COVID-19
Online Discussion Session

13 May 2020, 13 h (Paris time)
Agenda and Structure

- Brief introduction to PIARC
- Issues faced by Road Operators and Administrations
- Presentations on the Current Situation:
  - “Together, From Darkness To Dawn”
  - “While Everyone Locks In, Roads Are Open For Service”
  - The Malaysian Experience
  - Mexico's actions to address the COVID-19 pandemic - A resilience perspective
- Q&A
- Conclusion and Next Steps
Our Speakers today

- Patrick Malléjacq – Secretary General, PIARC
- Xie Hongbing – MBEC, China, PIARC TF 3.1 on Road Infrastructure and Transport Security
- Héctor S Ovalle Mendivil – COCONAL, Mexico
- Dennis Ganendra (Dato' Dr.) – Minconsult Sdn. Bhd., Malaysia
- Roberto Aguerrebere – Mexican Institute of Transport (IMT), Mexico
Participants' microphones and cameras must be turned off.
How to ask a question, raise an issue, or share a practice?

- This is strongly encouraged!

- Use the “Chat” feature of Zoom (bottom right of the main window)

  ➔ Send a message to “All participants” (this is one of the “chat” options)

- Note: only questions that are specific to roads or road transport

- That channel is monitored by Christos Xenophontos (Chair of PIARC TC 1.1)

- Christos will raise the questions to relevant panelists
About your name in Zoom

- We recommend that participants accurately name themselves in the Zoom application:
  - First Name Last Name Country

- This fosters interaction between participants
This session is being recorded

- The resulting video will be shared on www.piarc.org
Disclaimer

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

“The ideas and examples shared here are for illustration only. They do not necessarily represent official policy. Ideas presented will be subject to further evaluation and use in deriving recommendations on policy and practice in due course. While care has been taken in the preparation of this material, no responsibility is accepted for any damage that may be caused.”
Key Concept: Focus on the short-term. The world is going through a crisis and every day counts.

- Share knowledge and current practice between PIARC members urgently in order to support responses to the pandemic in near real-time.
- Such knowledge and current practice are not yet confirmed as valid or effective, and what works in some parts of the world may not be relevant elsewhere.
- However, inspiration can be found anywhere, and a good idea now could save lives, improve business resilience and could minimize disruption of services.

- Note: In parallel, PIARC is planning medium- and long-term actions for when the pandemic is in a manageable state and substantially under control.
PIARC COVID-19 Response Team

Summary Terms of Reference

- To explore rapid sharing of knowledge and practice between PIARC members in respect of COVID-19 & associated socio-economic crisis
- To propose and implement short-term actions to support PIARC members and transport professionals in mitigation and response
- To track the course of COVID-19 over time and advise on further actions to be taken by PIARC and others during the crisis and into the recovery
- To advise on medium- and long-term implications of COVID-19 on the roads and transport sector and how these should be tackled and studied

Currently established to 1st December 2020, extendable as required

Current Membership

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

For more information, contact info@piarc.org
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Introduction

What is PIARC?
What is PIARC?

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

▪ Be a leading international forum for analysis and discussion of the full spectrum of transport issues related to roads and related transport;

▪ Identify, develop, and disseminate best practice and give better access to international information;

▪ Consider within its activities the needs of developing countries and countries in transition fully; and

▪ Design, produce, and promote efficient tools for decision making on matters related to roads and related transport.

▪ The Association mobilizes the expertise of its members

▪ Through operations guided by a 4-year Strategic Plan
COVID-19

Issues faced by Road Operators and Administrations
PIARC has tentatively structured the situation around Six Key Issues

- Issue 1: Ensuring employees’ health and safety in general
- Issue 2: Maintaining activity and business continuity
- Issue 3: Impact on transportation
- Issue 4: Business Relations
- Issue 5: Customer and stakeholder relations and joint working
- Issue 6: Security

They were presented in more detail during our previous webinars.
A first synthesis Note is available

- This Note presents the emerging findings from the first four Webinars.
- They are relevant for the road community and may be useful to inform planning and operational decisions that have to be made on the ground urgently.
- Available from [www.piarc.org](http://www.piarc.org)
  - Free
  - In English, Spanish and French
Together, from Darkness to Dawn

- Myself and MBEC’s experiences amid the COVID-19 Pandemic fight
5, Ref.: PIARC REPORT “SECURITY OF ROAD INFRASTRUCTURE”, 2019

From presentation of Saverio PALCHETTI, Chairman of TF3.1

PANDEMIC is considered a threat: unintentional, non-directed, unpredicted

general principles of a security-minded approach and the technical and operational recommendations to protect against a range of physical and cyber threats
China Railway Major Bridge Engineering Group Co. Ltd. (www.ztmbec.com)
CREC (China Railway Engineering Group, 55th place of Fortune 500, 2019)

Since 1953,
3,000 Bridges-3,000 km
NT for Bridge Construction

Yangtze River 6300km, 150 Bridges
1, MBEC, CREC

China Railway Major Bridge Engineering Group Co. Ltd. (www.ztmbec.com)

CREC (China Railway Engineering Group, 55th place of Fortune 500, 2019)
China Railway Major Bridge Engineering Group Co. Ltd. (www.ztmbec.com)
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For me, it all started from the Chinese Rat year Spring Festival (22nd - 23rd Jan.)

