financial and tax assistance.
- Biosafety Protocols.
- Mobile platform for consumer protection.

GOVERNMENT MEASURES FOR BUSINESSES

- New deadlines in the tax calendar.
- VAT refund for some items.
- Payment of invoices to contractors.
- Increase in advances on construction contracts and cash flow guarantees.
- Special credit lines for corporate liquidity (cash flow).
- Strengthening of the National Guarantee Fund to leverage SMEs.
- Increases in terms and grace periods for debt payments.
- Control of price speculation and hoarding
- Temporary change of business activity focused on Health services.

GOVERNMENT MEASURES FOR PROJECTS

- Obligatory preventive isolation, except for emergency attention and road damages and infrastructure works that cannot be suspended.
- Suspension (partial or total) of all non-exceptional contracts.
- Review of the economic balance of contracts.
- Biosafety Protocol for Transport Infrastructure Projects
- Plan for the safe reactivation of the works.
- Prioritization of regional works to be restarted.
- Articulation with regional authorities.
- Regional supply plans for inputs and materials.
- Plan for structuring new projects (increase in investment in keeping fiscal rules)

GOVERNMENT MEASURES FOR INSTITUTIONS

- The institutions continue to provide their services.
- Implementation of Teleworking.
- Procedures that allow the execution of internal and external procedures that guarantee the continuity of the mission of the Institutions.
- Continuity of the Contractor Selection Processes.
- Creation of the Logistics and Transport Centre (Centro de Logística y Transporte)
- Exemption from toll collection.
- Creation of the Emergency Mitigation Fund-FOME (health and productive activities) (Fondo de Mitigación de Emergencias, FOME)

THANK YOU

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Duration approximately 120 minutes.



Webinar in COVID-19 and roads

Ernesto Barrera Gajardo

PIARC Strategic Coordinator

Theme 1: Road Administration

ernesto.barrera@mop.gov.cl

07 APRIL 2020

Rapporteur: Ernesto Barrera Gajardo



- Since 1995 Civil Engineer, University of Chile and working in the Roads Department of the Ministry of Public Works
- 1995-1997 Fiscal Inspector of Road Engineering Studies
- 1997-2008 Head of Road Management Department, Measurement, Analysis and Evaluation of Road Condition, Use of HDM and other Tools
- Since 2008, National Head of Conservation Department, in charge of conservation program by direct management, of road networks on service-level basis, and basic roads
- PIARC Strategic Theme Coordinator
- Cycle 2016-2019 STC Theme A Management and Finance
- Cycle 2020-2023 STC Theme 1, Road Management
- Member of the Strategic Plan Commission

Declaration of Constitutional State of Exception in Chile

WHO declared on 30/01/2020 the "public health emergency of international character" and on 11/03/2020 the global pandemic of COVID-19 triggered by the coronavirus SARS-CoV-2.

On **19/03/2020**, the Government of Chile declared a Constitutional State of Exception (State of Catastrophe) due to the public health crisis caused by the COVID-19 pandemic throughout the national territory, for 90 days.

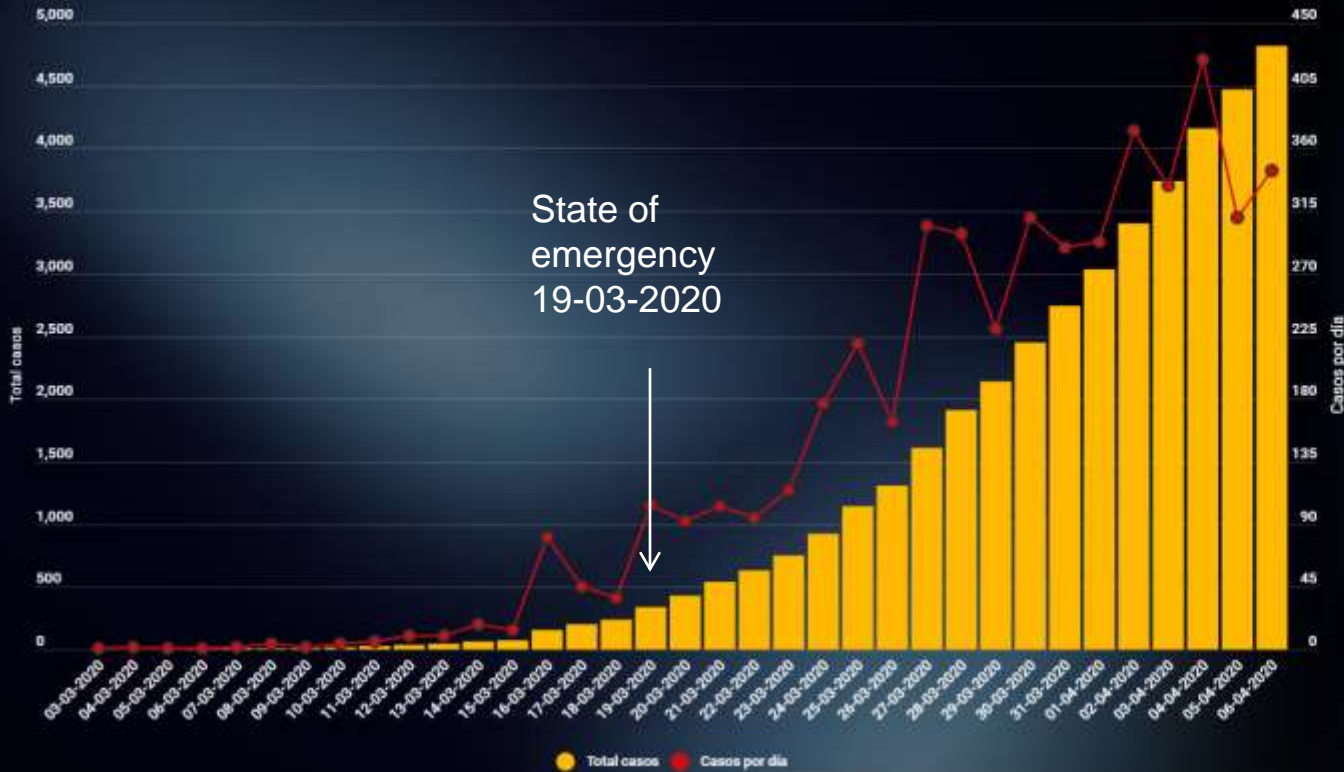
- It affects all people and all roads and means of transport.
- Meetings and mobility are restricted
- Borders with neighbouring countries only allowed for goods transport.
- Collaboration is the task of citizens.
- Health responsibilities are concentrated in the Ministry of Health
- Quarantines in specific zones



PLAN DE ACCIÓN
CORONAVIRUS
COVID-19

COVID-19 EVOLUTION IN CHILE

EVOLUCIÓN DEL COVID-19 EN CHILE



DF DIARIO FINANCIERO

4.815
CASOS CONFIRMADOS

344
CASOS NUEVOS

37
MUERTES EN CHILE

Fuente: Ministerio de Salud

Northern
Zone

Central
Zone

Austral-
Southern
Zone

<4

>100

State of Catastrophe in Chile - General Measures

- It goes into effect at 00:00 hours on Thursday 19-03, with a duration of 90 days and will allow, among other things, to protect the logistics chain and transfer of medical supplies and patients, safeguard borders and guarantee the production and distribution chain to ensure supply. It would also allow measures such as quarantines or curfews to be established.
 - Make hospitals and all health care sites safer.
 - Protect the logistics chain and transfer of medical supplies.
 - Facilitate the care and transfer of patients and medical personnel and the evacuation of people.
 - Safeguard compliance with quarantine and social isolation measures.
 - To guarantee the chain of production and distribution to ensure the normal supply of the population.
 - Protect and safeguard the borders.
- The carabinieri and military forces will carry out the necessary checks on persons, goods, vehicles, premises and establishments.
- The regional and provincial levels will maintain their operation, to keep the essential daily operations, always within the framework of orders from the national authority related to the care of people in risk areas and pregnant women.



