



# COVID-19 Online Discussion Session

**April 30, 2020, 1 p.m. (Paris time)**

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

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

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

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# About your name in Zoom

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

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# This session is being recorded

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

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# Disclaimer of Liability

Given the time constraints, it is likely that the knowledge and practices shared here will not have been officially approved by the official authorities in each country.

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

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

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

# The PIARC Response Team



## Summary of Terms of Reference

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

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

## Current Members

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



# Agenda and structure

- **Brief introduction to PIARC**
- **Problems encountered by administrations and road operators**
  
- **Presentations on the current situation :**
  - Situation in France, and questions for the future
  - Situation of COVID-19 in Côte d'Ivoire
  - Response to COVID by business trade associations-19
  - The role of ITS in the operation of road networks
  
- **Questions and Answers**
- **Conclusion and Next Steps**

# Our speakers today

- Patrick Malléjacq, Secretary General, PIARC
- André Broto, Advisor to the President of Vinci Autoroutes, France - Strategic Coordinator of PIARC Theme 2 - Mobility
- Djan Fanny, Road Management Agency, Côte d'Ivoire
- Michel Demarre, SEFI-FNTP Project Manager - PIARC Task Force 1.1 (Well-prepared projects)
- Valentina Galasso, Deloitte - PIARC 2.4 Committee (Network Operations / ITS)

# Introduction

## What is PIARC?



# What is PIARC?

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

# PIARC's four key missions

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



# COVID-19

## The problems encountered by Road operators and administrations



# Issue 1: Ensuring employee health and safety

- In general
- For staff in direct contact with the customer - toll operators, etc.
- For staff working in offices, as well as for staff working in other facilities, or on the road itself

## Question 2:

# Business Continuity and Business Continuity 1/2

- With limited human resources
- When staff are advised or asked to work from home
- How to support high-risk employees (people with chronic or underlying illnesses, people with autoimmune problems, etc.).
- When part of the workforce is forced to isolate itself or is ill
- Indirect effects (e.g. impact of school closures on staff availability, staff morale)



## Question 2:

# Business Continuity and Business Continuity 2/2

- How to prioritize between "core" and "non-core" activities
- Opportunities for road maintenance during low traffic periods
- Technology deployment (e.g. teleconferencing)
- Maintain strategic linkages between ministries, road authorities, operators and supply chain partners

## Question 3: Impact on transport 1/2

- Significant decrease within many countries and between countries
- Maintaining critical links and essential flows of goods, while regulating the movement of people
- Cancellations or reductions in public transport
- Provide advice (SMP, etc.) against non-essential travel
- Wider economic, social and environmental impacts (for example, it has already been observed that reducing transport has led to a reduction in emissions, land and marine pollution, while reducing travel has also led to reduced revenues in the form of lower taxes and lower petrol prices).

## Question 3: Impact on transport 2/2

- Check that the maximum number of people in the vehicles is respected.
- Verify that appropriate services are provided to freight carriers and buses

## Question 4: Commercial relations

- Relationships with supply chain partners, entrepreneurs and small and medium-sized enterprises (including their own business continuity plans)
- Supporting businesses, especially those that are solvent or critical
- Exercise of contractual provisions (e.g. in case of force majeure)
- Implementation of concession contracts
- Coping with additional costs and delays

# Issue 5: Relationships and Working Together with Clients and Stakeholders

- Provide information that is accurate and timely from the user's perspective
- Taking coherent and effective action across a complex set of public bodies
- Balancing technical planning and execution with the directives of civil authorities
- Media Relations Management and Communication of Key Messages

## Question 6: Security

- Increase in cyber attacks
- Changes in the roles of front-line operational staff
- Maintaining security in the face of increased employee access to telework
- Relations with emergency services, the army, civil defence, etc.

# A first summary note is available

- This note presents the results of the first four webinars.
- They are relevant to the road community and can be useful in informing planning and operational decisions that need to be made urgently in the field.
- Available at [www.piarc.org](http://www.piarc.org)
  - Free of charge
  - In English, Spanish and French





# COVID-19

## Situation in France, and questions for the future

**André BROTO**

Coordinator of the mobility theme

Paris 17 April 2020



# Situation in France, and questions for the future

## ■ André BROTO

- Former Chair of the Technical Committee "Mobility in Urban Areas".
- Coordinator of the strategic theme "ST 2 Mobility".
- Advisor to the President of Vinci Autoroutes

Presentation Limitations: The ideas and examples presented 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 great care has been taken in the preparation of this material, no liability will be accepted for any damages that may be caused.

# Summary

- The health crisis and transport: the case of France

"We talk a lot about the pandemic in terms of public health, of course, but it must be remembered that the crisis is also strongly linked to mobility", (Vincent Kaufmann)

[https://www.swissinfo.ch/fre/societe/se-d%C3%A9placer-en-temps-de-crise\\_vincent-kaufmann---la-pand%C3%A9mie-remet-en-question-notre-mod%C3%A8le-de-mobilit%C3%A9-/45713478](https://www.swissinfo.ch/fre/societe/se-d%C3%A9placer-en-temps-de-crise_vincent-kaufmann---la-pand%C3%A9mie-remet-en-question-notre-mod%C3%A8le-de-mobilit%C3%A9-/45713478)

- Some observations on the global health crisis: many questions, few answers
- In a context where nobody knows exactly what is going to happen, what can we do?

# The health crisis and transport

## The case of France



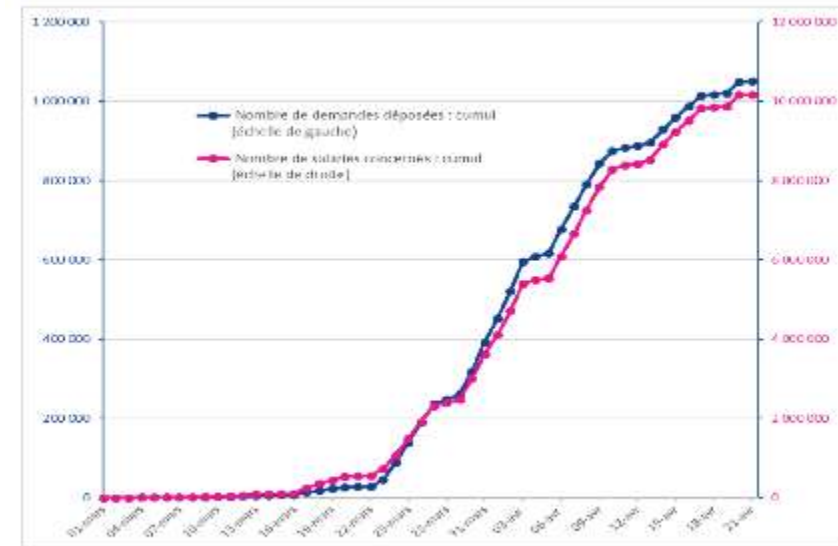
# Managing the health crisis in France

- Strict confinement since 17 March for a period which has been extended until 11 May.
- Situation as at 27 April
  - 128,000 Confirmed cases
  - 88,700 people hospitalized
  - 45,500 home returns
  - 14,500 hospital deaths
  - 8,800 deaths in social institutions

# The health crisis in France: some impacts

- As of April 21, 10.2 million employees are concerned by requests for partial activity.
  - 26% Trade
  - 18% construction
  - 18% accommodation and catering
- Public Works :
  - As of April 10, 70% of public works companies are at a complete standstill.
  - 49% of employees are on short-time working
  - On the Vinci Autoroutes network, 90% of construction sites are at a standstill.
- The transport sector saw its activity decline between -50% (freight transport) and -95% (air transport and public passenger transport).

Figure 1 : Nombre de demandes d'activité partielle pour motif de Coronavirus depuis le 1<sup>er</sup> mars et nombre de salariés concernés



Sources : ASP-DGLTF-Dares - Extrait du SI APART 21 avril 2020.  
Note : le nombre de demandes pour le 21 avril est susceptible d'être révisé à la hausse car l'extrait du SI a été réalisé à la mi-journée.

# Transport management during the health crisis

- All of the players have remarkably managed essential services
  - Relocation of emergency services
  - Business supplies (transport, logistics, distribution, ...)
    - One downside: Shortage of masks
  - Evacuation of patients in intensive care with respirators from the regions most affected by the epidemic to less busy hospitals.
- In this context, the motorway companies have ensured the continuity of services (fuel, reception of truck drivers, catering, traffic information, breakdown services, etc.).
  - See Olivier Quoy's presentation of 22 April 2020