On 23rd Jan, Wuhan city was announced to lock down.

“【CNT】Air France: Your flight AF139 on 28JAN from WUHAN to PARIS is cancelled. Please accept our sincere apologies.” My trip to Piarc Kick-off meeting was then cancelled.

Then it started with about 2 months’ self-quarantine with my family. My impressions on this special period?
Worked from at home

- "In early February, I began to change my work pace and lifestyle. I made a detailed plan on my daily life and work at home with alarm clock and tomato schedule. First, get up earlier at 6:00am; Second, wearing business suit to keep the state of work; Third, divide the whole day into work, study and daily-life activities. With the assistance of alarm clock and tomato schedule my days gradually went into a good circle.

- Today is the 17th day of the Shutdown of Wuhan city. I appreciate so much for the caring and cheering-up greetings from my friends and workmates, even though they are staying in this city, out of the city or abroad. During this tough period, we are the staff of company, family doctors, teachers & students, friends, and also the guardian god of ourselves and our families, we do what we could do, and do what we exert our best efforts to do. We are warming and being warmed with each other, being together to go through the difficulties. And we truly believe “No Winter is Insurmountable”.

- from my colleague Annie

Self-quarantine in Wuhan

- MBEC participated in Construction of Huoshenshan Hospital which was built in just 10 days.
- Rebuild Hankou compartment hospital, 1082 beds
- 3 existing to designated hospital, adding 1200 more beds.
- More than 100 MBEC volunteer participated in the pandemic battle. Photo shows Fu in construction of Leishenshan Hospital (Thunder God Mountain)
- 10million MBEC+ 4.45m MBEC personnel donation
3. About **two more months** later, MBEC re-opened HQ on 25th March 2020
3. About **two more months** later, MBEC re-opened HQ on 25th March 2020
4. Prevention measure taken on projects are essentially the same as previously (with strict camp access control)

• With work resumed on Wuhan Qinshan Yangtze River Bridge on 8th April, all 142 projects resumed construction.
• Overseas projects (currently 7 countries) presents more difficulties in terms of both Covid-19 prevention /control and project running. (cases mostly increasing, local control rules varied, restricted country entry, diverse medical status etc.) In Bangladesh 3 projects -910 Chinese/5700locals (PADMA BRIDGE). In Tanzania 2 projects -100 Chinese/500 locals.
• Our Project Office in Malaysia, together with the Chinese Consulate General in Kuching and other units, donated 50,000 masks and 2,000 protective suits to the Sarawak state government. Our Padma Bridge Project Office in Bangladesh donated 2500 masks to the Padma Bridge Garrison (very early).
5, Ref.: PIARC REPORT “SECURITY OF ROAD INFRASTRUCTURE”, 2019

From presentation of Saverio PALCHETTI, Chairman of TF3.1

general principles of a security-minded approach and the technical and operational recommendations to protect against a range of physical and cyber threats

PANDEMIC is considered
a threat: unintentional, non-directed, unpredicted
6. In summary

• Though work is resumed, we realize that pandemic remains a big security risk at the moment. For us, virus prevention remains an utmost important task.

• “No one is safe until everyone is safe (WHO)”. Situation with imported cases and international cooperation is connected to many countries, and eventually the whole world. Solidarity is the key to win!

• Let’s work together to fight the Pandemic!

Wuhan lifted its outbound travel restriction on 8th April, 2020
Photo taken on April 13, 2020 shows night view in Wuhan, [Photo/Xinhua]
I’d like to take the chance to express our sincere thanks to the medical workers, volunteers and our friends from around the world who helped Wuhan, especially in that difficult time!

- from Annie, copy rights remain by relevant authors
Thank you!

Xie Hongbing
TF 3.1 Member, Piarc
China Railway Major Bridge Engineering Group Co. Ltd., CREC
xhb@ztmbec.com
While everyone locks in, roads are open for service

Hector S Ovalle M
CEO – Coconal

May 2020
Héctor S. Ovalle

- Mexico
- CEO Coconal
- Civil Engineer
- Member of PIARC’s TC 1.3 and TF of Infrastructure and Transport Security
- Former president of the Mexican Roadways Engineering Association
Key discussion points

- Roads operation during COVID-19
  - How to conduct road works
- Impact on traffic revenues
- Maintaining relations with authorities and with suppliers
Roads operation during COVID-19

We must keep the roads open for service…

• **Our ABC of road operation…**
  • People over 65 and with certain diseases were sent home since early March.
  • When starting and ending shifts
    • Temperature measurement
    • Health status interview (basically seeking to identify known symptoms of the virus)
    • Review of safety equipment (gloves, masks or face shields)
    • Disinfection of personnel with pathogen removal solutions
    • Disinfection of surfaces and objects to be used by operators
  • Continuous vehicle, rest areas, and offices disinfection
  • Specific areas for disinfection
  • Constant communication and training in disinfection
  • Proper distancing
Roads operation during COVID-19
Roads operation during COVID-19
Roads operation during COVID-19
Roads operation during COVID-19

We must keep the roads open for service...