General Measures - in other fields

- Closure of all types of educational, commercial, hotel, restaurant and bar, cultural and recreational establishments, shows and public events, etc., except those considered essential.
- Always avoid crowds and keep a minimum safety distance of 1 m between people and washing hands carefully.
- It is forbidden to drive (including walking or any other active mode) on public roads, paths, streets, etc., except by:
 - Acquisition of food or pharmaceuticals, health problems or force majeure or well-justified need
 - Travel to and from work
- The Ministry of Transport will generate the necessary conditions for restricted mobility, so that citizens have access to their jobs and basic services, and transport of goods to guarantee provisions.



Measures for passenger transport



- **Public or private passenger transport by road, rail, air and sea:**
 - National and international flights are restricted
 - Restricted shipping. Cruise ship passengers must maintain quarantine and are not allowed to disembark.
 - Rail transport is not restricted (but may be if the Metropolitan Region is quarantined)
 - Road transport is not restricted to freight.
- **Public transport.** The use of the BIP card (prepaid card for public transport) makes the interaction of passengers with bus and Metro drivers minimal. All drivers are protected by a screen.
- **Taxis and public transport:** use of these means of transport for the mobility of working people.
- **Sanitary customs were established** for several quarantined communes and mobility restrictions for people.
- The transport of goods is allowed to guarantee the supply

Measures for administrative activity

- **Some cities and communes or buildings are already blocked for health reasons.** In practice, there is restricted access to and from cities, with private travel restricted and controls and fines increased to prevent inappropriate travel, **including to second homes.**
- **Administrative activity:** to guarantee access to food and health, supermarkets and small businesses are allowed to operate, as well as pharmacies and health services.
 - Minimal staff for public attention.
 - Minimum of one meter between customers
 - Minimum number of customers within closed establishments

Measures of the Road Directorate (Dirección de Vialidad)

- **Priority functions:** available and connected at all times, via mobile devices and email. In addition to high-level management (and its support units), those related to security, information technology, communications and building maintenance
- **Non-presential work:** for all those public employees whose functions allow it (most of the Central level and Regional level staff), teleworking and use of **VPN, *Virtual Private Network***.
- **Stay at home:** those employees at risk (over 65 years old, pregnant women and health problems) whose functions are not a priority.
- **Presence at work:** the minimum necessary and whenever the health recommendations and the available means of protection allow it.



Measures for field staff

- **The tax inspectors** for works, maintenance and motorway concession contracts will be permanently available, connected via mobile devices, email and VPN, and will make the visits they consider necessary, trying to limit them (and always following health recommendations) and will immediately report any relevant incidents.
- **Provisional permission** for those who need to justify their movements in case of control by the Police.
- **Measures for Contract Management:** Tenders, awards, rescheduling, receipt of works and shutdowns

Measures for road works and maintenance

- **Priority:** Maintain connectivity, primary attention to accidents and incidents, communications, tunnel control, winter service.
- **Reinforced precautionary measures:**
 - Reduce the human teams.
 - Extreme preventive measures and disinfection of shared elements at the beginning and end of each shift.
 - Avoid crowding.
 - Use of relevant personal protective equipment
- **Contract cadastre, operation status and follow-up.** Periodically review the status of contracts, at least once a week.

Thank you for your attention!



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Duration approximately 120 minutes.



COVID-19

Discussion session



speaker

Lic. Andrea Peris Yegros
Communication Coordinator APC /
Communication Commission PIARC

developed by

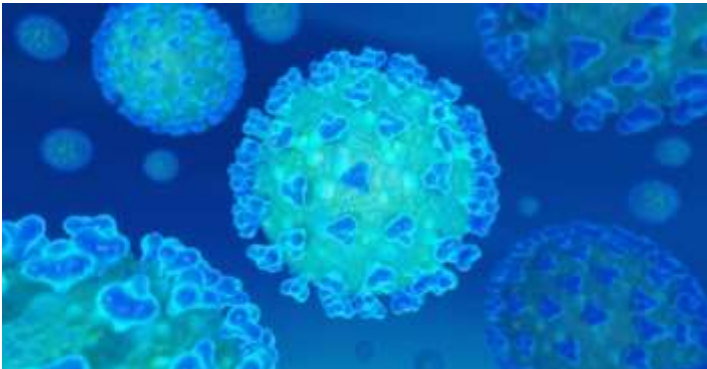
Juan Manuel Gómez Salas
MSc. Eng. Hugo José Florentín V.
MSc. Eng. Paul Sarubbi Balansa
Luis Gracia Campo, Env. Eng. Dora Amarilla,
Engineer Rocío Notario

Asunción (Republic of Paraguay)

07 April 2020

Advance of COVID-19 infections in the Republic of Paraguay

Official source: MSPyBS - Updated Monday 06-04-2020



Ministerio de Salud 
@msaludpy

Informe #COVID19

📍 Hoy procesamos 162 muestras, 2 positivo: 1 del exterior y 1 relacionada a caso confirmado.

📍 6 pacientes internados, 1 terapia y 3 recuperados, sumando 15. Resto aislamiento domiciliario.

📍 Total confirmados: 115.

#QuedateEnCasa 

#NosCuidamosEntreTodos

CONFIRMED

115

DECEASED

5

RECOVERED

15

Scope: Measures taken by the Paraguayan National Government with direct or indirect impact on roads and road transport

Ministry of Public Health and Social Welfare since 09-03-20

DECRETOS (COVID-19)

[Decreto N° 3442 - Acciones preventivas](#)

[Decreto N° 3451 - Horario Excepcional de Trabajo](#)

[Decreto N° 3456 - Emergencia Nacional](#)

[Decreto N° 3465 - Control migratorio](#)

[Decreto N° 3475 - MSP coordina planes y acciones de servicios](#)

[Decreto N° 3478 - Medidas Sanitarias](#)

[Decreto N° 3490 - Aislamiento preventivo hasta el 12/04/2020](#)

[Decree No. 3512 - New measures restricting general preventive isolation](#)



TESÁI HA TEKÓ
PORÁVE
Motenondécha

Ministerio de
SALUD PÚBLICA
Y BIENESTAR SOCIAL

■ TETĀ REKUÁI
■ GOBIERNO NACIONAL

Decrees No. 3478 and No. 3512

- Sanitary measures are established
- Provides for general preventive insulation until April 12, 2020
- It establishes the exceptions for the persons affected to the **EXECUTION of PUBLIC WORKS**



TETĀ REMBIAPO
HA MARANDU
Motenondécha

Ministerio
OBRAS PÚBLICAS
Y COMUNICACIONES

■ TETĀ REKUÁI
■ GOBIERNO NACIONAL

Resolution MOPC No. 469/20
Date 26-03-20

It establishes the implementation of sanitary measures in public works through an **Instruction Manual for personnel on routes MSPyBS Paraguay - COVID-19V.26032020**, made official by the MOPC for all public works.



Scope: Measures taken by the Paraguayan National Government with direct or indirect impact on roads and road transport



TETĀ REMBIAPO
HA MARANDU
Motenondcha

Ministerio
OBRAS PÚBLICAS
Y COMUNICACIONES

TETĀ REKUÁI
GOBIERNO NACIONAL

The Ministry of Public Works is the agency responsible for developing, proposing and executing the policies and provisions of the Executive Branch relating to infrastructure and basic services, for the integration and economic development of the country.



258 Works in progress



More than 75 000 workers



Implementation of a strict Health Control...



TETĀ REKUÁI
GOBIERNO NACIONAL

INSTRUCTIVO PARA PERSONAL EN OBRAS EN RUTAS

Ministerio de Salud Pública y Bienestar Social
COVID-19

Marzo, 2020
Paraguay



Scope: Measures taken by the Paraguayan National Government with direct or indirect impact on roads and road transport



The Ministry of Public Works has adopted action as main administrator of public road works, to collaborate and facilitate actions with Health authorities and government entities to achieve compliance with health measures.