# Elements for reflection on the implementation of containment in companies

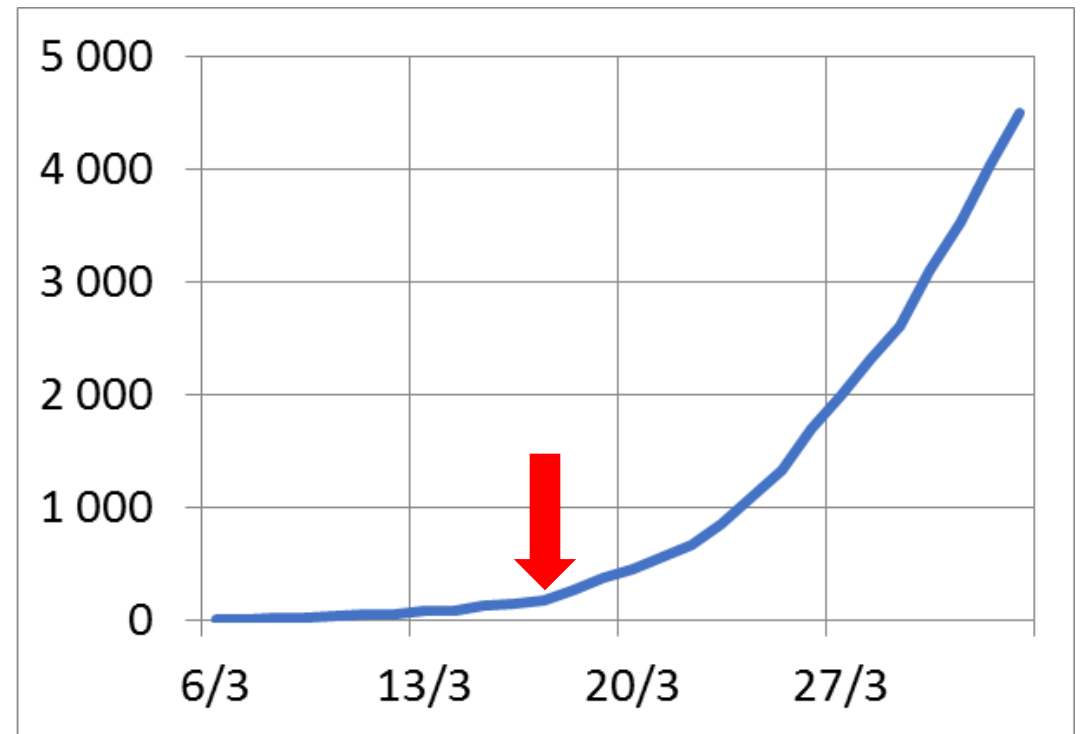
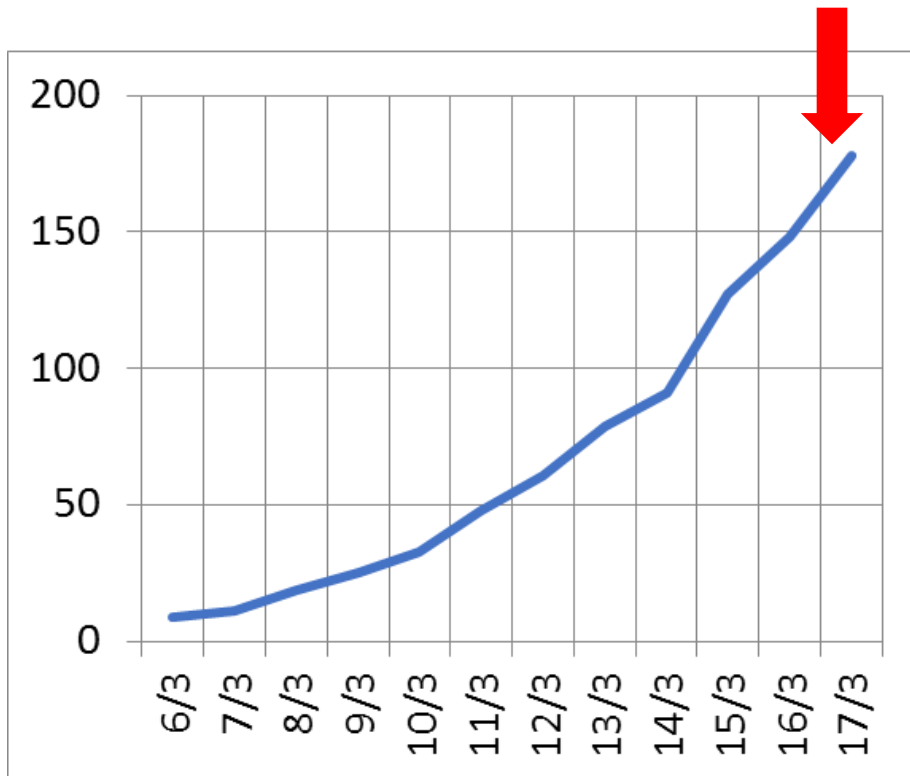
- Awareness of the seriousness of the crisis was sudden and companies were not prepared for a shutdown at such short notice.
- The culture of networking by making maximum use of the potential of digital services is an asset when a containment decision is made within 24 hours.
- The culture of decentralization with "bosses" in the field having the authority and means is also an asset.



Elements of reflection on the dynamics of the epidemic: during 4 weeks, and despite the containment decided very early, the number of deaths is multiplied by two every three days.

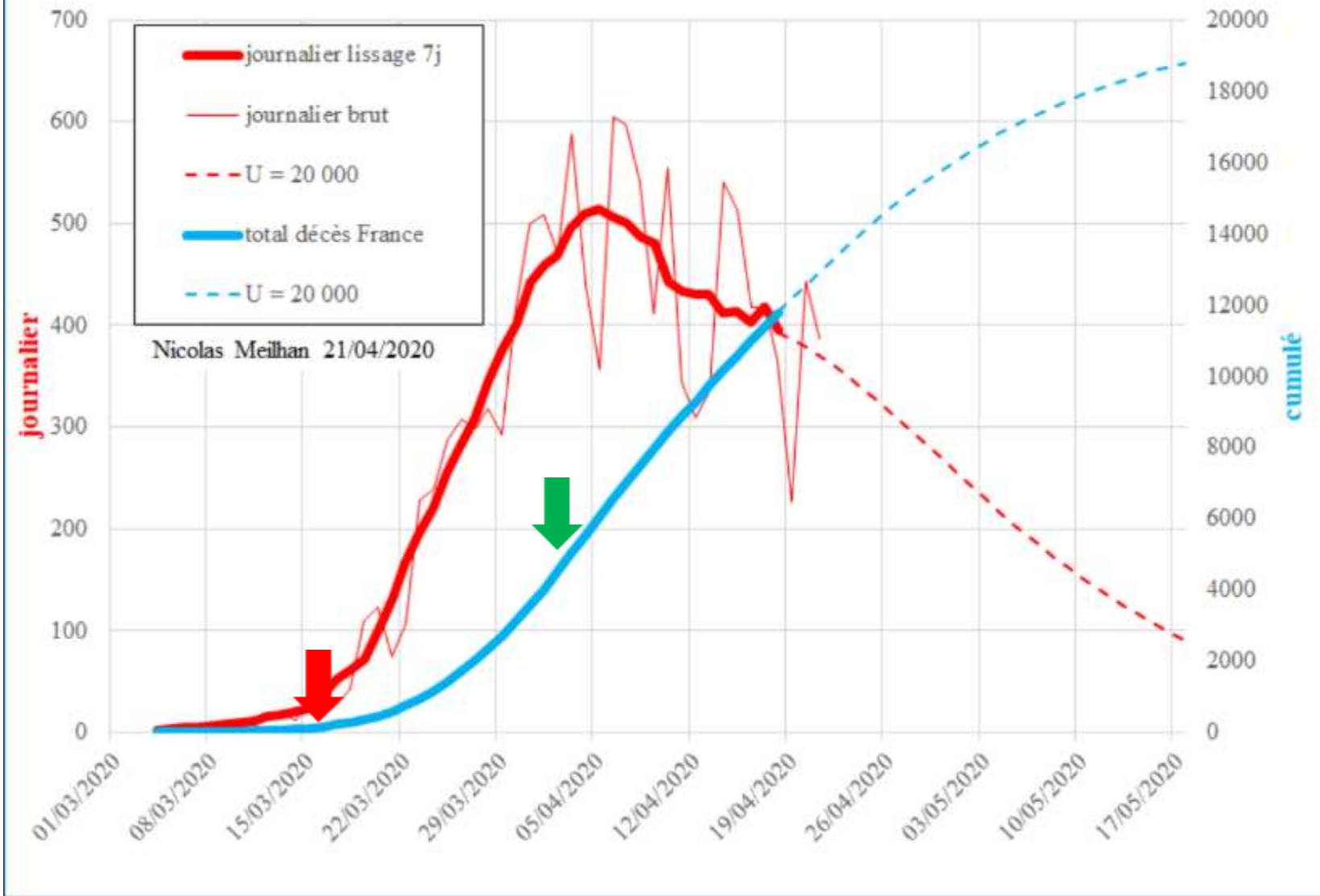
- First ten days: 150 deaths

- First 4 weeks: 4,500 deaths





### covid19: décès France hôpitaux



- After 4 weeks of exponential growth (doubling every 3 days), including 2 weeks of confinement, from the beginning of April, one begins to benefit from the effects of "immobility".

■ Source Nicolas Meilhan

# The de-confinement project presented on 28 April to the parliament 1/3

## ■ Principles

- "Boosting the economy while preserving health" ...
  - **Getting the economy back on track without triggering a second outbreak**
- A plan to restart the country gradually from 11 May.
- Prudence
  - Provided that the indicators are in place
  - Gradual reopening of schools and shops
- Reversibility, adaptability,
  - Review clause June 2
- **A bill extending the state of health emergency by two months, until 24 July, will also be presented to the Council of Ministers on 2 May.**

## The de-confinement project presented on 28 April to the parliament 2/3

- **The deconfinement will be done by department, based on** criteria and indicators of the spread and circulation of the virus.
- **Reopening of schools:** The reopening of nursery and elementary schools will be very gradual.
- **Businesses:** The Government strongly encourages the continuation of **teleworking** at least for the next three weeks. The short-time **working** scheme will remain in place until <sup>1</sup> June.
- **Reopening of shops:** All shops will be reopened on 11 May, except for cafés and restaurants, provided that strict specifications are respected, to limit the flow of people in the shops.

## The de-confinement project presented on 28 April to parliament 3/3

- Organisation of transport: the Government wishes, on the one hand, to increase the supply of public transport and, on the other hand, to reduce demand and travel on public transport.
- The Government will encourage the organising authorities to consult with users to determine the precise conditions for implementing the organisation of the flow of people.
- Wearing a mask will be mandatory on all public transport, as well as some taxis and VTC.
- The capacity of the Paris metro will be reduced from May 11th.
- TER and TGV traffic will be reduced and limited to business trips and for urgent or family reasons only. The Government's objective is nevertheless to discourage travel between departments and regions.