- In case someone shows any symptoms...

Immediate isolation

As soon as possible

- Covid-19 testing
- Traceability assessment
- Isolation of those in the traceability assessment
- Disinfection of areas
- Further testing depending on the results
Roads operation during COVID-19

We must keep the roads open for service...

- How to conduct road works...
  
  - Being in an open field reduces risks of contagion
  
  - Reduced crews
  
  - When starting and ending shifts
    - Temperature measurement
    - Health status interview (basically seeking to identify known symptoms of the virus)
    - Review of safety equipment (gloves, masks or face shields)
    - Disinfection of personnel with pathogen removal solutions
    - Disinfection of surfaces and objects to be used by operators
  
  - Continuous vehicle and equipment disinfection
  
  - Constant communication and training in disinfection
Roads operation during COVID-19
Impact on traffic revenues...

We must keep the roads open for service...

A big risky issue for Public-Private Partnerships (PPP)

Since the first week of March, we have experienced a decrease of 40% in revenues

Banks have been open regarding minor restructures or postponements

In every project, we have a Debt Service Fund that covers 6 months of interests and capital
Maintaining relations with authorities and with suppliers

We must keep the roads open for service...

Stay closer than before…
Thank you for your attention!

Héctor S Ovalle
CEO Coconal
hovallem@coconal.com

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www.piarc.org
PIARC COVID-19 WEBINAR
THE MALAYSIAN EXPERIENCE

13 MAY 2020
1. INTRODUCTION & OUTLINE
Dr. Dennis Ganendra
He is the Chief Executive Officer of Minconsult Sdn. Bhd.

He was the Hon. Sec. Gen. for 9 years and is currently a Council member of The Road Engineering Association of Asia and Australasia.

He is a Fellow of the Institution of Civil Engineers, UK, Fellow of the Institution of Engineers, Malaysia and Fellow of Institution of Highways and Transportation.

Minconsult Sdn Bhd
Established in 1962, we are one of the largest Engineering consultancies in South East Asia.

We have undertaken projects in 25 counties over 5 continents

We offer a wide range of engineering consultancy services in the civil & structural, mechanical, electrical, town planning and environmental fields.

Over the years, we have won numerous awards locally and internationally
OUTLINE

1. Introduction
2. Impacts of COVID-19 in Malaysia and the Region
3. Malaysian Response to COVID-19
4. Impact on Construction
5. Impact on Road Transport
6. Impact on Other Forms of Transport
7. Way Forward
2. IMPACTS OF COVID-19 IN MALAYSIA AND THE REGION
IMPACTS OF COVID-19 – MALAYSIA & REGION

• Although most countries will not be spared from the aftermath shock and impacts of Covid-19 Pandemic, some countries in the region of South East Asia (“SEA”) are relatively less affected by it.

• Apart from Indonesia and Philippines. The rest of the countries in SEA have much lower fatalities despite proximity to China geographically, economically and socially.

### Number of Reported Cases and Deaths by Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Total Cases</th>
<th>Total Deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Singapore</td>
<td>23,822</td>
<td>20</td>
</tr>
<tr>
<td>Indonesia</td>
<td>14,032</td>
<td>973</td>
</tr>
<tr>
<td>Philippines</td>
<td>11,086</td>
<td>726</td>
</tr>
<tr>
<td>Malaysia</td>
<td>6,656</td>
<td>108</td>
</tr>
<tr>
<td>Thailand</td>
<td>3,015</td>
<td>56</td>
</tr>
<tr>
<td>Vietnam</td>
<td>288</td>
<td></td>
</tr>
<tr>
<td>Myanmar</td>
<td>180</td>
<td>6</td>
</tr>
<tr>
<td>Brunei</td>
<td>141</td>
<td>1</td>
</tr>
<tr>
<td>Cambodia</td>
<td>122</td>
<td></td>
</tr>
<tr>
<td>Laos</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>59,361</strong></td>
<td><strong>1,890</strong></td>
</tr>
</tbody>
</table>