Operation with MOPC equipment for street disinfection in cooperation with municipalities



Construction of two contingency hospitals (200 beds)

Infrastructure works in cooperation with Ministry of Public Health and Social Welfare

- LOT 1 INERAM
- LOT 2 Itaugua National Hospital

Start date: 25-03-2020

Delivery date: 23-04-2020



Scope: Measures adopted by the Paraguayan National Government with direct or indirect impact on roads and road transport



Implementation of protocols and sanitary measures in all Toll and Weight Control posts of the National Road Network



Meetings and Coordination of Actions with Construction Guilds and Companies. Dissemination campaigns were intensified



Definen acciones sanitarias a implementar en las zonas de obras

The commitment to the continuity of public works is guaranteed with the strict and systematic control of compliance with health measures to address the spread of COVID-19. Dissemination campaigns are intensified in the Guilds.



CUIDEMONOS JUNTOS Tomemos las medidas preventivas para evitar la propagación del COVID-19

- LAVATE LAS MANOS** con agua y jabón por 20-30 seg.
- EVITÁ** tocarte la cara con las manos sin lavar.
- EVITÁ SALIR DE TU CASA.** Excepto para cosas esenciales como supermercado y farmacia.
- DESINFECTAR** los objetos que tocamos con frecuencia como celular, picaportes, llaves, teclados.
- TAPARSE LA BOCA** con el pliegue del codo al toser o estornudar.
- EVITÁ COMPARTIR** artículos personales; tales como cubiertos, platos, vasos o bombillas.
- MANTENÉ** los ambientes ventilados.

Si **debes** de algún viaje es obligatorio realizar la cuarentena en la casa, no entregues fe visto de los demás

SI PRESENTAS SÍNTOMAS, COMO TOS SECA, FIEBRE Y DIFICULTAD RESPIRATORIA, QUÉDATE EN CASA Y COMUNICATE AL 154



Issue 1: Ensuring the health of workers and the safety of employees (case: public works roads)

In Public Works Roads



Personal hygiene with constant hand washing with soap and drinking water, body disinfection before and after working days, disinfection of personal transport units on site.
Increased frequency of cleaning and disinfection of camps

Meetings between people respecting a minimum distance of 1.50m, coordination between technicians for the effective control of compliance with health measures in the field and in the processing of food for staff.



Control and daily registry of corporal temperature of workers, Control of sanguine sanguine pressure with permanent medical personnel in the works.

Issue 1: Ensuring the health of workers and the safety of employees (case: civil public works)

In Civil Public Works



Provision of protective equipment: masks, mouth caps.



Education campaigns for good hand washing practices and correct use of protective masks for each type, including recommendations for final disposal.



Personal hygiene with constant hand washing with soap and drinking water, provision of alcohol gel. Intensification of camp cleaning and disinfection frequencies



Sanitary signaling of hygiene practices and expansion of the sanitary service sectors for hand washing, provision of soap, alcohol gel and paper towels, spray body disinfection.



Issue 2: Maintaining activity and continuity of service

Public passenger transport

The Vice-Ministry of Transport establishes hygiene and disinfection measures for each trip. Both users and drivers **must comply with the** hygiene standards recommended by the Ministry of Public Health and avoid crowding, limiting trips to only seated passengers, with **penalties for non-compliance by the** companies providing the service. The Highway Patrol and the military forces make their transport units available to the free service



Vehicle traffic restriction and road check

Limitations and strict controls of circulation on National Routes and Urban Areas, establishing circulation controls



Sanitary Control and Disinfection Barriers

Sanitary barriers of disinfection by spraying are implemented in some municipalities in prevention framework. **Border closure** established by the Government, only the entry of consumer products is authorized to guarantee the supply. **Isolation measures** (quarantine) are established for **Paraguayan citizens returning** from abroad at authorized border posts.



Issue 3: Impact on transport

Public passenger and freight transport

Measures taken by the Deputy Ministry of Transport, for long, short and medium distance passenger transport

DINATRAN also establishes measures for the transport of goods

The long-distance public transport **service is suspended for** Easter (from 6-4-20 to 12-4-20) to avoid the exodus of passengers to the interior.



Mobility of Remises, Uber, MUV and Taxis

These forms of mobility can normally circulate under the exceptions of Decree No. 3478/20 and its amendment with Decree No. 3512/20, with obligatory compliance with the health protocol.



Use of electronic ticketing and campaigns to use it

Electronic ticketing has been implemented by the Vice Ministry of Transport, **ensuring** that passenger interaction with drivers is kept to a minimum.

New campaigns are established to raise awareness of the use of this technology to avoid contact with the driver of each transport unit.



Issue 4: Impact on the economy and supply materials

Ensuring the supply of food and consumer products

The exceptions in Decree No. 3478/20 as amended by Decree No. 3512/20 **guarantee the movement of** suppliers of consumer goods and food supplies.

It also enables supermarkets, pantries, pharmacies and the logistics chain to operate under sanitary conditions.

The Ministry of Industry and Commerce, Capace, Capasu, ARPY and Bancard announce actions to promote online purchases and interest-free installment payment plans.

VAT is reduced from 10% to 5% on all goods of medical necessity

Securing the supply of fuel, petrol

The exceptions to Decree No. 3478/20 as amended by Decree No. 3512/20 **guarantee the operation of** fuel dispensing stations and gas cylinder distributors.

It also enables logistics chains (ports, river vessels, shipping lines, land transport of cargo) to provide customs services for loading and unloading goods.

Guaranteeing the supply of electrical energy and public services

The National Administration of Electricity **guarantees service without cuts during the emergency and extends for 15 days the maturity of the invoices issued**, without surcharge and with fractionation without interest

There will be no **meter reading**, no bill emissions.

The **Yacyreta Binational Entity**, in agreement with **ESSAP**, is building three wells to provide water in the Asunción Metropolitan Area.

Issue 5: Relations and collaboration with customers, users and other stakeholders (Stakeholders)

Relationship with road users National Road Network

Decree No. 3478/20, as amended by Decree No. 3512/20, establishes **restrictions on movement and** states that all residents must remain at their habitual residence or the residence where they are staying and may only make minimal and essential journeys to obtain food, medicine and cleaning supplies.

The MSPyBS **implements express tests of COVID -19** in drivers on the Costanera Avenue of the City of Asuncion, to look for confirmed cases



Cooperation with the Volunteer Fire Corps

The MOPC cooperates with the Volunteer Fire Department to carry out **disinfection and street cleaning** tasks in sectors with a high concentration of people, such as the Market of the City of San Lorenzo, with 20,000-liter capacity tanker trucks with propulsion pump equipment.



Call Center Line habilitation for suspicious cases (154)

The Ministry of Public Health and Social Welfare has set up a **call center line** to register suspected cases of COVID-19, and these people are assigned a link to their phones so that they can register via WEB APP.

For those who cannot be mobilized, the tests are carried out at home and for those who can be mobilized, they are called to the approved laboratories.



Issue 6: Safety aspects

Ministry of the Interior National police and Urban Police

The National Police **will apply strong sanctions** to those who fail to comply with total isolation and severe penalties for giving false information via social networks.

The National Police made available Patrol Officers for the **transfer of persons** during restricted hours.

The Ministry of the Interior provides that there will be **strict control of the movement of** people and vehicles during **Easter Week and it is forbidden to enter or leave Asunción or vice versa.**



MOPC (Ministry of Public Works and Communications) Highway Patrol

The Director of the Highway Patrol arranged for the **barracking of all national inspectors stationed at the** various zone headquarters and detachments of the institution.

Checks were intensified on routes with this measure from 5 April and will in principle be extended to 12 April this year.



National Armed Forces Military Forces

The Armed Forces carry out patrols in **support of the National Police** to enforce health measures. It provides **transportation for citizens** during the hours of restricted movement. **Permanent control at 27 border crossings.**

The Armed Forces reinforce the control at the borders and together with Migrations in Pedro Juan Caballero and Ciudad del Este.



Conclusion : The decision of the Government to continue the construction of Public Works, as this constitutes the **engine of the country's economy**.