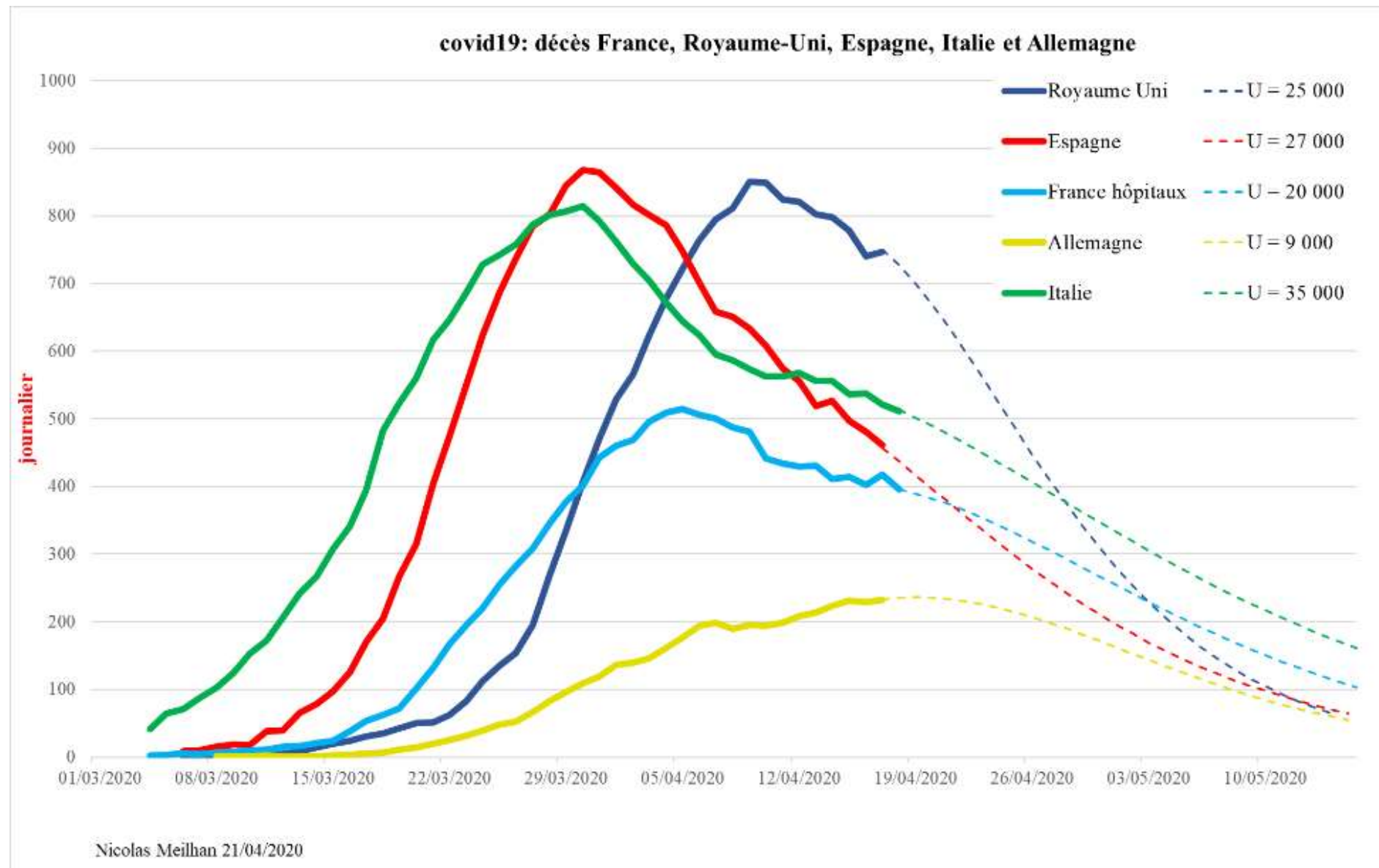
# Some observations on the global health crisis

Many questions and few certainties



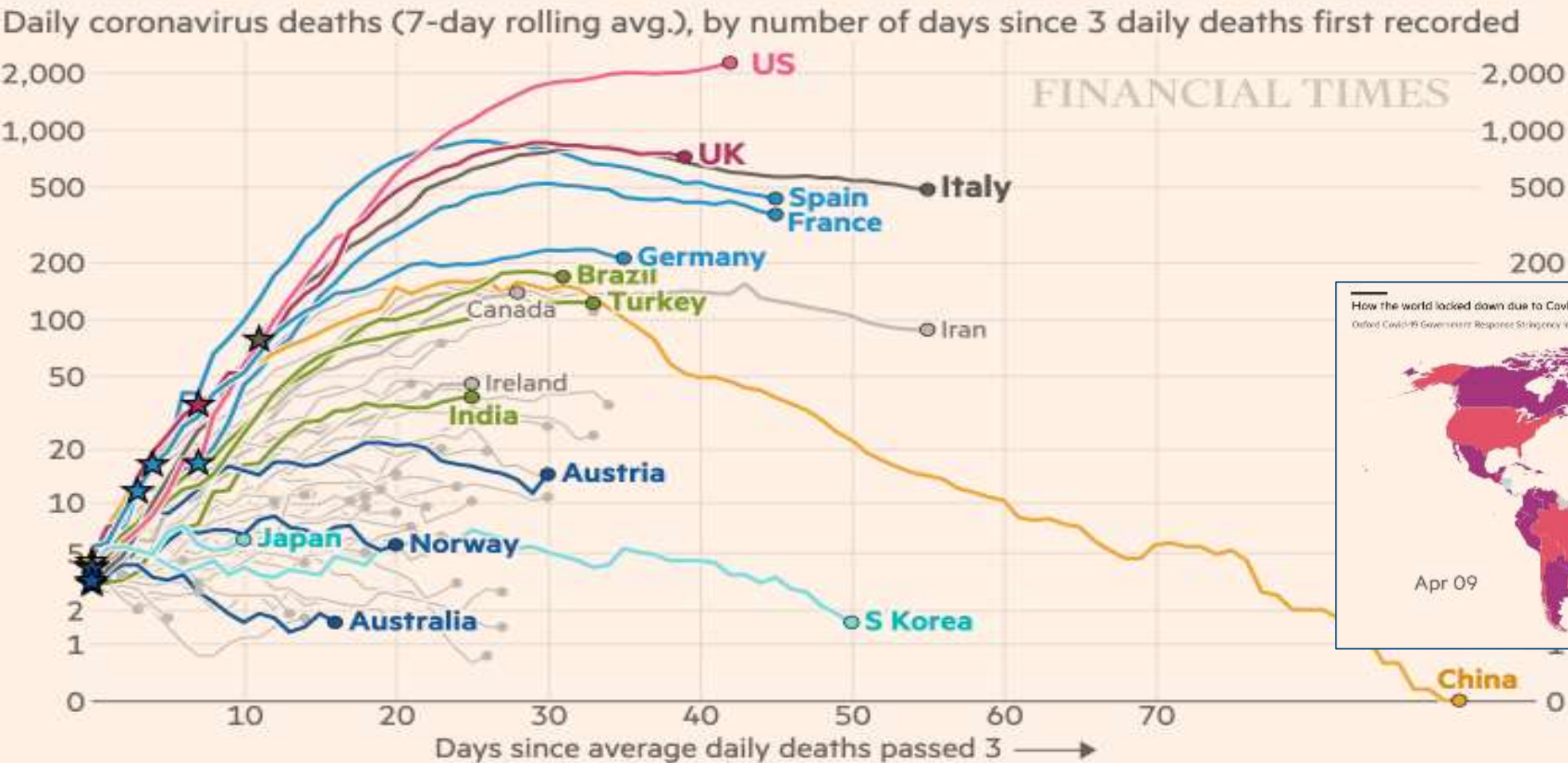


# A forecast (hospitals only) by Jean Laherère Nicolas Meilhan <https://aspofrance.org/?s=covid>

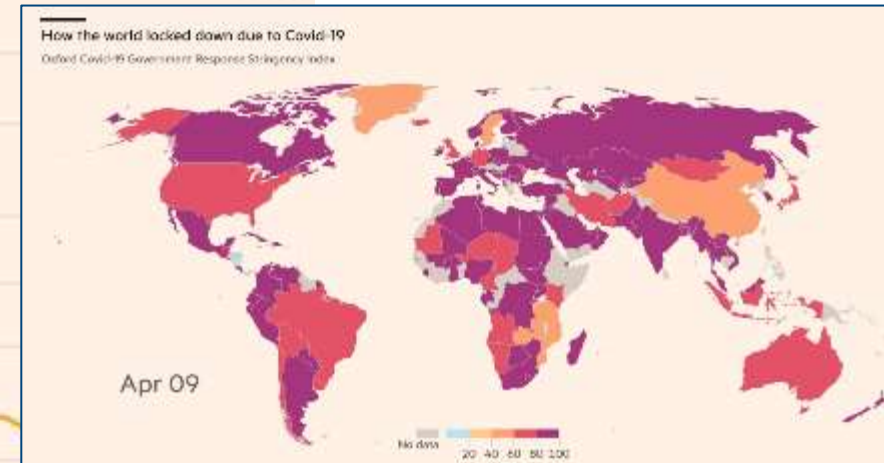


**Daily coronavirus death (7 days rolling average) by number of days since 3 daily death first recorded**  
**Logarithmic scale**