### Number of Reported Cases and Deaths per 1 Million Population by Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Total Cases</th>
<th>Total Deaths</th>
<th>Cases / 1M Pop</th>
<th>Deaths / 1M Pop</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA</td>
<td>1,367,638</td>
<td>80,787</td>
<td>4,132</td>
<td>244</td>
</tr>
<tr>
<td>Spain</td>
<td>264,663</td>
<td>26,621</td>
<td>5,661</td>
<td>569</td>
</tr>
<tr>
<td>UK</td>
<td>219,183</td>
<td>31,855</td>
<td>3,229</td>
<td>469</td>
</tr>
<tr>
<td>Italy</td>
<td>219,070</td>
<td>30,560</td>
<td>3,623</td>
<td>505</td>
</tr>
<tr>
<td>France</td>
<td>176,970</td>
<td>26,380</td>
<td>2,711</td>
<td>404</td>
</tr>
<tr>
<td>Germany</td>
<td>171,879</td>
<td>7,569</td>
<td>2,051</td>
<td>90</td>
</tr>
<tr>
<td>China</td>
<td>82,918</td>
<td>4,633</td>
<td>58</td>
<td>3</td>
</tr>
<tr>
<td>Japan</td>
<td>15,777</td>
<td>624</td>
<td>125</td>
<td>5</td>
</tr>
<tr>
<td>S. Korea</td>
<td>10,909</td>
<td>256</td>
<td>213</td>
<td>5</td>
</tr>
<tr>
<td>Malaysia</td>
<td>6,656</td>
<td>108</td>
<td>206</td>
<td>3</td>
</tr>
</tbody>
</table>

[https://www.worldometers.info/coronavirus/](https://www.worldometers.info/coronavirus/), as at 11 May 2020
ECONOMIC IMPACT OF COVID-19 IN MALAYSIA

- Supply chain are affected across industries both globally and domestically
- Decline in GDP growth
  - Central Bank foresees decline of up to -2% in GDP for 2020

Severe Impact / Unprecedented

- Businesses losses during Lockdown*
  - RM32 billion export value losses every 2 weeks estimated in manufacturing sector alone

- Government losses during Lockdown*
  - RM2.4 billion losses per day estimated from production of goods and services

- Unemployment rate
  - Estimated one million people will lose their job

* Our country has imposed a Nationwide Lockdown or known as Movement Control Order (“MCO”) which started on 18 March 2020 and extended until 12 May 2020

Sources:
Speech and Public Statement made by Ministry of Finance, Malaysia
Statement made by Bank Negara Malaysia
OTHER IMPACTS IN MALAYSIA

Political Landscape

- We are also facing **political uncertainty** from the recent change in government.
- New government was formed in March 2020, coinciding with the Covid-19 Pandemic.

Impact from COVID-19 Pandemic

Falling oil prices

- Started in March 2020 where **Oil Price has crashed** more than 30% on 9 March 2020 and continue to fall since.
- The crash was partly started due to **lowered oil consumption** arising from the Covid-19 Pandemic which triggered the subsequent Oil Price War.
- This has affected our government budget severely as we are a **net oil exporter** country.
IMPACTS OF COVID-19 & MOVEMENT CONTROL ORDER (“MCO”) TO ENVIRONMENT

Solid Waste

50% Reduction
580 tonnes of waste was collected between 15 March and 15 April 2020 compared to 900 to 1,200 tonnes of waste per month for the past 6 months under ‘Selangor Maritime Gateway’ Project.

43% Reduction
Local Authority undertook cleaning of river found that the river pollution has also decreased as the number of waste extracted from the river declined to as much as 43% (Klang River)

Air Quality

14% Improvement
Department of Environment (DOE) Air Pollutant Index recorded a 14% increase in the number of days with “good” air quality during the MCO as a result of fewer vehicles on the road and less industrial activity.

28% Improvement
DOE recorded significant improvement in Water Quality Index (WQI) in the upstream region where 29 water monitoring stations were established. Eight (28%) of the 29 water monitoring stations showed an improved river water quality index.
3. MALAYSIAN RESPONSE TO COVID-19
TIMELINE OF KEY EVENTS

25 January 2020
• Health Minister confirm the first case of COVID-19 in Malaysia

30 January 2020
• WHO Director-General declared the novel coronavirus outbreak (2019-nCoV) a Public Health Emergency of International Concern (PHEIC)

12 March 2020
• WHO announces COVID-19 outbreak a pandemic

16 March 2020
• Prime Minister announces the Movement Control Order (MCO) from 18 March until 31 March 2020

10 April 2020
• Prime Minister announces the Movement Control Order (MCO) extended from 15 April till 28 April 2020

26 March 2020
• First Enhanced MCO at di Kampung Dato’ Ibrahim Majid dan Bandar Baharu Dato’ Ibrahim Majid di Simpang Renggam, Kluang, Johor

25 March 2020
• Prime Minister announces that MCO is extended until 14 April 2020

17 March 2020
• Almost two-thirds of the 673 cases confirmed in Malaysia were related to the Tablighi Jamaat event held at Jamek Mosque in Sri Petaling.