The development and maintenance of road infrastructure **is an ally in times of crisis** because, by **keeping all roads passable, it** ensures access to health centres in departmental capitals throughout the country.

With the decision to continue the execution of public works, especially road works, a sector of the economy will continue to produce and receive resources to continue distributing to the rest of the economy, considering that the sector employs approximately 75,000 Paraguayans directly.



speaker

Lic. Andrea Peris Yegros
Communication Coordinator APC / Communication
Commission PIARC

developed by

Juan Manuel Gómez Salas
MSc. Eng. Hugo José Florentín V.
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Luis Gracia Campo, Amb. Dora Amarilla,
Engineer Rocío Notario

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Duration approximately 120 minutes.



COVID19 and Roads in Argentina

Daniel Gerardo Russomanno



PIARC Webinar

April 07, 2020

Situation of COVID19 and Roads in Argentina

Daniel Gerardo RUSSOMANNO,

Spanish-speaking Secretary of Technical Committee 2.4

"Road Network Operations and ITS" (RNO / ITS) (2020-2023)



- Spanish-speaking secretary of **PIARC** TC2.4 on "Road Network Operations and ITS -Intelligent Transportation Systems" for the 2020-2023 Strategic Cycle, being an active member since 2012; Member of the Board of Directors of the **Argentinean Road Association**; President of the Argentinean ITS Civil Association; Full Member of the Advisory Committee of the National Road Safety Agency; Full Member of the Transportation Committee of the Professional Council of Mechanical and Electrical Engineers COPIME; Full Member of the Council of the Energy Department of the Engineering School of the University of Buenos Aires, University Professor of Lighting Engineering FIUBA and post-graduate ITS, UTN,UNR; Member of ENAC, National Business Association for Productive Development, Professor of Electrical Engineering, FIUBA; Master in Business Administration, UADE; Specialist Technician in Project Management, Univ. Politécnica de Madrid; Postgraduate in Management and Control of Public Policies, FLACSO and Postgraduate in Transport Policies, UNSAM (f/t).
- Extensive work experience gained working in major national and multinational private companies in Argentina, Germany and Spain, in various hierarchical stages and managing industrial and technological road projects and public works and services in all its phases: business model, design, planning, costs, quality, risk analysis, costs/benefits and scenarios, marketing, programming, execution, commissioning, operation, maintenance and dismantling, management and finance. He also worked in the public administration as ITS Project Coordinator in the Road Concession Control Body and Division Chief in the National Road Directorate. National and international lecturer on ITS, Mobility, Road Safety and Electrical Engineering.
- Currently, Director of K- Pax Consulting S.A., leading a multidisciplinary team of professionals for engineering projects, ITS, energy, integrated project management, business administration and management, control and specification of systems, technical products and services, public policies and transport policies.

Agenda

Objectives

- To guarantee as far as possible the health and safety of employees and users,
 - Maintain activity and continuity of service.
 - Managing the impact on transport
 - Manage the impact on the economy, on the supply chains (management and control) and the reactivation of the economy post-COVID19
 - Managing relationships and collaboration with stakeholders. Control borders.
 - Improving Road Safety
 - Monitor the degree of compliance of the road sector and users
 - Boosting technology support (ITS, computer applications) for road management during and after the crisis
- ✓ Present situation
 - ✓ General measures
 - ✓ Transport and road measurements
 - ✓ Results
 - ✓ Images
 - ✓ Conclusions as acted upon
 - ✓ General and STI reflections

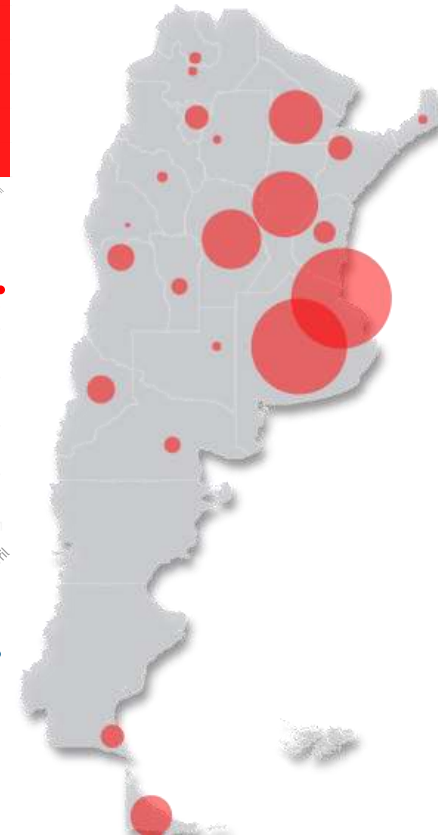
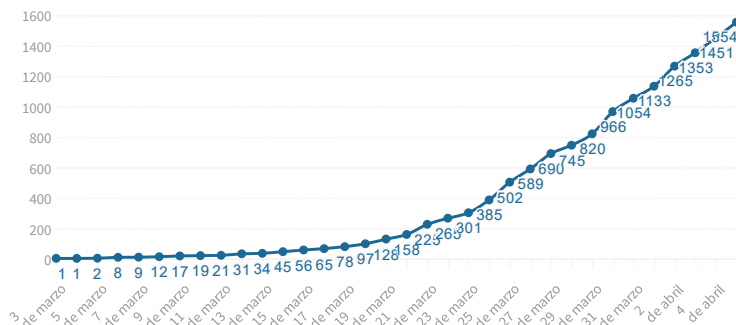
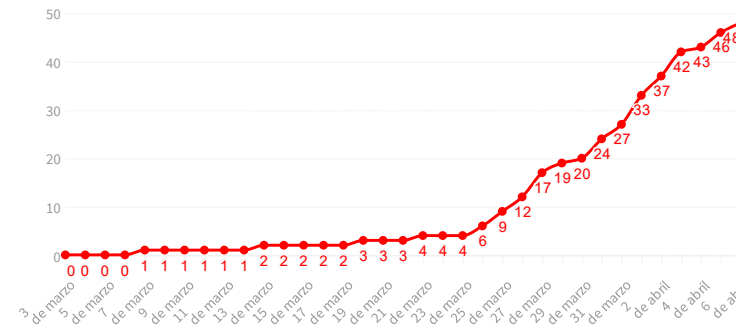
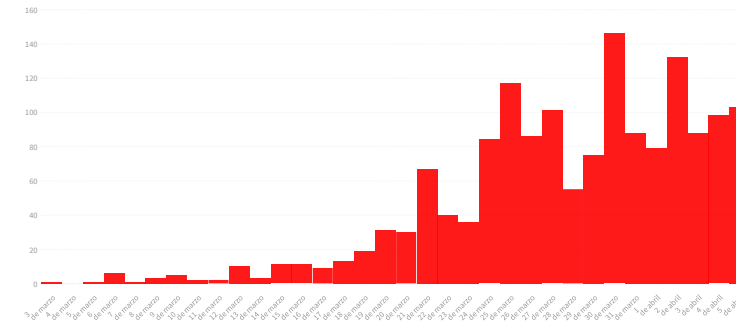
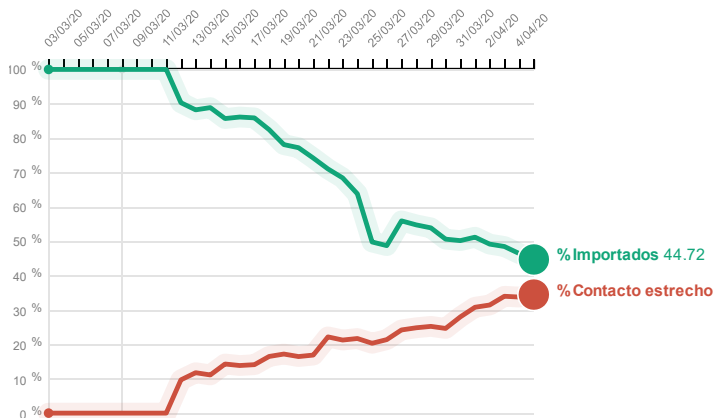
Status 05-06/04/2020