Daily death tolls are now at their peak or falling in many western countries



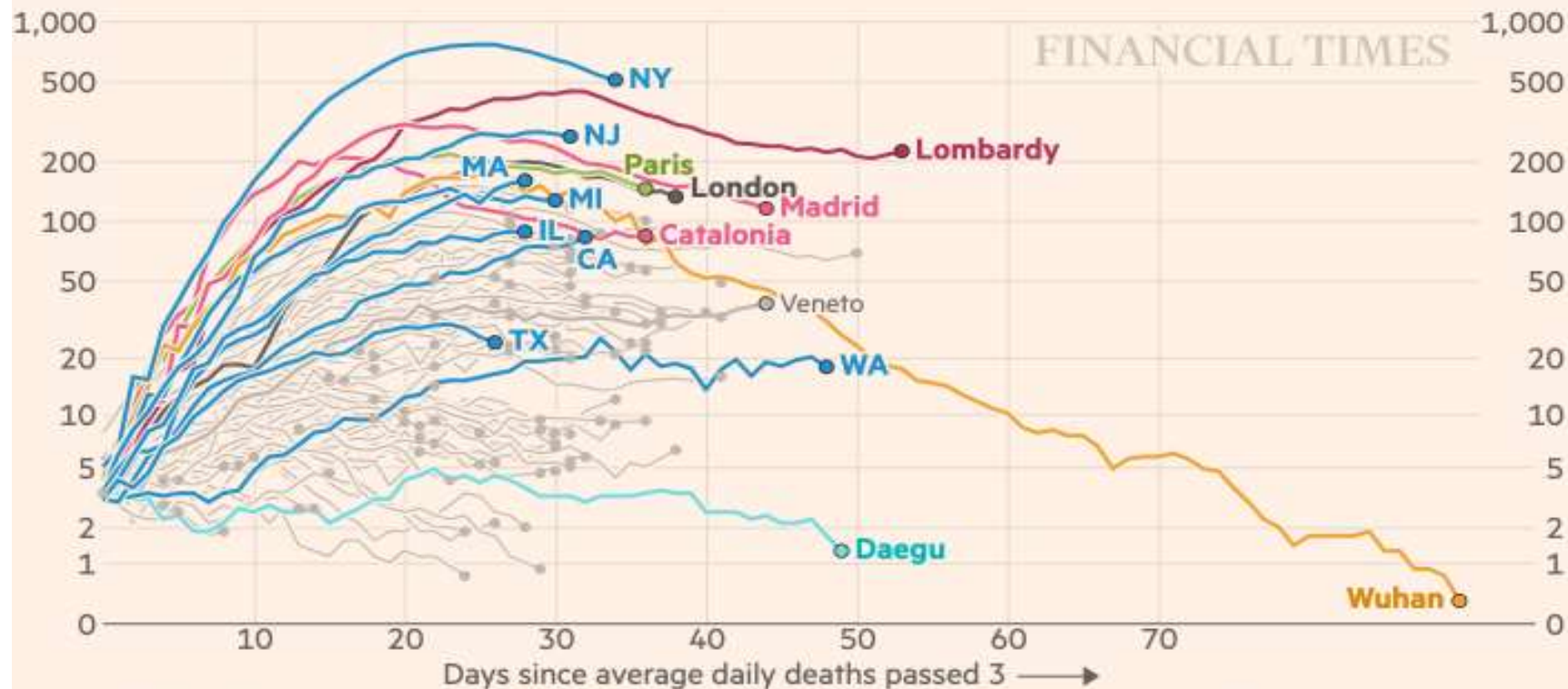
- Most countries are in lockdown.
- Global Economic Effects



## Daily coronavirus death in metropolis (7 days rolling average) by number of days since 3 daily death first recorded Logarithmic scale

New deaths in many urban epicentres are now plateauing or beginning to decline

Daily coronavirus deaths (7-day rolling avg.), by number of days since 3 daily deaths first recorded



Sources: NHS; Covid Tracking Project; Providencialdata19; Santé Publique France; Berliner Morgenpost; OpenZH; Stockholm University; Leuven University. Data updated April 23, 23:32 BST  
FT graphic: John Burn-Murdoch / @jburnmurdoch  
© FT

- The major metropolises are the most affected: "the health crisis is strongly linked to mobility"...
- But exceptions (Singapore, Berlin)



**Daily confirmed cases** (7 days rolling average) by number of days since 3 daily death first recorded  
Logarithmic scale

Several countries have turned the corner, with numbers of new cases now in decline

Daily confirmed cases (7-day rolling avg.), by number of days since 30 daily cases first recorded  
Stars represent national lockdowns ★



- Covid-19 Crisis: Phase 1?
- Watch out for the unlocking!

FT graphic: John Burn-Murdoch / @jburnmurdoch

Source: FT analysis of European Centre for Disease Prevention and Control; FT research. Data updated April 23, 23:26 BST

© FT

# Elements for reflection

- A different management of the crisis in different countries
- Every day brings new questions about the virus:
  - Manifestations (respiratory, sense of smell, taste, neurological),
  - Transmitting,
  - Duration of contagiousness,
  - Restart of the pandemic that was thought to have been contained,
  - The acquisition of "herd immunity" seems much more difficult to achieve than expected,
  - ...
- Distortions in the impact of the virus, which are sometimes difficult to explain not only by country, but also by region or city.

# Elements for discussion :

in a context where no one knows exactly what's going to happen  
what can we do?



# Elements for discussion on the way out of the crisis 1

- The crisis has brutally reminded us of the importance of transporting goods, but also of the importance and complexity of the supply chain from the producer to the consumer, and some countries are facing shortages (masks, reagents, food, etc.).
- It is likely that the end of the crisis will be a stark reminder of the importance and complexity of passenger transport systems, particularly in metropolises.

# In terms of transport, unlocking raises many questions, particularly in metropolises.

- Need to maintain measures of social distancing
  - Reduction of public transport capacity
- Employee and trade union defiance
  - Right of withdrawal if the sanitary conditions at the workplace are not sufficient
- User Defiance
  - How can we restore user confidence and thus avoid a massive modal shift towards the private car?
- Declining revenues
  - Estimated loss of 1.4 billion euros on the transport payment if the partial activity lasts six months
- Etc.



# Elements for discussion on the way out of the crisis 2

- An observation: The crisis management strategies implemented by the countries are different (China, Korea, Sweden, United Kingdom, France, USA, ...).
- We have no certainty about the path and duration of the exit from the crisis...
- A shared idea: as long as no treatment or vaccine is available, measures of "barrier gestures" and "social distancing" will have to be implemented.
- Vaccination and mass vaccination campaigns: when?
  - Vaccine: one year?
  - Massive campaign: two years?

# Elements for discussion on the way out of the crisis 3

- In the short term we must prepare to organise our systems for transporting goods and people by integrating "barrier gestures", "social distancing", and probably "tracing goods and people".
- We are blind to the future, but **it is important right now to put ourselves in a situation of collective vigilance** on a certain number of issues:
  - Surveys of users' travel intentions? Teleworking?
  - Logistics, home deliveries?
  - Surveys and studies on the behaviour of economic players?
  - A distrust of collective or shared transport in favour of individual modes?
  - Other matters: debate



# Elements for discussion on the way out of the crisis 3

- This monitoring is probably the same as what the TC members of the Mobility and Financing strategic themes are already doing in their respective countries: **it is up to us to encourage them to network and to share their monitoring and their questions.**

PIARC is the first global forum for the exchange of knowledge, policy and practice on roads and road transport.

PIARC is the premier global forum for the exchange of knowledge, policy and practice on roads and road transport.

# Thank you for your attention!



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@PIARC\_Roads



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# SITUATION OF COVID-19 IN COTE D'IVOIRE



**Djan Fanny**  
Public Works Engineer  
Transport Economist  
Road Management Agency

**Abidjan, Côte d'Ivoire**

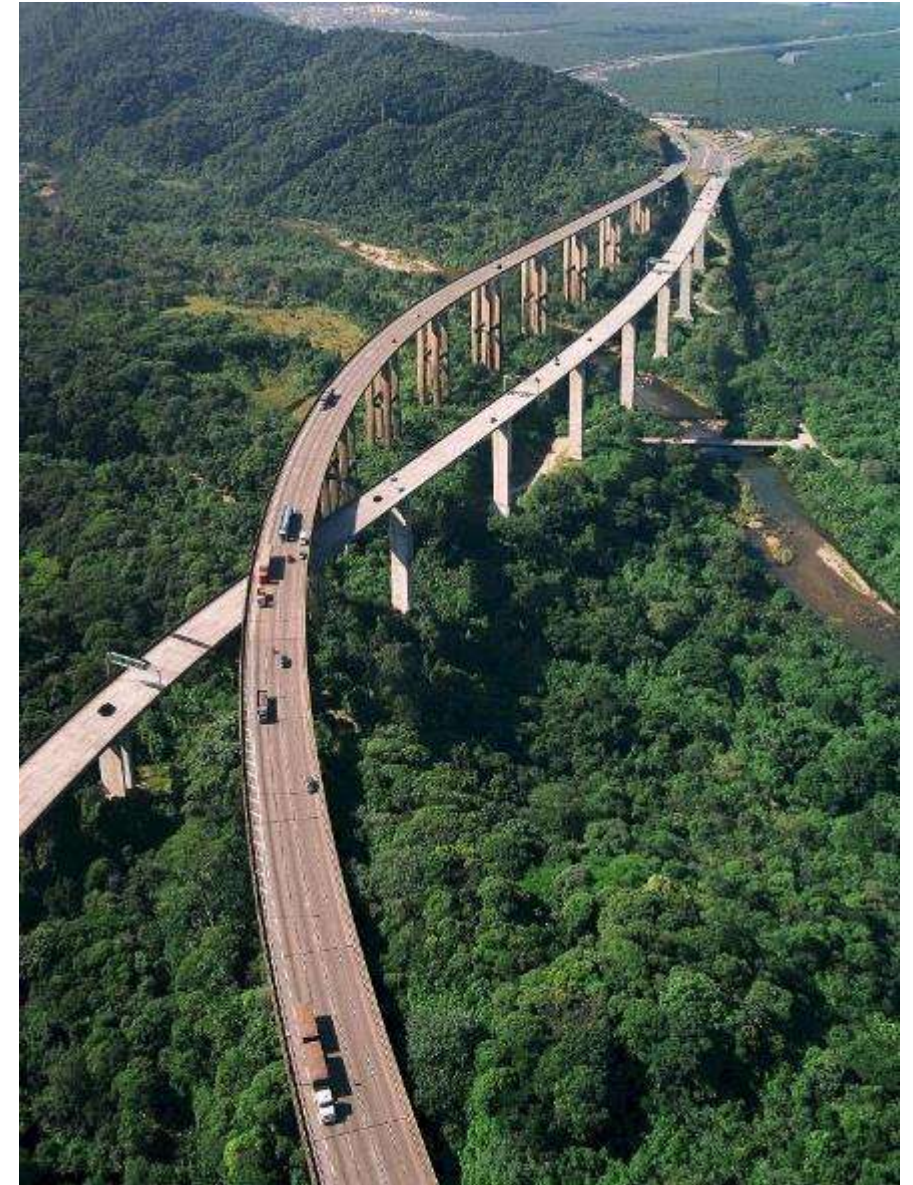
**April 2020**





# Key points of the presentation

- Introduction
  - COVID World Pandemic Map-19
- Case of Côte d'Ivoire
- Evolution of the pandemic in Côte d'Ivoire
- Government response plan
- Key measures related to COVID-19
- Impacts of the Pandemic
  - Impacts on the transport sector
  - Overall impact of the Pandemic on the national economy



