

WCPAM 2017

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The future of road transport and its governance

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Outline:

What is PIARC
PIARC's views on governance
Case study: Belgium Flanders
Conclusion





What is PIARC

Addressing members' expectations

- Non-political, non-profit association established in 1909
- Aim: promote international cooperation on issues related to roads and road transport
- Consultative Status on the Economical and Social Council of United Nations
- With its broad membership and geographic diversity, the vision of the World Road Association is to become:

"The world leader in the exchange of knowledge on roads and road transport policy and practices within the context of integrated, sustainable transport."

Recognised for the quality of our outputs





PIARC's Four key missions

- Be a leading international forum for analysis and discussion of the full spectrum of transport issues related to roads and related transport;
- Identify, develop, and disseminate best practice and give better access to international information;
- Consider within its activities the needs of developing countries and countries in transition fully; and
- Design, produce, and promote efficient tools for decision making on matters related to roads and related transport.
- The Association mobilizes the expertise of its members
- Through operations guided by a 4-year Strategic Plan





Extensive membership base

- 121 National governments are members of the Association
- Members from a total of 140 countries
 - Regional authorities
 - Collective members public or private
 - Individual members
- More than 1 000 experts are currently mobilised in our working groups





Knowledge exchange: The core of PIARC

- PIARC mobilises international road and transport experts through more than 20 groups:
 - Ad-hoc dialogue among peers
 - Network building
 - Joint work towards commonly-agreed deliverables
- These deliverables are widely accessible:
 - Reports
 - Seminars or workshops
 - Online manuals
 - Software and tools
- PIARC Congresses are world-class focus points for:
 - Dissemination of these deliverables
 - Further discussions





Enormous needs for roads Worldwide

- Mc Kinsey report of 2013 :
 - The world needs to invest \$3.3 trillion in economic infrastructure annually through 2030 to keep pace with projected growth
 - Roads: 800 billion USD per year (>> rail 300, ports and airports 100 each etc)
 - Roads : aggregate spending of 11.4 trillion USD over 2016-2030
 - Despite high-level attention and past commitments, investment rates have declined in many parts of the world





Need to plan for the long term – "future proof" infrastructure

- Infrastructure investments last 30 years or more
- At the same time, trends evolve
 - Tendency among younger generations towards car sharing and similar. Who knows what will be the demand for transport 20 years from now?
- Climate change is another risk factor
 - See PIARC Framework for example
- Disruption of usage and investment needs
 - Example: Autonomous vehicles could shift traffic back to cars and change patterns of traffic flow
 - Building technologies can offer opportunities
- Comprehensive risk analysis is needed





Need for maintenance and Asset management strategies

- Still relevant, as even autonomous feel the potholes!
- "Grey debt": road maintenance is underfunded
- Maintenance operations have to be budgeted for and not forgotten about
- Have to be carefully planned
- Comprehensive asset management strategies are necessary
 - Such strategies exist, there are examples to be used.
- PIARC has produced several reports on this topic
 - Also: A new PIARC Online Manual on Asset Management will be published soon





Cooperation is needed at international level

- Because:
 - Cars, trucks... cross borders
 - Companies prefer to develop solutions for a wider market
 - 60% of the investment need will be in emerging economies (Mc Kinsey)
- International cooperation is efficient and cost effective
 - See excellent report published by our FHWA colleagues
- Roads operators and authorities want to be part of the conversation, jointly with the private sector and with other modes of transport





Some recent PIARC reports On governance

- Evolution of the mission and structure of transport administrations Trends and outcomes of multi-modal governance in the road and transport Sector
- Guide to good practice Performance Frameworks of Road and Transport Administrations
- Good Governance and Anti-Corruption Measures
- Transport strategies for climate change mitigation and adaptation
- Appraisal of sustainability of transport infrastructure plans
- Role of risk assessment in the development of public policies and the decision process
- Land use and safety: Understanding how land use decisions impact safety of the transportation system
- The Role of Engineering in Combatting Driver Distraction and Fatigue Road Safety Risks
- Assessment of budgetary needs and Optimization of maintenance strategies for multiple assets of road network Echanger connaissances et techniques sur les routes et le transport routier / Exchange knowledge and techniques on roads and road transportation



Case study: Belgium Flanders

Case Study in Flanders: Some key challenges for road authorities **Presentation** of Tom ROELANTS President of BRRC



(1) From fossil to electrical mobility



Charging points: Which technology?