Confirmed	Imported	Close contacts of confirmed cases	Community circulation	Epidemiological research	Deceased
1.554	695	536	148	175	46

- **Age distribution:** The average age is **45**. Age range: (20-59).
- **Distribution by sex:** women (43%) and men (57%).
- **Evolution:** 325 recovered patients
- **Today:** 103 new cases.
- **Discarded cases:** >7,135 (by clinical/epidemiological criteria)

The beginning:

- ✓ Day 1: 3 March 2020: 1st case in Argentina. Crisis Committee.
- ✓ Day 2: Supervision of passenger entrances and recommendation of isolation to travelers.
- ✓ Day 4: Social Distancing Recommendation



Sources: Daily morning report no. 44, Ministry of Health www.infobae.com

National Government measures until 29/03/2020

- ✓ 11/3 Restriction of the entrance of foreigners coming from the affected areas and readjustment of the academic calendar.
- ✓ 12/3 Expansion of the health emergency
- ✓ 13/3 Prevention measures, Licenses for Public Administration workers and **Prevention measures for National Public Transport**
- ✓ 14/3 Protocol for the hotel sector
- ✓ 15/3 **Preventive licensing for the educational community and suspension of face-to-face classes**
- ✓ 16/3 Suspension of union elections, Prohibition of entry of non-resident foreigners; Declaration of days off for legal proceedings; Regulation of the price of alcohol gel; Licensing and remote work in the public and private sectors; **Teleworking and ART**
- ✓ 17/3 Suspension of benefits for persons with disabilities; **Guarantee of supply - health emergency**; General Inspectorate of Justice: suspension of time limits; Protocol for attention to the public and Medical Commissions
- ✓ 18/3 COPREC: suspension of hearings and deadlines
- ✓ 19/3 Preventive measures by the Ministry of Health; Suspension of administrative deadlines (INAES); Suspension of deadlines - administrative procedures; **Total compulsory quarantine and criminal prosecution of offenders**; Employer contributions and taxes on debits and credits; Maximum prices for 30 days; Suspension of civil and commercial mediation hearings
- ✓ 20/3 **Tasks during quarantine**
- ✓ 22/3 **Exceptions for assistance to the elderly**
- ✓ 23/3 Family Emergency Income
- ✓ 24/3 Suspension of services and closure of bank accounts
- ✓ 25/3 **Use of the COVID-19 application is mandatory for all persons entering the country**
- ✓ 26/3 Extension of the scope of the ban on entry to the territory; Extraordinary payment to health personnel
- ✓ 29/3 Mortgages: price freeze and suspension of foreclosures; Rentals: price freeze, suspension of evictions, contracts extended to 30/9

Measures in the road sector

✓ **Free circulation:** March 20: Suspension of the collection of toll rates for all the Concession Contracts of the Road Corridors and Access to the City of Buenos Aires until March 31, 2020. and April 1 is extended to April 13.

✓ **Teleworking:** Both public and private road administrations carry out teleworking.

✓ **Tasks on call:** corrective road maintenance; user care, firefighters, medical assistance and surveillance;

✓ **Essential services:** Truck circulation and opening, hygiene of toilets in toll stations and fueling stations for drivers.

✓ **Road concessionaires:** Establishment of protocol for employees and family members. Provision of alcohol gel, chinstraps and gloves, thermometers for taking temperatures for the personnel who enter daily.

✓ **Works:** there is a plan for after the mandatory quarantine.

Road safety:

✓ Guards in Victim Services and Systems;

✓ Delivery of notebooks to staff;

✓ Postponement of the expiration of driver's licenses, medical certificates and INTI extended the expirations of the certifications of speed measuring devices such as cinemometers.

✓ All temporary restrictions on the movement of cargo were lifted.

✓ We participated very actively in the controls (ANSV, CNRT) to prevent quarantine violations on routes and accesses to Ciudad de Buenos Aires .

✓ Special lanes were established at the toll booths for the transit of cargo, others for health personnel, security forces and other persons engaged in priority tasks.

✓ A road safety course for enforcement officers with knowledge assessment was published on the networks but the course for transporters was suspended.

✓ The reduction in traffic resulted in an evident decrease in the number of beds occupied by road accidents.

✓ It is difficult to know the number of violations and there were many removal of vehicles for violating the quarantine...

Transport and other public measures

- ✓ Unique Certificate of National Circulation
- ✓ Transporters' federations prepare crisis committees and action protocols with monitoring (e.g. FADEEAC, FETRA, etc.), .
- ✓ Framework agreement between Ministry of Transport and Argentine Red Cross (Cruz Roja Argentina)
- ✓ Ministry of Environment and Sustainable Development creates Protocol on hazardous or pathogenic waste
- ✓ Suspension of Trains, Long Distance Buses, Domestic Flights, Ports (Argentine and residents only). Other jurisdictions are invited to take the same measures.
- ✓ International cargo transport is in operation, with hygiene protocol for drivers.
- ✓ Increased supply of beds (private hospitals, sports stadiums, clubs, etc.)
- ✓ Acquisition of medical equipment and supplies (personal protection, laboratory (>50,000 reagents), intensive care, ambulances)
- ✓ Vaccination against pneumococcus and influenza (13.6 million doses, 1.5 million more than in 2019)
- ✓ Rescheduling of medical and surgical appointments
- ✓ Recruitment of health workers
- ✓ Economic incentive for health personnel
- ✓ Economic aid, credits and tax deferral for single-tax payers, SMEs, vulnerable people and retirees; maximum price program.
- ✓ Joint programme between the Ministries of Innovation, Science and Technology and Production for the national manufacture of necessary products (chinstraps, respirators, rapid COVID19 detectors and the possibility of direct participation of SMEs, in the provision of services, etc)
- ✓ Resumption of public works (mainly.: housing, hospitals and roads)

Measures in the Metropolitan Area of the City of Buenos Aires

Full operation of Public Transport

- Interjurisdictional and interministerial coordination to unify the vision and the way of communication to the operators
- Protocol of care for workers and for the provision of goods.
- Hygiene procedures for transport units and their drivers.
- Establishing distances between passengers and drivers; not using the first seats and open doors

Non-essential travel:

- Work: Judicial Recess; Teleworking and Rotation; Suspension of non-essential activities (46%)
- Study: Suspension of face-to-face classes (21%)
- Traffic; Extension of deadlines; Suspension of face-to-face meetings; Flexibility of schedules (7%)

Essential travel:

- Health: suspension of direct task shifts and analysis of indirect tasks (7%)
- Others: Reduction of accompaniment to children and elderly and vulnerable people. Purchases: only of basic needs (only one person from the family group). (19%)

Discouraging rush hour travel

- Recommendations to avoid rush hour for risk groups and those over 60. Flexible schedule for high-volume vehicle generators; Improvement of public transport supply in valley hours.

Promotion of modal shift

- Promotion of modal shift to bicycle or walking; Encouragement of private car use; Free parking; Free movement in usually restricted areas.

Restrictions

- In buses only seated passengers; In subways :we guarantee the transfer between main stations in headers and main. Priority is given to stations near hospitals.