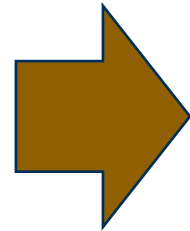
# Introduction - COVID World Pandemic Map-19



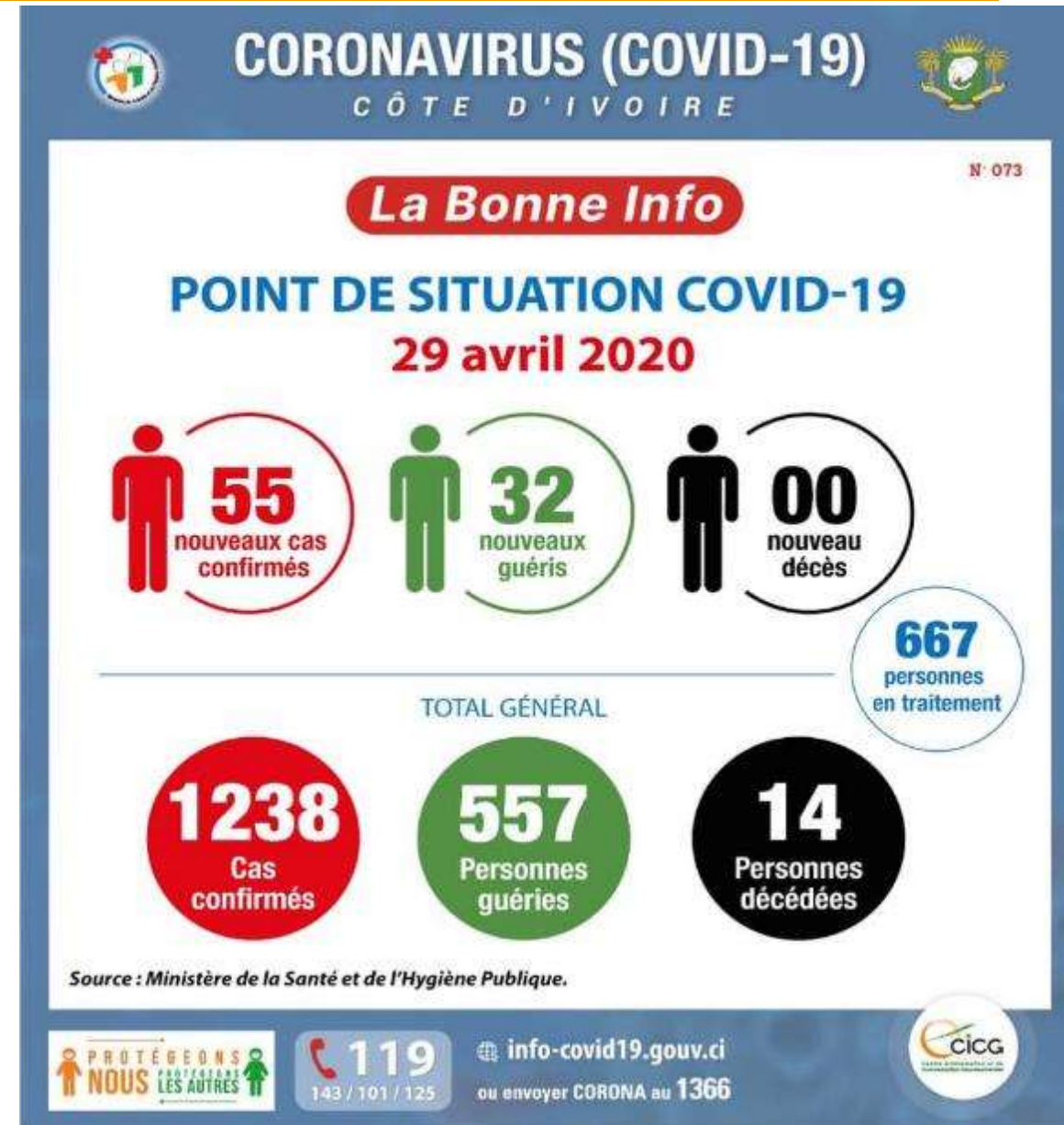


# Case of Côte d'Ivoire

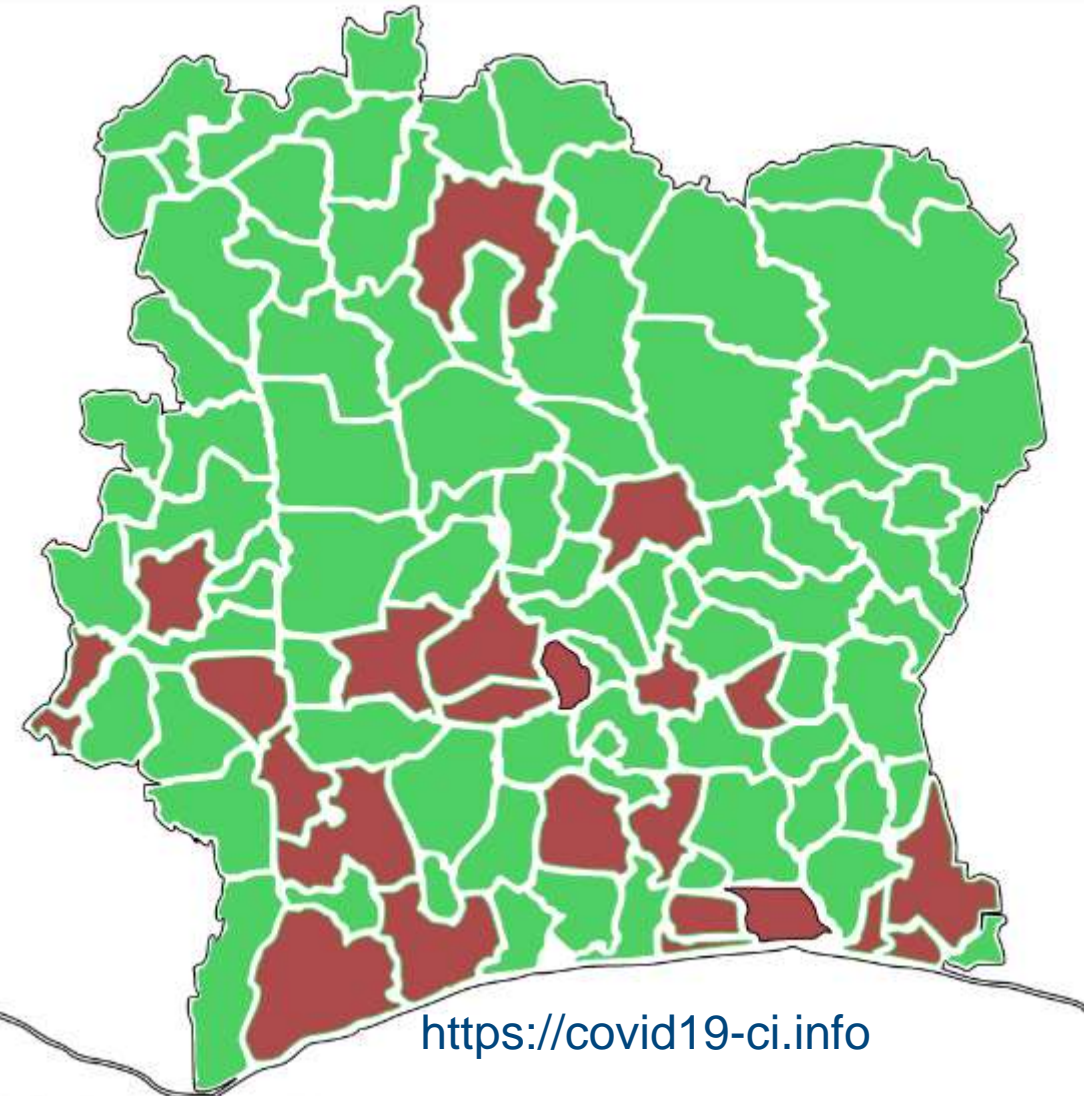
- Cote d'Ivoire is one of the 185 countries in the world facing the COVID pandemic 19.
- The first case was detected on **March 11, 2020.**