23 April 2020
• There are 27 COVID-19 clusters that are active and 9 location of Enhanced MCO with army intervention

29 April 2020
• MCO Phase 4 was announced for the period from 29 April until 12 May 2020

25 March 2020
• MCO Phase 5 or Conditional MCO (CMCO) was announced from 4 May until 12 May 2020

4 May 2020
• MCO Phase 5 or Conditional MCO (CMCO) was announced from 4 May until 12 May 2020

7 May 2020
• As of this date, the confirmed cases for COVID-19 was 6,467 where 4,776 (73.85%) is recovered cases and 107 death cases (1.65%)
**Malaysia Government Response to COVID-19**

GoM 6 ‘Rs’ Resolve, Resilience, Restart, Recovery, Revitalise, and Reform in order to balance the livelihood of Malaysian Citizens and the complete control of the pandemic

**Resolve.** A Movement Control Order or cordon sanitaire was imposed to flatten the curve to curb more events leading to the spread or the Circuit Breaker. Only *Essential Services workers as well as food and daily necessities also with the launch of Stimulus Package*

**Resilience** by expanding capacities to treat and isolate COVID-19 patients with the creation of semi-permanent facilities as well as procurement of equipment and supplies as well as creation and dissemination of information to general public on the Guidelines for future operations.

Upon reaching first sign of control over the spread, a small fraction of economy is Restarted / opened by way of giving Permit to Operate to give impact to bottom tier of the society that was directly hit by the pandemic due to unable to earn daily wages and require to follow strict SOPs

Upon reaching all milestones / criteria to disengage lockdown as set by WHO, Recovery (Current Phase) plan to open bigger segment of economy is allowed with Strict and Specific SOPs

*Essential Services* are industries defined under the Prevention and Control of Infectious Disease (Measures Within the Infected Local Areas) Regulation 2020 includes food, water, energy, communications, security and defence, solid waste and public cleansing, healthcare and medical, banking and finance, logistics confined to provision of essential services.

**Movement Control Order and Conditional Movement Control Order**

<table>
<thead>
<tr>
<th>MCO 1</th>
<th>MCO 2</th>
<th>MCO 3</th>
<th>MCO 4</th>
<th>CMCO</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>16th March to 31st March 2020</strong></td>
<td><strong>1st April to 14th April 2020</strong></td>
<td><strong>15th April to 28th April 2020</strong></td>
<td><strong>29th April to 12 May 2020</strong></td>
<td><strong>4th May 2020 – 9 June 2020</strong> (enforced)</td>
</tr>
</tbody>
</table>

**MCO 1**

**MCO 2**

**MCO 3**

**MCO 4 / CMCO**

**HOLISTIC PLANNING IS ESSENTIAL**

*Establishing Engineering Excellence*
4. IMPACT ON CONSTRUCTION
CONSTRUCTION INDUSTRY IN MALAYSIA

- Annual value of over USD 30 Billion representing 4.5 % of the economy (Edge prop statistics 2019)
- Over 95,000 Contractors in the country (CIDB report 2018)
- Workforce of over 850,000 Registered construction workers and estimated hundreds of thousands of unregistered workers
- Significant contributor to the Malaysian economy - the whole value chain employs about 1.4 million workers, paying a salary of approx. USD9 billion per annum (NST news 14042020)

A KEY DRIVER FOR THE ECONOMY WITH FAST IMPACT
KEY DATES FOR THE CONSTRUCTION INDUSTRY

• 18th March: MCO implemented – Only Essential services e.g. Electricity & Energy, Water works, sewerage maintenance Solid waste were allowed to operate.

• 19th March: Construction were allowed to operate to safe guard the site from causing hazard to the public authorized.

• 23rd March: Ministry of Works (MOW) increased the number of activities in the exception list and authorized activities at selected site.

• 10th April: Ministry of International Trade and Industry (MITI) allowed engineering professional services to operate with conditions

• 16th April: MITI Allowed more Construction projects and services to commence with similar condition

• 4th May: Prime Minister announced that approved sectors including Construction shall operate at its full capacity

MANY APPROVED SITES COULD NOT OPERATE BECAUSE SUPPLY CHAIN NOT OPERATIONAL
Ministry of International Trade and Industry (MITI) & Construction Industry Development Board (CIDB) sets the Governance for the construction industry to comply while operating during this pandemic situation, which are;

- **STANDARD OPERATING PROCEDURE – GENERAL**
- **COVID-19 PREVENTION PRACTISE GUIDELINES AT CONSTRUCTION SITE**
- **OPERATIONS GUIDELINE FOR CENTRALIZED LABOUR QUARTERS (CLQ) AND CONSTRUCTION WORKERS ACCOMMODATION DURING MOVEMENT CONTROL ORDER (MCO)**

### General Requirements:

- All sites must have body temperature scanning both in and out, daily.
- Site employees to provide health declaration, inclusive of COVID 19 screening.
- Social distancing of 1 meter to be maintained at all locations, inclusive of prayer room.
- 3 hourly disinfection of frequently used place and object i.e. tools and vehicles.
- Restricted working hours in a day (8am to 5.30 pm – Recently lifted).
- Centralized Labor Quarters to be managed similar to work site with restriction to socialize.
SOME CONTRACTORS ROSE TO THE CHALLENGE

The Good will Adapt
Some contractors already in financial distress pushed over the edge and many bankruptcies anticipated.