Results

City of Buenos Aires;

Qualitative;

- ✓ Good coordination between the national and subnational governments led in a crisis committee by the national Ministry of Health.
- ✓ A percentage of citizens did not understand the seriousness of the situation at the beginning (currently 15%)

Quantitative;

- ✓ Reduction of approximately 52 % of passengers in the subway per day 13/03
- ✓ Reduction of approximately 30% of passengers in buses per day 13/03
- ✓ 29% increase in bicycles
- ✓ 8% increase in internet usage
- ✓ Low increase in private vehicle use

Other measures taken



- Suspension of the service of transport of passengers by combis.
- Suspension of toll collection on urban motorways .
- City access closures with exceptions.
- Suspension of the skateboard and bicycle service
- Suspension of the parking service measured with a crane guard

Argentina



Some Images: Everything Changes



Mandatory Quarantine



Mandatory Quarantine



Military trucks



Use of ITS



Police Control



Bus Design



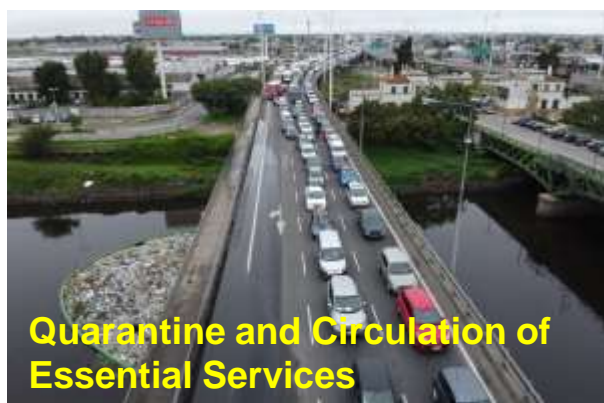
Bus Control



Use of ITS



Metrobus Stop/ Use of ITS



Quarantine and Circulation of Essential Services



Control of freight transport



Quarantine and Circulation of Essential Services

Conclusions based on the experience gained so far

- ✓ Creation of Crisis Committees.
- ✓ Establishment of Mandatory Quarantine for flattening the infection curve. Apply knowledge in **Operations**.
- ✓ Telework and Teleconferencing in education, work tasks, meetings, events, etc.
- ✓ Social distancing in public transport of passengers and with the fulfillment of protocols in the transport of passengers and loads, with respect to disinfection and hygiene in each trip and daily.
- ✓ *Mandatory control and testing of temperature and individual COVID 19 in strategic points and groups and immediate isolation.*
- ✓ *Digital Indicator Analysis: number of reproductions at a time or actual transmission rate of the virus at a time, which varies according to measures to control the epidemic (quarantine and isolation protocols, travel restrictions, school closures, physical distancing, use of face masks) and mobility of people.*
- ✓ *Massive acquisition of rapid detection equipment*
- ✓ *Implementation and use of an effective ITS Architecture:.*
- ✓ *Connectivity and Mandatory Exchange of Sensitive Data between Multidisciplinary Stakeholders (Open Routes)*
- ✓ *Effective articulation of Transport, Technology and Logistics to the Health Service.*
- ✓ *Promote Research and Development in Science and Technology applied to National Productive Development*
- ✓ *Promote agreements for joint work between schools, universities, governments, corporations, SMEs, unions, NGOs, and society with common objectives for the general welfare*
- ✓ *To create an effective program of public works, economic aid and technological development of SMEs, also for the Productive Development with increase of the employment with added value.*

General Reflections and on ITS

- ✓ Establishment of an **ITS Architecture**: functional, physical, organizational, with clear rules and standards, **BASED ON THE WELL-BEING OF PEOPLE**
 - ✓ Articulation: private (Roads, Telecoms, IT, Energy) and public sectors, field equipment, divisions (Health, Fire, Security; DNV, CNRT, ANSV, etc), jurisdictions.
- ✓ Regional ITS Management Centres (project exists since 1994)
 - Real-time communication between Management Center and field equipment. Telemetry, Fiber optics.
 - Communication between Management Centres (road, transport, logistics, health, safety, assets, works, maintenance, connected and electric vehicles, C-ITS collaborative systems, Telemetry, Optical fibre
 - Open, public and free communication protocols
 - Big Data, AI, IoT, V2V, I2V
 - eCall-like system with GPS and telemetry
 - Environmental data, road accidents, transit, weights and dimensions, type of cargo, hazardous cargo, suspicions, logistics, PT dispatch, face detection, ANPR, ADR, CCTV, TC, WIM, ETC, etc.
- ✓ Non-Manual Toll (Free Flow Trend) and Dynamic Weighing (WIM Trend) Stations
- ✓ VMS Variable Message Signs: on routes, bus stops
- ✓ Electronic payment: via smartphone (QR, NFC, other contactless technologies)
- ✓ Individual and group ad hoc apps (integration with privacy protection systems: SUBE, GPS, Waze, Google Maps, Moovit, etc; Public Transport: arrival and departure times; Symptom detection; Messages: WhatsApp, WeChat, etc; transport via bike, Uber, taxi, remise, electric, etc; health management with tests carried out, infected people, cured people, suspects, healthy people, video cameras, teleconsultations; individual identification, permits, routes; referrals to hospitals and other integrated)
- ✓ **Rethinking the design, execution, operation, safety and maintenance of road infrastructure and transport**: What/How! New action protocols, hygiene and safety, distances, controls, establishment and monitoring of new and useful KPI's. Risks and scenarios. Concepts such as Technology and Mobility at the service of people's well-being must be included in the current obsolete technical specifications.
- ✓ **You cannot always do the same thing and expect different results**: you must implement an intelligent use of ITS technology: functional, multidisciplinary and integrated. It is essential to invest in its Research and Development for national productive development. Better ITS, Better Transport, Better Economy.
- ✓ **The economy cannot be above people's lives: the** crisis must be managed while building the future. Human beings will have to adapt to the new order, to the new culture. Strong and present state.
- ✓ **Not all roads lead to Rome**: Always plan the road infrastructure with a systemic vision: remember that planning precedes and presides over action.
- ✓ **The world will no longer be the same after COVID19**: Cooperative systems of road and transport infrastructure must be created based on data, values and true evidence of solidarity, altruism, collective intelligence, cooperation, ethics, empathy, common sense objectives, resilience, and especially equality and social integration, **Knowledge**,

Thank you for your attention!



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- **Conclusions:** Ing. José Manuel Blanco Segarra.

Duration approximately 120 minutes.



Mexico's actions to address the COVID-19 pandemic

Roberto Aguerrebere Salido

General Director of the Mexican Institute of Transport (IMT)

First Delegate of Mexico, PIARC.

Querétaro, Mexico

April, 2020

Evolution of the COVID-19 Pandemic in Mexico

28 Feb
Detection of
the first case
of coronavirus



24 Mar
Start of phase 2



As of April 3, 2020, a total of 1688 confirmed cases and 60 deaths associated with COVID-19 have been reported in Mexico.



- 23 Mar**
- Start of the Distance Healing Day
 - Suspension from school activities



- 30 Mar**
- Health Emergency due to Force Majeure
 - Non-essential activities are suspended until April 30th.

Operation of cargo road transport in response to COVID-19 contingency

- The ITM publishes "General recommendations for the continuity of the road transport service":
 - Communication with partners
 - Communication with customers
 - Care for operators/drivers
 - Work at home
 - Self-care and mental well-being
- The SCT* issues "Recommendations for Motor Carriers Using Paradores, Warehouses and Loading/Discharging Terminals, for the Chambers and Associations of Carriers in Mexico".
- CANACAR** announces program to organize the supply, face the health emergency and maintain employment. (*#HéroesCOVID19*)

*SCT: DGAF: Dir. Gral.de Autotransporte Federal, Subsecretaría de Transporte, Secretaría de Comunicaciones y Transportes;

**CANACAR: National Chamber of Cargo Road Transport (Cámara Nacional del Autotransporte de Carga).

Document available: https://www.gob.mx/cms/uploads/attachment/file/544385/RECOMENDACIONES_AL_AUTOTRANSPORTE_IMT_COVID-19.pdf

Operation of public transport in response to COVID-19 contingency

- The ITM publishes "Guía rápida de respuesta a la pandemia COVID-19 en el transporte público" (Rapid Guidance for Response to COVID-19 Pandemias in Public Transport), revised by the Mexican Association of Mobility Authorities (AMAM):
 - PREVENTION OF THE SPREAD OF DISEASE IN PUBLIC TRANSPORT
 - Measures to prevent the spread of infectious diseases
 - Cleaning and disinfection of (active) public transport facilities and equipment
 - SERVICE DELIVERY DURING A PANDEMIC
 - Identification of essential functions
 - Changes in service utilization and unit capacity for public transport
 - Security protocols
 - LABOR FORCE
 - Personnel and human resources
 - CRISIS AND EMERGENCY RISK COMMUNICATION
 - Emergency public information
 - The message, the messenger, the media

Document available at: <https://www.gob.mx/cms/uploads/attachment/file/545072/guia-rapida-transporte-publico.pdf>

Operation of Toll Highways in response to COVID-19 contingency

- The SCT* issues “Medidas de seguridad e higiene a observar durante la emergencia sanitaria” (“Health and safety measures to be observed during health emergencies”) :
 - Minimum work force for routine conservation, operation and maintenance of the concessioned toll roads.
 - Maintenance or rehabilitation work may only be carried out when there is an imminent risk to the integrity of the infrastructure under concession.
 - Apply the health and safety measures issued by the Ministry of Health, particularly to personnel at toll booths.
 - Due to the decrease in traffic it is recommended to only maintain the necessary charging lanes and not to exceed 200m lengths of waiting lines (rows).