As of April 29, 2020, the situation is as follows



# Case of Côte d'Ivoire

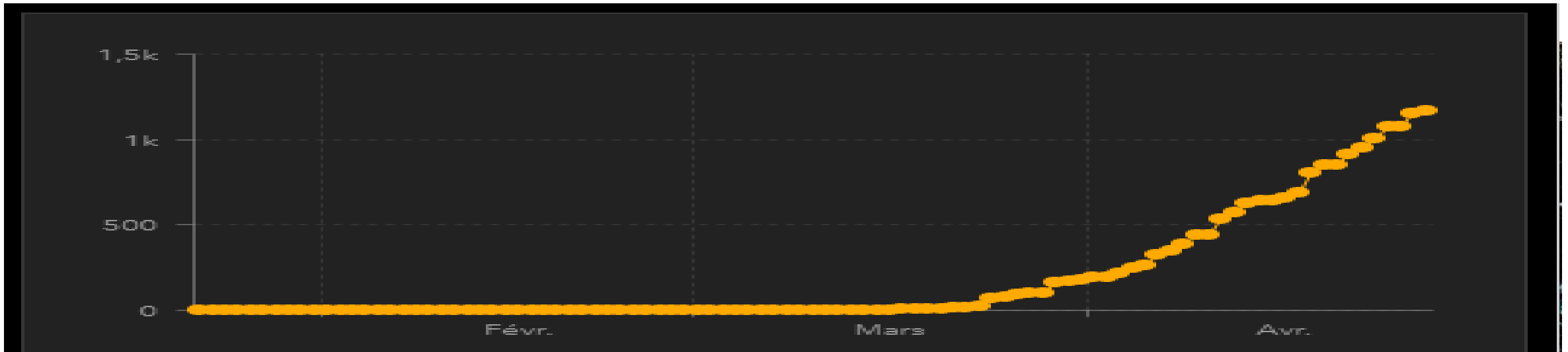


- As of 29 April 2020, the national situation is as follows:
  - 18 regions affected out of 33
  - 24 cities affected out of 108
- 9,272 samples taken from suspect cases, for 1,238 positive cases.
  - i.e. 13.62% tested positive, of which ;
    - 44.99% *cured*
    - 1.13% *of deaths*



# Evolution of the pandemic in Côte d'Ivoire

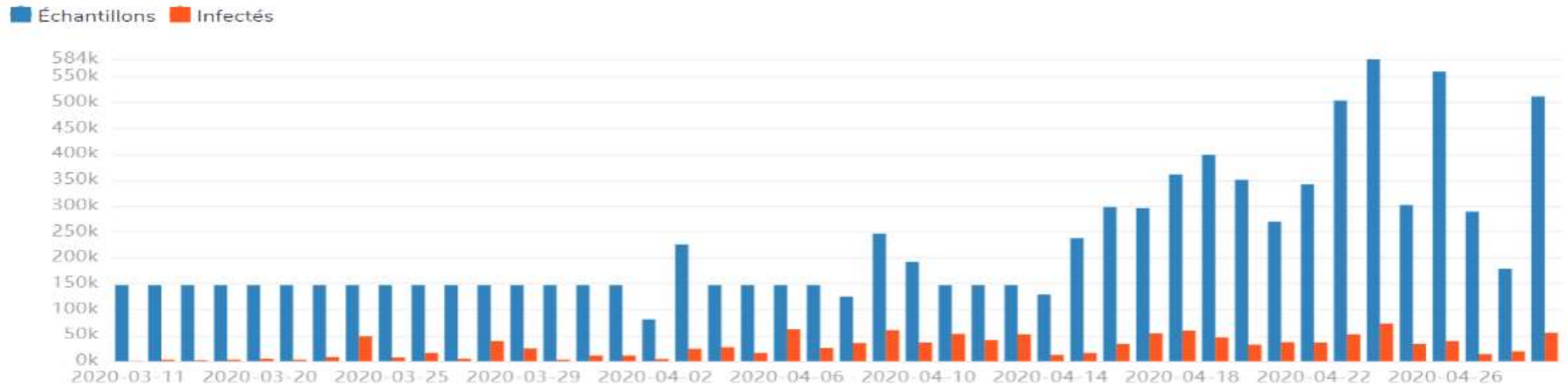
With its first case detected on March 11, 2020, coronavirus disease has spread from Abidjan, the national epicenter, to several other cities in the interior of the country as illustrated below:



# Evolution of the pandemic in Côte d'Ivoire

This rapid evolution has been measured by the increased testing of suspected cases. The graph below illustrates the progression of these cases as well as that of positive cases:

Rapport journalier des échantillons prélevés et infectés



<https://covid19-ci.info>

# Government response plan

Faced with such a contagious pandemic, which is causing so many deaths worldwide, the Ivorian Government, with the support of partners (WHO, USAID, UNICEF, etc.) has developed a national response plan for COVID-19, the implementation of which has been gradual depending on the evolution of the disease in Côte d'Ivoire.

**This plan is valued at 95.88 billion CFA francs (146 million euros).**

**Ministère de la Santé**

République de Côte d'Ivoire  
Union - Discipline - Travail

**CORONAVIRUS (COVID-19)**  
**Protégeons-nous contre le coronavirus**

Se couvrir la bouche et le nez avec un mouchoir pour tousser ou éternuer.

A défaut de mouchoir, tousser ou éternuer dans le pli du coude.

Jeter le mouchoir utilisé dans une poubelle puis refermer la poubelle.

Se laver immédiatement les mains avec de l'eau et du savon ou utiliser un gel hydro-alcoolique.

**POUR TOUTE INFORMATION APPELER LE**  
**143 ou 101**  
ENVOYER PAR SMS CORONAVIRUS AU 1366

Organisation mondiale de la Santé Côte d'Ivoire | CIGC | USAID | Breakthrough ACTION | unicef

# Government response plan

The overall objective of this plan is to limit the spread of the Coronavirus in Côte d'Ivoire, detect the infection and treat the sick.

The **four specific objectives of the response** relate to (i) limiting the progression of COVID-19; (ii) proper management of COVID-19 cases by ensuring the safety of the chain of responders; (iii) rapid response to COVID-19 outbreaks; and (iv) strengthening the health security and institutional framework.

République de Côte d'Ivoire  
Union - Discipline - Travail

**CORONAVIRUS (COVID-19)**  
**Mesures de prévention**

**Se laver fréquemment les mains avec de l'eau et du savon ou utiliser un gel hydro-alcoolique.**

**Se couvrir la bouche et le nez avec un mouchoir pour tousser ou éternuer.**

**Eviter tout contact étroit avec une personne souffrant de fièvre, rhume et toux.**

**Bien cuire la viande et les oeufs.**

**POUR TOUTE INFORMATION APPELER LE 143 ou 101**  
**ENVOYER PAR SMS CORONAVIRUS AU 1366**

Organisation mondiale de la Santé Côte d'Ivoire  
CICC  
USAID  
Breakthrough ACTION  
unicef



# Government response plan

**Eight (08) strategic areas of intervention** have been identified, namely: (i) epidemiological and biological surveillance; (ii) contact tracing; (iii) patient management; (iv) outbreak response; (v) prevention of coronavirus transmission (covid-19); (vi) risk communication, social mobilization and community engagement; (vii) operational research; and (viii) the creation at the Office of the Prime Minister of a Framework for Emergency Management, Monitoring and Evaluation of the matrix of actions and prevention measures.

**A mechanism for coordinating and monitoring interventions is also being set up.**

RÉPUBLIQUE DE CÔTE D'IVOIRE  
LUTTE CONTRE LE CORONAVIRUS

Je me lave fréquemment les mains à l'eau et au savon, ou j'utilise du gel hydroalcoolique.

143/101/125

TOUS ENGAGÉS  
CONTRE LE CORONAVIRUS  
SOYONS DISCIPLINÉS !

www.sante.gouv.ci @Mshpci CCG

# Key measures related to COVID-19

- The declaration of a state of emergency throughout the national territory by the President of the Republic on 23 March 2020, in accordance with Act No. 59-231 of 7 November 1959. Additional measures to the previous provisions :
- 1- The closure of all the maquis and restaurants as of this Monday, March 23, 2020 at midnight, after that of bars, nightclubs, cinemas and places of entertainment;
- 2- The establishment of a curfew from 9 p.m. to 5 a.m., starting Tuesday, March 24;
- 3- The regulation of interurban, inter-communal and intra-communal transport and the prohibition of unauthorised travel between Abidjan and the interior of the country ;
- 4- The progressive containment of populations by geographical area, according to the evolution of the pandemic;

**CORONAVIRUS (COVID-19)**  
CÔTE D'IVOIRE

**La Bonne Info** N° 017  
Date : 23mars 2020  
Heure : 20h45min

**L'ÉTAT D'URGENCE DÉCLARÉ  
SUR TOUT LE TERRITOIRE NATIONAL**

Ce lundi 23 mars, le Président de la République a déclaré l'état d'urgence sur toute l'étendue du territoire national, avec des mesures additionnelles pour renforcer le dispositif de prévention mis en place par le Conseil National de Sécurité.

- 1 La fermeture de tous les maquis et restaurants à compter de ce lundi 23 mars 2020 à minuit, après celle des bars, des boîtes de nuit, des cinémas et des lieux de spectacle ;
- 2 L'instauration d'un couvre-feu de 21 h à 5 h du matin, à compter du mardi 24 mars ;
- 3 La régulation des transports interurbains, intercommunaux, intra-communaux et l'interdiction des déplacements non autorisés entre Abidjan et l'intérieur du pays ;
- 4 Le confinement progressif des populations par aire géographique, en fonction de l'évolution de la pandémie ;
- 5 La création de couloirs humanitaires pour venir en aide aux personnes ou aux communautés ayant un besoin urgent d'assistance ;
- 6 Le renforcement des capacités des industries pharmaceutiques, des laboratoires et des structures de diagnostic et de prise en charge sur l'ensemble du territoire national ;
- 7 La détection précoce, la prise en charge rapide et l'isolement en toute confidentialité des malades ;
- 8 La mise en place d'un centre d'appels dédié au Covid-19 et d'un système d'alerte et de suivi utilisant, notamment, les nouvelles technologies de l'information et de la communication.

Les Forces de sécurité sont chargées de faire appliquer strictement ces mesures.  
Le Garde des Sceaux, Ministre de la Justice est instruit en vue de donner des suites judiciaires au non-respect de ces mesures et à la diffusion de fausses informations.