Many workers registered/unregistered unpaid.
- GOV Salary Subsidies are only for Nationals. Some Workers have become homeless / dispersed.

COVID 19 Screening test - Cost of private sector testing at approx. USD100 per test is prohibitive for some.
- GOV paid testing is only for Nationals and takes Time.

Government Rules developed and adopted at differing degrees by Contractors.

COVID-19 Clusters have been found at construction sites

The fall out must be handled
5. IMPACT ON ROAD TRANSPORT
RULES APPLIED ON TRAFFIC

Movement Control Order and Conditional Movement Control Order

- **MCO (1) – 16th March to 31st March 2020**
  - Allow only Essential Services workers and amenities shopping (10km)
  - Only allow travel within district with one-person per car ruling
  - No Inter-state and overseas travel

- **MCO (2) – 1st April to 14th April 2020**
  - Allow only Essential Services workers and amenities shopping (10km)
  - Only allow travel within district with one-person per car ruling
  - No Inter-state travel

- **MCO (3) – 15th April to 28th April 2020**
  - Allow Essential Services workers and amenities shopping (10km)
  - Allow travel within district and Limited Inter-state travel with National Security Council (NSC) approval for business and with one-person per car ruling
RULES APPLIED ON TRAFFIC

• MCO (4) – 29th April to 12 May 2020
  ➢ Allow Essential Services workers and amenities shopping (10km)
  ➢ Allow travel within district and Limited Inter-state travel with National Security Council (NSC) approval for more businesses and with Two-person per car ruling

• CMCO – 4th May 2020 – 12 May 2020 (enforced) – further extended to 9 June 2020
  ➢ Allow Essential Services workers and amenities shopping (10km)
  ➢ Allow travel within district for businesses and personal and Limited Inter-state travel with National Security Council (NSC) approval and with Four-person per car ruling

• No restriction for transport of Consumables and Food products during MCO and CMCO

Resolve and Regulation are a must
IMPACT ON ROADS

- Traffic on public road has dropped sharply in response to the COVID-19 pandemic, due to restricted movement order.

- There has been a shift from Public Transport to Private cars but this has not been enough to offset the overall drop in travel demand.

- Key Impacts have been:

  - Less congestion
    - Average daily congestion in KL last year ranged between 60% and 90% compared to 10% daily congestion in KL during movement control order this year.
Comparison of average traffic congestion (KL) in 2019 and 2020 for the last 7 days
IMPACT ON ROADS

- Key Impacts have been:
  - **Less carbon emission**
    - From March 18 to May 5, Kuala Lumpur experienced about 60% reduction of Nitrogen dioxide (NO2) levels compared with the same period last year. *(Source: Centre for Research on Energy and Clean Air (Crea))*
    - The percentage of stations which recorded “good” air quality readings in Malaysia increased two-fold from 28% to 57% after MCO was enforced. *(Source: UNDP)*
    - In China, carbon emissions fell by 25 per cent in February compared to the same period in 2019. *(Source: UNDP)*
  - **Reduced number of accidents**
    - Traffic accidents have dropped by 70% compared to pre-MCO average accident rate. The pre-MCO accident rate was around 1,500 cases a day, with 14 to 17 deaths. During MCO, accident rate is at an average of 371 cases, with 5 deaths.
IMPACT ON TOLL ROADS

• Traffic on Toll Roads have fallen sharply amid the COVID-19 crisis.
  ➢ Concessionaires which were already in financial distress will be pushed into default. Some concessionaires with healthy cash flows can weather this storm.

• Significant impact on traffic volume on Toll Roads during MCO will result in lower revenue. Maybank Investment Bank Research predicted:
  ➢ Revenue could be decreased around -15% in 2020, assuming a -90% fall in traffic during MCO from 18 March to 14 April, followed by a gradual recovery after MCO is uplifted and assuming traffic is -50% in the second month, -30% in the third month and -10% in the fourth month.

• For toll roads that are under construction, delays in construction may lead to a breach of concession terms.
  ➢ Project concessionaires with negative outlooks due to completion delay risks could result in downgrade pressure, may request for an extension of time and waivers.
TRAFFIC BEFORE MCO
6. IMPACT ON OTHER FORMS OF TRANSPORT
Malaysia has varying types of road based public transport:

- **E hailing**
- **Urban Buses**
- **Taxis**
- **Bus Rapid Transit**
- **Short wheel base buses that serve rural areas**
Malaysia has varying types of rail based public transport:
Malaysia invested in public transport infrastructure over the last 20 years resulting in its increased use, until the MCO:
Covid 19 has resulted:
- Less people needing to commute:
- People are concerned about risk of infection in public spaces

Daily commuters in Kuala Lumpur was 1.4m prior to Covid 19
- Current census indicate ridership dropped by 65% during MCO