*SCT: Coordination of Institutional Projects and Programs, General Directorate of Road Development, Subsecretariat of Infrastructure, Secretariat of Communications and Transport.

Operation of toll-free roads in response to COVID-19 contingency

- The SCT* suspends activities that are being conducted in construction and modernization of federal roads, construction and modernization of rural ways and secondary lines (feeders)
 - Only routine maintenance activities are carried out, in order to keep the road in conditions that allow the safe movement of people and goods that pass through it.
 - Work may only be carried out where there is an imminent risk to the integrity of the road infrastructure.
 - Tenders and bids for public works are suspended, and the terms of execution of the existing ones are modified in order to consider the days decreed by the Health Emergency as non-working days.

*SCT: General Directorate of Roads, General Directorate of Road Conservation

Operation of the passenger transport in response to COVID-19

- The SCT* issues a Circular Order that establishes the “Plan de contingencia del autotransporte federal ante eventos de importancia en la salud pública” (“Contingency Plan for Federal Road Transport in the event of important events in public health“):
 - Recommendations for travelers and procedures according to the level of alert.
 - Human and material resource requirements by level of implementation
 - Procedure for the detection and handling of passengers suspected of having communicable diseases in land transport
 - Procedure of the federal passenger transport licensees for the detection and notification of passengers suspected of the disease causing the health emergency.
 - Procedure for federal passenger transport buses for the detection and notification of passengers suspected of the disease causing the health emergency
 - Procedure for verification of bus runs with report of symptomatic passengers.
 - Training on training processes and response to public health emergencies

*SCT: General Directorate of Federal Transportation and General Directorate of Protection and Preventive Medicine in Transportation, Sub-Secretary of Transportation, Secretariat of Communications and Transportation.

Measures for the continuity of telecommunications and broadcasting services in response to COVID-19 contingency

- SCT* issues provisions to ensure continuity of communications:
 - It authorises the use of the public highway for the execution of necessary replacement, preventive, corrective or emergent maintenance works in the telecommunications and broadcasting networks.
 - Where the authorities suspend activities and/or temporarily close down establishments on national territory, it will be necessary to provide for exceptions, both for establishments and for workers, whose tasks are directly related to the provision of public telecommunications and broadcasting services, such as Internet and telephone networks.

*SCT: Ministry of Communications and Transport

Achievements

- Close communication with the Mexican Association of Mobility Authorities (AMAM), which groups those of the states and main municipalities, as well as with business organizations of industrialists and of cargo and passenger transportation, at the federal level (national government).

Challenges

- Federal structure limits the homogeneity of measures in states and municipalities.
- Personal care of truck and bus operators, especially those who are more vulnerable due to age or co-morbidity.
- Some municipalities have established measures to restrict the passage or entry of non-resident vehicles.
- Public transport services seek to minimize the financial impact by reducing passenger capacity, reducing the fleet of vehicles in operation, which increases the recommended occupation density of vehicles.

Thank you very much for your attention.



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COMUNICACIONES

SECRETARÍA DE COMUNICACIONES Y TRANSPORTES



INSTITUTO MEXICANO DEL TRANSPORTE

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Duration approximately 120 minutes.



COVID-19 and roads

Summary of the situation in China, USA, UAE, Italy and Japan

Miguel Caso Flórez

PIARC Technical Director

#PIARCCOVID19

April 2020

PIARC Seminars "COVID-19 and roads" in English.

- Seminar 25 March: Spain, Italy and Japan.
- Seminar 1 April: China, USA and UAE

This presentation is based on both seminars (excluding Spain, whose updated situation has just been presented in the current Seminar).

The videos (in English) and the presentations (in Spanish with automatic translation) are available free of charge at

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

COVID-19 and roads in Italy (March 25) 1/2

Situation:

The crisis is managed by Civil Protection (a Department under the Prime Minister). The roads (the public company ANAS and the private concessionaires) are consulted within the National Crisis Management Council.

Restrictions on road transport, although it has to guarantee sanitary supplies and food.

New rules for the protection of road personnel. Simplified processes for contracting services to support work from home.

Increased cyber security challenges.

COVID-19 and roads in Italy (March 25) 2/2

Good practice:

March 10: *The Digital Solidarity Initiative*. Companies offering free services to support teleworking and assistance to confined persons.

March 19: *Fast Track Procurement for Public Administration*

March 20: *Innovative for Italy initiative*: Technological innovations to contain the virus.

23 March: *Fast Call "Use of new technologies to fight COVID-19"* together with WHO. Identification of the best digital solutions for telemedicine and epidemic "active" monitoring of the risk infection

COVID-19 and roads in Japan (March 25) (Oral presentation)

Japan does not classify the situation as one of crisis (1102 infected and 41 deaths).

Decrease in road traffic by 10%.

Control scheme for road operators considers four phases for preventive measures according to:

- Pandemic is growing only outside Japan
- Pandemic is growing within Japan
- Infected workers and family members
- End of pandemic

COVID-19 and U.S. Highways (April 1) 1/2

Situation:

The state of emergency offers flexibility to the authorities to operate.

Congress has approved unprecedented financial support.

The Department of Homeland Security declares infrastructure workers to be essential.

Public transport has been reduced by 90%, but cleaning costs have increased.

COVID-19 and U.S. Highways (April 1) 2/2

5 major impacts for State Departments of Transportation:

- Emergency response: States drive 90% of the roads, make controls and inform users.
- Construction and maintenance: most states have stopped them, although some have reopened them.
- Mobility of goods: weight limits for emergency deliveries have been increased.
- Administration operation: closed offices and teleworking, maintenance works continue, electronic toll only.
- Fuel taxes have been reduced.

COVID-19 and roads in the UAE (1 April) 1/2

General situation:

There are fewer infected than in other regions of the world but containment has been decreed and the population is complying.

The airports and airlines are practically paralyzed.

Strong impact of the oil price on public funds.

Central banks in the Gulf countries are introducing incentives.

COVID-19 and roads in the UAE (1 April) 2/2

General situation:

Reduction of 85% in road traffic and driving ban between 20h and 6h.

Limitations on the number of passengers to guarantee distances between them.

Workers serving the public are provided with masks, gloves and disinfectants.

Facilitating loading and unloading of goods, and free parking for all vehicles.

Delays in works due to raw material from China.

COVID-19 and roads in China (April 1) 1/2

Main measures taken by the Ministry of Transport:

Publication of Protection Guides: disinfection in public transport, protection of passengers in vehicles and terminals, control of spread according to infection in each region.

Support for emergency goods: exemptions from inspection, parking and tolls, obtaining priority passes

Support for mobile workers: ensuring a single trip from door to door

Free tolls (from 23 January) for light vehicles, transport of emergency material, return of workers on the move (7 February) and all vehicles (17 February).

COVID-19 and roads in China (April 1) 2/2

Use of technology:

Personal digital passes with travel control.

Use of Big Data and communication channels from travel cards

Non-contact fever measurement in transport terminals and service areas.

Codes for each bus that are scanned with the travel cards

Automatic fever measurement at the bus entrance.