POUR TOUTE INFORMATION APPELER LE  
**143 ou 101**  
OU ENVOYER PAR SMS **CORONAVIRUS AU 1366**

Source : Message à la Nation du Président de la République - 23 mars 2020



# Key measures related to COVID-19

- 5- The creation of humanitarian corridors to help people or communities in urgent need of assistance;
- 6- Strengthening the capacities of pharmaceutical industries, laboratories and diagnostic and care structures throughout the national territory;
- 7- Early detection, rapid care and confidential isolation of patients;
- 8- The setting up of a call centre dedicated to Covid-19 and an alert and monitoring system using, in particular, new information and communication technologies;

**CORONAVIRUS (COVID-19)**  
CÔTE D'IVOIRE

N° 035  
Date : 01 avril 2020  
Heure : 20h00min

**La Bonne Info**

**MESURES POUR PRÉSERVER L'OUTIL DE PRODUCTION ET L'EMPLOI**

- Fonds de soutien au secteur privé : 250 milliards de FCFA (dont au moins 100 milliards de FCFA pour le renforcement du soutien aux PME).
- Fonds spécifique d'appui aux entreprises du secteur informel touchées par la crise : 100 milliards de FCFA.
- Soutien aux principales filières agro-industrielles (anacarde, coton, hévéa, palmier à huile, cacao, café, etc.) : 250 milliards de FCFA.
- Soutien à la production vivrière, maraîchère et fruitière : 50 milliards de FCFA ( dont 20 milliards pour les intrants).

Source : Discours du Premier Ministre Amadou Gon Coulibaly  
Chef du gouvernement, Ministre du Budget et du Portefeuille de l'Etat.  
31 mars 2020.

POUR TOUTE INFORMATION APPELER LE

**143/101/125/119**

OU ENVOYER PAR SMS CORONAVIRUS AU **1366**

CENTRE D'INFORMATION ET DE COMMUNICATION GOUVERNEMENTALE  
CAMPAGNE DE PRÉVENTION CONTRE LE CORONAVIRUS

CICG  
Centre d'Information et de Communication

# Impacts of the Pandemic on the Transport Sector

**CORONAVIRUS (COVID-19)**  
CÔTE D'IVOIRE

N° 004 / Mars 2020

**Bon à Savoir**

**RECOMMANDATIONS AUX TRANSPORTEURS**

Le Haut Conseil du Patronat des Entreprises de Transport Routier de Côte d'Ivoire recommande, à partir du lundi 23 mars 2020:

- Aux taxis communaux et taxis-compteurs :**  
La réduction du nombre de passagers de cinq (05) à quatre (04), y compris le conducteur. Soit deux (02) passagers à l'arrière du véhicule et un (01) à côté du chauffeur.
- Aux minicars communément appelés "Gbaka" :**  
La non utilisation des sièges du milieu.
- Aux taxis intercommunaux de sept (07) places :**  
L'occupation de cinq (05) places au maximum.
- A tous les transporteurs**
  - Le lavage obligatoire des mains (avec du savon ou du gel hydro-alcoolique) des usagers au moment de leur embarquement.
  - Le port de cache-nez pour le conducteur et son convoyeur (ou apprenti).

POUR TOUTE INFORMATION APPELER LE  
**143 ou 101**  
OU ENVOYER PAR SMS CORONAVIRUS AU **1366**

- Limitation of the number of passengers on board public transport vehicles
- the obligation to wear masks on public transport
- Slowdown of all road infrastructure projects, with a high risk of slippage in the timetable if the situation persists for too long.
- Decrease in traffic at urban and interurban road toll booths
- Difficulty in exporting raw materials such as cocoa and cashew nuts stored in the Port of Abidjan
- Establishment of a website for exit permits for Greater Abidjan after its closure
- Support from the Ministry of Equipment and Road Maintenance and the AGEROUTE to the Companies for the passes for the execution of road and civil engineering works.



# Impacts of the Pandemic on the Transport Sector

- HKB Bridge Toll, Abidjan

- Attinguié toll station [Abidjan - Yamoussoukro highway].

PEAGE PONT HKB	Classe 1	Classe 2	Classe 3
VARIATION JANVIER 19/20	-1,2%	-9,6%	-9,9%
VARIATION FEVRIER 19/20	3,4%	-3,0%	-16,2%
VARIATION MARS 19/20	-14,5%	-16,4%	-15,4%
VARIATION AVRIL 19/20	-50,6%	-44,3%	-42,1%

Source: SOCOPRIM, HKB Bridge Concessionaire

PEAGE ATTINGUIE	Classe 1	Classe 2	Classe 3	Classe 4
VARIATION JANVIER 19/20	9%	-15%	-35%	64%
VARIATION FEVRIER 19/20	14%	-5%	-35%	67%
VARIATION MARS 19/20	-4%	-11%	-45%	46%
VARIATION AVRIL 19/20	N/A	N/A	N/A	N/A

Source: Road Maintenance Fund





# Overall impact of the Pandemic on the national economy

With an average GDP growth of more than 7% over the last 10 years, Cote d'Ivoire expected to achieve a growth of 7.2% in 2020. To date, after the evaluation of the impacts of COVID-19, the country envisages a growth rate of 3.6% of its GDP, with the hypothesis of an **exit from the pandemic in July 2020.**



# Thank you for your attention!!



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Transport Economist

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# Response of professional business associations to Covid-19

**Michel Démarre**

SEFI-FNTP Chargé de mission

Paris

April 30, 2020





# Presentation



- I worked with the French government for 20 years; then 30 years in the private sector (road construction companies).
- Former President of the EICs (European International Contractors; 2008-2012)
- Today a project manager at the SEFI (Syndicat des entrepreneurs français internationaux)
- Long-standing PIARC member (since 1989)
  - Participated in 3 technical committees since 2004
  - Former President of the French National Committee (2008-2012)
  - Currently French-speaking secretary of EG 1.1 on Good project preparation
- I'm going to make this presentation on behalf of the CICA...

# CICA Confederation of International Associations of Construction Companies

- Head office in Paris
- Members are regional or national associations as well as individual companies.
- Detailed information on [www.cica.net](http://www.cica.net)
- CICA has been collecting information on Covid-19 from its members and other organisations since 25 March.
- Global Benchmark updated twice a week
- <http://www.cica.net/cica-covid-19-overview/>



CICA General Assembly Seoul May 2019

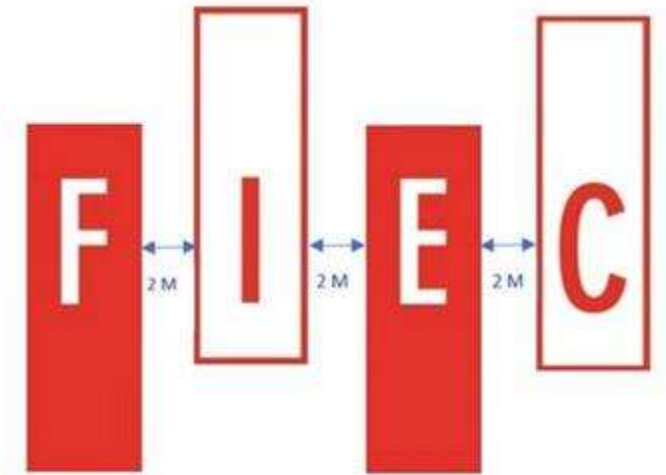
# 1. Ensuring the health and safety of employees

- A major concern of companies and their professional associations (PA)
- In many countries, publication of recommendations on appropriate security measures to be adopted by companies.
- Often developed jointly by government and HAs
- General or specific (e.g. in France, road companies, pipelines, ...)
- Other differences urban/rural environment, buildings/infrastructure
- The PAs have organised training sessions (mainly for SMEs), pilot sites



# Main results of the benchmarking

- Many similarities, some differences (e.g. "social distance" varies from 1m to 6 feet)
- Main problems identified:
  - Availability of appropriate masks, disinfectants, PPE
  - Water supply (for hand washing, cleaning) in some countries
  - Subcontractors' equipment
  - Transport (individual transport instead of a van)
  - Workers' housing and canteen
  - The training of foreign workers in some countries: "How do you say 'social distancing' in Swahili?"
  - Temporary measures that will last (vaccine available?)



Social Distancing Saves Lives





## 2. Maintain business continuity and activity

- The situation varies from country to country, ranging from almost complete standstill to limited activity.
- Not only the problem of the company itself; in addition to the above questions and the availability of own staff:
  - activity may be hampered by a shortage of materials, equipment, logistics, etc.
  - the activity can be stopped by customers (not ready or willing to have the work restarted)
- Huge sums of money have been made available to all sectors to fight the recession: tax deferrals, loans, etc.
- As work gradually resumes, business continuity is faced with the dilemma of urgently preparing future tenders in the face of the risk of a possible second wave of Covid-19.
- This complex situation requires dialogue between all stakeholders (government, client, contractor, engineer, suppliers, supervisors, etc.).



# 3. Corporate relations 1/2

- With his clients: see webinar of April 15 and suggestions (to be discussed) by Fabio Pasquali:
  - Economic support for additional costs (security)
  - Partial advance of the market value to the company
  - Direct payment to subcontractors
  - Acceleration bonus for early completion of work
  - Acceleration of project approval procedures
- How to deal with current contracts
  - Notion of "force majeure": does not have the same meaning/consequences everywhere (applicable law)
  - Other contractual clauses to be considered: unforeseen events, unforeseen circumstances (additional costs; extension of time)
  - FIDIC (International Federation of Consulting Engineers) has published an information document on the contractual impact of Covid-19 (<https://fidic.org/sites/default/files/COVID%2019%20Guidance%20Memorandum%20-%20PDF.pdf> ).
  - Warning: "Expert legal advice should be obtained whenever necessary".
  - The preferred option is always dialogue and cooperation between the parties.