Where?

How much?

Government or industry? International approach?

Temporary need or not?



(2) Autonomous driving



- 'Smartphone on wheels'
- Transition period traditional & autonomous driving
- Impact on road infrastructure?
 - Which technology?
 - Where?
 - Government or industry?
 - International approach?
- Who will be the master /slave?
 - Will the car rules the infrastructure, or must the infrastructure rule the car? Who will makes this choice?



(3) Mobility as a Service



- Road authority as the regulator of mobility services
 - Data management ?
 - Infrastructure sharing?
 - Slot management ?



(4) Environmental impact and expectations

- working on integrated projects

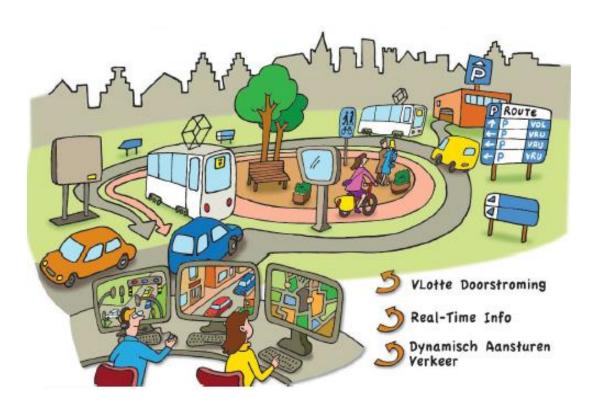


Some key concerns for road authorities



Some key concerns for road authorities

What will be the role of cities?



Europe as a network of cities?

Motorways next to cities, connecting cities?

 No monopoly on the road network

Networks will be less separated?



Some key concerns for road authorities

Speed of change



sustainability of investments



- Short life span of technology
- Long life span of road infrastructure

Financing structures?



Input for discussion



What do our stakeholders expect?

(2) Autonomous driving



Smart (cars & infrastructure)

 Services and experiences tailor made for each individual customer? How far can we go?



What do our stakeholders expect?

(3) Mobility as a Service



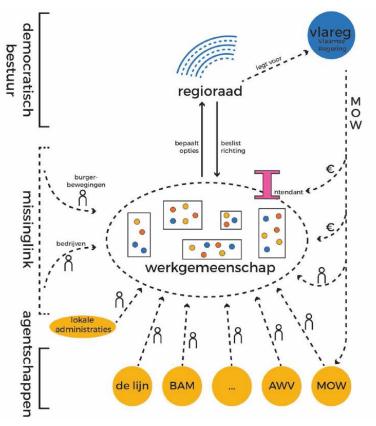
- Road authorities as masters of data
 - Open data versus big data?
- Road authorities as regulators of mobility services providers?
 - Infrastructure sharing?
 - Infrastructure linking?
 - Slot management ?
 - Quality / Reliability controll?
- Reliability of the infratsructure



What do our stakeholders expect?

(4) Environmental impact and expectations

Werkgemeenschap



- Mobility & Livability (environment, health, space management, local issues)
- 'Intendant': working on integrated projects
- Road authorities get another role: no longer the most important player, but the coach/expert or referee (hopefully not the role of the spectator or subsitute)





PIARC CONGRESSES

Save the dates!



- 15th International Winter Road Congress
 - Gdansk, Poland
 - 20 23 February 2018

- 26th World Road Congress
 - Abu Dhabi, United Arab Emirates
 - 6 10 October 2019





Thank you for your attention

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