Public Transport Operators actions are:
- Enforce social distancing
- Disinfect vehicles and stations
- Carry out commuter temperature screening
- Have longer periods of peak hour services to spread the crowd
**PUBLIC TRANSPORT**

- COVID 19 has upended public transport:

18 March 2020
MCO Imposed

4 May 2020
Some sectors of Economy opened up

9 June 2020
MCO Scheduled to End

---

**Before MCO Daily Ridership**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kelana Jaya LRT</td>
<td>330k</td>
</tr>
<tr>
<td>Ampang LRT</td>
<td>213k</td>
</tr>
<tr>
<td>Monorail</td>
<td>40k</td>
</tr>
<tr>
<td>Sg Buloh - Kajang MRT</td>
<td>216k</td>
</tr>
<tr>
<td>Sunway BRT</td>
<td>5k</td>
</tr>
<tr>
<td>City Buses</td>
<td>317k</td>
</tr>
<tr>
<td>MRT Shuttle Buses</td>
<td>57k</td>
</tr>
</tbody>
</table>

**During MCO Daily Ridership Drops by**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ridership Drop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kelana Jaya and Ampang LRTs</td>
<td>65%</td>
</tr>
<tr>
<td>Monorail</td>
<td>65%</td>
</tr>
<tr>
<td>Sg Buloh - Kajang MRT</td>
<td>65%</td>
</tr>
<tr>
<td>Sunway BRT</td>
<td>80%</td>
</tr>
<tr>
<td>City Buses</td>
<td>66%</td>
</tr>
</tbody>
</table>

**Transport Operators have increased frequencies since 4 May 2020 to cater to increasing ridership**

To maintain social distancing peak hour services are increased from 3 hours to 4 hours to spread the commuter crowd

- Rail services to operate at 50% of full commuter capacity
- Bus services to operate at 30% of full commuter capacity
Malaysia has closed its borders to travelers, restricted internal movement and shut down non-essential businesses during MCO to contain the spread of the virus.

Ports and logistics companies were allowed to operate, but non-essential businesses faced problems moving goods out of ports.

Backlog of non-essential goods, which make up 80 per cent of cargo volumes, would affect port operations and capacity. Within few days have reached nearly 100 per cent of their capacities to hold goods.

The ministry gave freight forwarders and haulage companies a special exemption to remove their goods, including non-essential items, out of ports over the weekend.
PORTS AND LOGISTICS SECTOR (Cont’d)

• Port Klang Authority (PKA) has signed a joint declaration with 19 international port authorities to keep their ports open to seaborne trade amidst restrictions and challenges caused by the Covid-19 pandemic.

• The declaration was a pledge by 20 members of the Port Authorities Roundtable (PAR), comprising leading ports such as Abu Dhabi, Antwerp, Tokyo, Busan, Guangzhou, Hamburg, Singapore, Montreal, Yokohama and Shanghai.
7. WAY FORWARD
SHORT TERM MEASURES

- Take steps to increase Public Transport Capacity to Meet Near Normal Travel Demands while maintaining social distancing
- Improve Travel Information in particular Que Times for Public Transport
- Increase number and frequency of environmental monitoring and map out location and quantum of damage with reopening of sectors

LONG TERM MEASURES

- Undertake a study to assess impact of COVID-19 on long term travel demand for each mode of transport
- Reinforce use of less labour intensive construction methods IBS and MBS
- Promote E-Economy including
  - Mandate use of MLFF
  - All Authority Submissions to be electronic
  - Formalise Digital Interfaces in Industry e.g. Video Conferencing Tools and Electronic Submissions
Future mobility patterns as a result of the Covid 19 are unclear:

- Work from home culture will grow
- People keep away from crowds and public spaces
- Spurs innovative personal commuting devices
- Bicycles become more popular for commuting
- People use cars for safer commuting resulting in more congestion on roads
- People use motor bikes for commuting

Innovation will happen in communities to come up with effective solutions.

Policy makers must have political will to make the right decisions for the future.
THANK YOU

BE HEALTHY AND STAY SAFE
Mexico's actions to address the COVID-19 pandemic - A resilience perspective

Roberto Aguerrebere Salido
General Director of the Mexican Institute of Transport, First Delegate of Mexico

Juan Fernando Mendoza Sánchez
Spanish Speaker Secretary of TC 1.4 “Climate Change and Resilience of Road Networks”

Querétaro, México
May, 2020
Evolution of the COVID-19 Pandemic in Mexico (1)

Feb 28th
Detection of the first case of coronavirus

Mar 23th
- Beginning of social distancing
- Early suspension of school

Mar 24th
Beginning of phase 2

Mar 30th
- Declaration of health emergency due to force majeure
- Suspension of non-essential activities

Apr 21st
Beginning of phase 3

Evolution of confirmed cases

Source: https://coronavirus.gob.mx/datos/
Evolution of the COVID-19 Pandemic in Mexico (2)

Source: https://coronavirus.gob.mx/fHDMap/mun.php
A resilience perspective

- Prepare bids to recover construction works ASAP.
- Ensure the budget for road construction and maintenance.
- Ensure the operation of transport corridors (some areas will stay closed due to the high transmission risk).
- Zoning of areas to reactivate construction works.
- Inspections points in transport terminals to identify potential COVID-19 cases.
- Road inspection activities to ensure the transportation operations.
- Reduce lines on toll roads. Use electronic toll collection.
- Highway police surveillance

Integrating lessons learned

- Sectoral policies to address the pandemic.
- Definition of essential activities for transport sector.
- Develop guides and recommendations to face the pandemic.
- Inform stakeholders.