## 3. Corporate relations 2/2

### ■ How to manage future contracts

- Clients must continue to work and prepare new tenders.
- Uncertainty about future contractual conditions (additional costs to be included? What if there is a 2<sup>nd</sup> wave?)
- Special case of concession contracts (see webinar of April 8 with presentation by Bill Halkias)

### ■ With other stakeholders

- With staff: criminal liability of contractors. Communication (understanding the recommendations). Equipment (mobile phones, computers, cars)
- With the residents ("Why are these guys working while we are confined?").

### ■ Importance of the role of Professional Associations

- Drafting of appropriate health and safety recommendations; training
- Dialogue with trade unions (e.g. FIEC and EFBWW; see <http://www.fiec.eu/en/themes-72/covid-19.aspx>)
- Legal advice to members (especially SMEs)
- Material assistance (e.g. provision of masks for SMEs)
- Lobbying (state, municipalities) to get work orders back on track quickly after work resumes



## 4. Security

- Working at home
- Cybersecurity
  - Phishing
  - Protection of personal data



**Thank you for  
your  
attention!**

- Michel Démarre
- [demarrem@fntp.fr](mailto:demarrem@fntp.fr)





# Presentations

The role of ITS in road network operations:  
TC 2.4 recommendations and overview of  
applications

*By Valentina Galasso, Senior Manager @Deloitte,  
Chair of PIARC TB 2.4*





# Introduction: NWA and ITS Definitions

*Let's speak the same language*

*Road Network Operations is a strategic approach to maximizing the efficiency and effectiveness of existing and future road infrastructure, always with a focus on the safety and availability of the road network.*

*Intelligent Transport Systems are ICT applications that aim to provide innovative services related to different transport modes and to enable users to be better informed and to use transport networks in a safer, better coordinated and "smarter" way.*

# The role of ITS and NWR in this critical period

*How prepared are we to deal with an emergency situation?*

- Intelligent transport systems play a key role in the management of the road network, especially in these difficult times.
- Why?
  - **ITS improve the mobility of people and goods, which means ensuring the availability of critical infrastructure** for emergency vehicles and increasing the efficiency of goods delivery.
  - **ITS improves communication exchange with internal and external stakeholders**
  - **ITS supports the decision-making process**
  - **ITS enable road authorities and road operators to communicate more safely and through** technological devices and to enable the continuity of transport services.

# NRT and STC at the time of COVID-19

## *Main areas of application and practical examples*

### *Information to users*

Ensuring the optimal dissemination of information related to the emergency situation

- *Use of Conventional ITS (STP)*
- *Introduction of low-cost ITS (SMS, Apps)*
- *Diversification of messages according to user topology*

### *Toll Management*

Ensuring motorway operation in compliance with health protection guidelines

- *Dynamic management of toll systems (priority to digital payments)*
- *Free toll for emergency/medical vehicles*
- *Reduced toll for all*

### *Network operation/mobility*

Guaranteeing defined service levels under exceptional conditions

- *Strict traffic restrictions and controls*
- *Management of the network with priority to the means of relief / transport of goods*
- *Management of entries on public transport by smartphone*

### *Decision Support*

Identify the best strategies for network operations and information exchange.

- *Integrated management of information on the mobility of persons and means*
- *Ability to process large amounts of data*
- *Support in the relationship with partners*

# NRT and STC at the time of COVID-19

The main areas of application

- Information aux usagers
- Gestion du péage
- Exploitation du réseau / mobilité
- Support aux décisions



Communication of information on service areas to truck drivers in France

⚠ Cortada en A-66 la calzada sentido Mérida entre los ppkk. 804+0 a 800+6 por trabajos de mantenimiento, según informa @DGTes  
Se mantiene la circulación en ambos sentidos por calzada sentido #Sevilla



Info to users through social networks in Spain

Support for healthcare personnel in France



Travel card and Scan code in China

Information for users in Argentina



Information exchange with users in Portugal



Info channel in Italy





# NRT and STC at the time of COVID-19

*The main areas of application*

Information aux usagers

Gestion du péage

Exploitation du réseau / mobilité

Support aux décisions



*Payment Toll per contactless transaction in Greece*



*Toll systems after the passage in Italy*



*Open system tolling (Free Flow) in France*



# NRT and STC at the time of COVID-19

*The main areas of application*

Information aux usagers

Gestion du péage

Exploitation du réseau / mobilité

Support aux décisions



*Strict traffic restrictions and controls in Paraguay*



*Network control in Andorra*



*Strict traffic restrictions and controls in Paraguay*



*Remote road network operation in Portugal*



*Integral control of citizens' security with information systems, AI and Big Data in Spain*

# Highlights of PIARC Technical Reports (1/3)

*Basic concepts on ITS and their role in the road network management value chain*



- **Basic information on ITS and their role in improving the mobility of people and goods**
- **How ITS can improve communication exchanges between operators and with stakeholders**
- **What are the expectations of road users in terms of the services they need?**



*The exchange of information is the key. In these times of crisis, managing the flow of information between road operators and stakeholders and with road users means working in a complex environment where ITS can help navigate.*

*Click on the cover to go to the PIARC web page and download it.*

# Highlights of PIARC Technical Reports (2/3)

*Low-cost solutions can be a valid option when needed.*



- **New and emerging technologies can play an important role in the development of ITS solutions** when it comes to reduced budgets and limited operational costs.
- They can also be a **valid alternative** when there is **insufficient time or resources to implement** more complex solutions and there is a compelling need to provide services to road users.



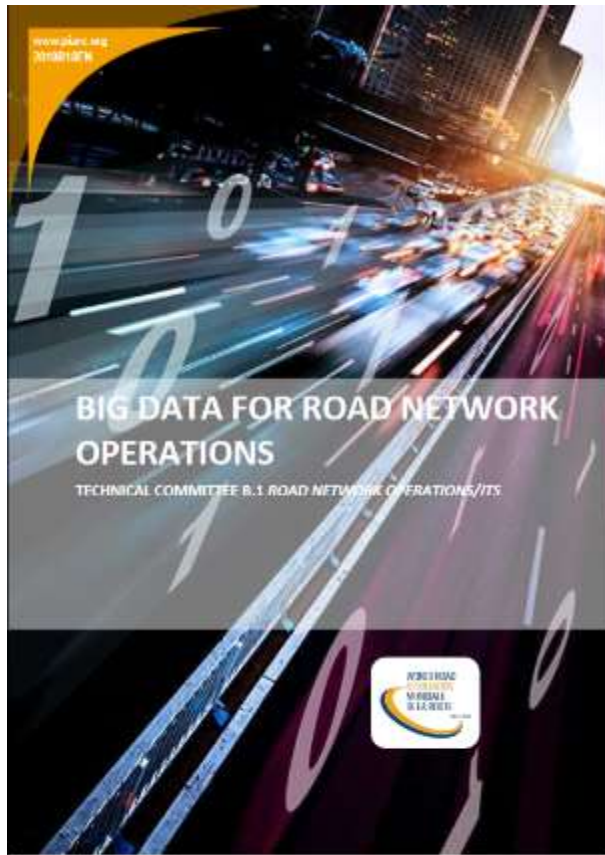
*Low-cost ITS solutions can be introduced as a new paradigm where barriers are present but a solution is needed. This approach in times of crisis could be a good starting point to test the potential of ITS without having to face a large mobilisation of resources.*

*Click on the cover to go to the PIARC web page and download it.*



# Highlights of PIARC Technical Reports (3/3)

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



- **The importance of data** and **how it can influence the** whole value chain in the road transport sector
- Good practices for the **use of Big Data** in internal processes related to **the operation of road networks**
- Preliminary survey on **how large data can support decision-making** and on best practices around the world



*In times of need and crisis, it is important to reassess strategies and rethink RNOs and ITS in order to better take into account the fundamental value of data to support decision making and to improve interoperability and cooperation between different road operators.*

*Click on the cover to go to the PIARC web page and download it.*



# Conclusions

*How can we learn from this situation to improve our NWO strategies and ITS solutions?*



## Capitalize and share expertise

*Try not to reinvent the wheel. Look for similar experiences in your professional network. Now is the time to help and be helped.*



## Developing a strong, long-term vision

*Don't underestimate the power of planning for emergencies. Resilience is not only acquired on the ground, but is also built over time.*



## Adapting to change and perhaps rethinking what doesn't work

*Certain situations can help us to adapt to changes in contexts and scenarios and to better understand how we need to deal with them.*



# Thank you for your attention!



**Deloitte.**

**Valentina Galasso**

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# Questions and Answers

Host: Robin Sébille



# Our speakers today

- Patrick Malléjacq, Secretary General, PIARC
- André Broto, Advisor to the President of Vinci Autoroutes, France - Strategic Coordinator of PIARC Theme 2 - Mobility
- Djan Fanny, Road Management Agency, Côte d'Ivoire
- Michel Demarre, SEFI-FNTP Project Manager - PIARC Task Force 1.1 (Well-prepared projects)
- Valentina Galasso, Deloitte - PIARC 2.4 Committee (Network Operations / ITS)



# Conclusion and Next Steps



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# Disclaimer of Liability

Given the time constraints, it is likely that the knowledge and practices shared here will not have been officially approved by the official authorities in each country.

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

# Next Steps

- We publish the video recordings and presentations from our webinars
- We publish Notes that present the results of these webinars.
  
- Other PIARC webinars are planned in English, Spanish and French.
  - Wednesday 6 May, dedicated to freight and logistics
  
- <https://www.piarc.org/fr/Agenda-Actualites-PIARC/Coronavirus-PIARC-et-Covid-19>
  
- Medium-term actions

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

- **Identify areas of concern :**

<https://forms.gle/cgi8WCeQYykCeNFQA>

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

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

These two links are also available on the PIARC website.



# The PIARC Response Team: Contact Information

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# Thank you for your attention!



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