PIARC "COVID-19 and roads"

All PIARC information on COVID-19 and roads available on one page:

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

You'll find:

- Seminar 25 March
- Seminar 1 April
- Seminar 7 April (in Spanish)
- Upcoming Seminars on 8 April (in English) and 22 April (to be confirmed, in Spanish)

Thank you for your attention!



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Duration approximately 120 minutes.

PIARC Seminar "COVID-19 and roads. Discussion with participants

- Answers to questions received in the chat.
- Questions moderated by the speakers and Veronica Arias (PIARC Technical Advisor)
- Your camera and microphone must remain off.
- Introduction to the Seminar and presentation of PIARC. Miguel Caso Flórez.
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Duration approximately 120 minutes.

Some provisional conclusions

José Manuel Blanco Segarra
PIARC TC 1.1 Spanish-speaking Secretary
General Directorate of Roads (MITMA) (Spain)



-
- **The global COVID-19 pandemic is disruptive. It will leave a profound mark.**
 - A future pandemic will find us **better prepared** for the phases of prevention, containment, mitigation and **return to a (new) normality and** with a battery of measures aimed at people in general, workers in general, those in the road and transport sector, organizations / agencies, companies, and works and actions on infrastructure and general reactivation.
 - **It is too early to know what specific changes it will bring,** but it will certainly bring them, in all areas, including our way of working in public bodies/agencies.
 - **We have to think about the reactivation and how to carry it out**
 - It is time to take immediate action and to adapt with agility and skill to the circumstances, but without losing sight that afterwards **we will have to re-evaluate everything, draw conclusions and manage the changes that are necessary to be even more resilient and effective in our service to society.**

1 GENERAL NATIONAL PROTECTION MEASURES

- **Rapid and effective government action. Ability to act intensively, without hindrance but communicating to gain public support. The media, the messenger.**
- **Declaration of constitutional state of emergency / disaster / alarm, etc.**
- **National authorities vested with authority to decide and act, with command over regional and local administrations managing day-to-day operations. Support from the security forces if necessary. Activation of citizen understanding and collaboration.**
- **Closure of non-essential activities (to be determined) Border control**
- **Preventive confinement of the population. Dissemination of preventive and health measures**
- **Ensure the transport of goods for supply and of people for labour mobility that, depending on the phases of management of the pandemic crisis, is maintained**
- **Drastic restrictions and decrease in urban, suburban and interurban mobility, except for freight, and traffic of essential works and services (to be determined)**

Under what conditions will you resume what is suspended? The enormous economic cost.

1 GENERAL NATIONAL PROTECTION MEASURES

❖ 1A Measures for workers in general:

- **Health protection:** preventive isolation, except for essential activities and services
- **Preventive training:** dissemination of measures and good practices for physical and **mental** health.
- **Flexibility:** encourage work at home. Flexibility of working hours. Granting holidays
- **Financial aid:** to dismissed / unemployed people. Recovery of pension plan, subsidies etc.
- **Mobility permits:** for employees in essential activities, works or services

❖ 1B Measures aimed at businesses:

- Extension of deadlines in tax calendars, moratoriums on contributions and debts
- Tax incentives. Creation of Funds to help companies. Lines of credit
- **The case of the self-employed**
- Monitoring of prices and abusive or hoarding behaviour

2 MEASURES FOR WORKERS IN THE SECTOR

❖ 2A To public or private transport workers

- Preventive protection of drivers of passenger transport: capacity, empty rows, bulkhead...
The question of taxis and rented vehicles (hiring) with and without drivers
- **The problem of paying in cash:** tolls, personnel who collect them on buses, stations
- To guarantee the rest, accommodation, food and toilet for drivers of goods and passenger transport (medium and long distance) en route. The importance of a continuous and operational network of Stations/Service Areas
- Attention to older workers or special circumstances

❖ 2B To public or private infrastructure workers

- **Possible partial or total suspension of works and works except for exceptions** (emergency, maintenance). **Do we have priority criteria?** Always: extreme preventive control.
- Mandatory preventive isolation: except emergencies and works that cannot be suspended
- Minimum surveillance and maintenance teams. On-call. PPE, control, protection measures
- Promotion of teleworking. Flexibility in working hours. Granting holidays or leaves of absence.

❖ 2C Employees of the institutions / bodies / agencies

- Mandatory preventive isolation except for **critical and priority posts and functions**
- **Promotion of (remote) VPN teleworking.** Reorganization of functions and procedures.
- Temporary total or partial closure of public service offices and registries
- Extension or suspension, in general, of administrative deadlines, with some exceptions
- **Staff for the inspection of works, concessions, roads: minimum stay on the site**

3 MAINTAIN THE ACTIVITY OF THE BODIES AND SECTOR

- Use of telematic means and protocols to carry out internal and external management and documentary procedures
- **Bill and invoice payments** (maintain cash flow of companies and suppliers)
- Extensions and prolongations of validity of permits and authorisations
- Eliminate or temporarily lighten administrative or technical controls (on **transport** and others)

4 IMPACT ON PASSENGER AND FREIGHT TRANSPORT

- Prevention in **collective transport of people**: limitation of capacity, separation between people, avoidance of crowds, no reduction in service at peak times. Safety protocols
- Specific measures for taxis, vehicles rented with or without out drivers, and transport of personnel to works and services. **Promotion of active modes and private vehicles?**
- Disinfection and cleaning of transport equipment Recommendations to travellers.
- Transport of goods: removal or temporary suspension of obstacles, requirements, controls
- **Reduction of passenger transport: up to 90%, of goods: up to 60%.**

5 RELATIONS WITH CUSTOMERS/USERS, STAKEHOLDERS

- Maintain close contacts with other organizations and administrations, collaborators: the "transport chain", and with the works and maintenance chain to agree on possible measures and estimate impact. Trade Unions and professional associations. **Media and social networks**
- **There is no uniformity about whether to maintain toll collection**
- Adjust supply to demand in passenger transport; discourage travel.

6 IMPACT ON INFRASTRUCTURE WORKS

- **At a minimum: problems with lack of supplies or materials (domestic or imported), work leaves. Possible significant drop in performance.**
 - **Possible Decree for partial or general stoppage of works and non-essential works**
 - **The following are considered essential:** emergency work; task that would ruin the work if it were stopped; monitoring and maintenance of the infrastructure and its elements.
 - (Preventive) suspension of non-essential tenders and awards
- ❖ **Measures for companies and our "supply chain":**
- Extensions of time, compensation for certain expenses due to a decreed suspension
 - Consideration of the financial balance of concessions
 - **Safe reactivation of the works. Protocols. Identify the most necessary ones.**
 - Take into account our supply chain and inputs
 - Study and establish a plan of new projects / actions for the **reactivation**

7 NEW TECHNOLOGIES ITS (SIT) SECURITY. KNOWLEDGE

- **Promotion of new technologies** in the field of management, road and transport, articulating the public and private sectors as well as regions and localities in a well-managed national whole
- **Promotion of real-time connectivity** between the Management Centres and the different multidisciplinary groups.
- **Need for extreme computer security** (increased need for teleworking)
- **Promotion of new technologies to connect with users and citizens in general**, payment of tolls, preventive health control of passengers, employees, participants in works, etc.
- Rethink the design, execution, operation, security and maintenance of infrastructure and transportation. Intelligent and functional use of technology and mobility at the service of people and for a better economy
- All of the above means, with a view to the future: **(re)planning road infrastructure with a systemic vision**
- **And the road and transport system to be used in the wake of the COVID-19 pandemic must have clear and reasonable economic and social objectives, values of equality and integration, and knowledge**

THROUGH SHARED KNOWLEDGE WE CAN ANTICIPATE SHARED VICTORIOUS RESPONSES

This final quote, full of wisdom, from 2500 years ago, corroborates it,
taken from Sunzi in her "Art of War":

Whoever made the most predictions, wins

以虞待不虞者胜。

— 孙子兵法

Thank you for your attention!



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



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