- Implement actions to protect road workers health.
- Implement home office and teleworking.
- Establish working groups to ensure road maintenance and operations in all regional centers.
- Ensure materials and supplies.
Hypothesis: in the absence of regional controls, roads contribute to the spread of the virus.

Transport corridors and COVID-19 Pandemic in Mexico (2)

Case 1. Spread of COVID-19 between Chihuahua-Juarez City (Queretaro- Juarez City Corridor)

Transport corridors and COVID-19 Pandemic in Mexico (3)

Case 2. Spread of COVID-19 between Mexico City-Acapulco (Acapulco-Veracruz Corridor)

Transport corridors and COVID-19 Pandemic in Mexico (4)

Case 3. Spread of COVID-19 Bajio Region (Queretaro- Juarez City Corridor and México-Nuevo Laredo Corridor)

Transport corridors and COVID-19 Pandemic in Mexico (5)

- Based on these results, the Ministry of Transportation and Communications can easily determine which areas of the country were more resilient to the pandemic and thereby rapidly reactivate all construction and maintenance projects in those regions.

- Other roads and regions have to wait for a minor reduction of positive cases and transmission rates to reactivate construction and maintenance activities.
Transport restrictions & closed municipalities due to COVID-19 Pandemic in Mexico (1)
Transport restrictions & closed municipalities due to COVID-19 Pandemic in Mexico (2)
Transport restrictions & closed municipalities due to COVID-19 Pandemic in Mexico (3)
Transport restrictions & closed municipalities due to COVID-19 Pandemic in Mexico (4)
Transport restrictions & closed municipalities due to COVID-19 Pandemic in Mexico (5) – Case Study: Yucatan peninsula

Campeche

Yucatán y Quintana Roo
Transport restrictions & closed municipalities due to COVID-19 Pandemic in Mexico (6) – Case Study: Yucatan peninsula

Road classification

Road network redundancy
Transport restrictions & closed municipalities due to COVID-19 Pandemic in Mexico (7) – Case Study: Yucatan peninsula

Road connectivity

- High
- Medium
- Low
- Very low

Road network & connectivity & municipalities closed

- Connected
- Disconnected
Freight Transport Actions

- The Mexican Institute of Transport developed general recommendations for the continuity of the motor transport service in Mexico. Specific measures:
  - Communication with collaborators
  - Communication with costumers
  - Caring measures for operators
  - Home office and Teleworking
  - Self-care and mental well-being

- Recommendations for carriers as resting areas, warehouses and terminals. Issued by the Federal Directorate for Transport for the carriers and associations of carriers in Mexico.

- Program to organize the supply chain, face the health emergency and maintain employment. Issued by National Cargo Trucking (CANACAR). #HeroesCOVID19

Public Transportation Actions

- The Mexican Institute of Transport developed a "Rapid Response Guide to the COVID-19 pandemic in public transport", revised by Mexican Association of Mobility Authorities (AMAM). The actions are included in:
  - PREVENTING THE SPREAD OF DISEASE IN PUBLIC TRANSPORT
    - Measures to prevent the spread of infectious diseases
    - Cleaning and disinfection of public transport facilities and equipment (actives)
  - 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

Toll Highways Actions

- Ensure the minimum working staff to carry out routine conservation, operation and maintenance activities of the roads under concession, in order to maintain the road in safe conditions for trips of people and goods.
- Apply the health and safety measures issued by the Ministry of Health, particularly to the personnel at the toll collecting offices.
- Construction works can be carried out when there is an imminent risk to the integrity of the infrastructure under concession.
- Due to the decrease in traffic, it is recommended that only the necessary toll collection lanes are open and that they do not exceed 200m in length.
- The Coordination of Institutional Projects and Programs of the Undersecretary of Infrastructure issued the “Safety and health care measures to be observed during the health emergency.”
Federal Road Network Actions

- Activities on construction and modernization of federal and rural and feeders roads, and rehabilitation and reconstruction of rural and feeders roads are suspended.

- Only routine conservation/maintenance activities are continued, in order to keep the road in conditions that allow the safe transit of people and goods.

- Construction works may only be carried out when 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 existing ones are modified in order to consider the days decreed by the health emergency as non-working.
Intercity Passengers Transport Actions (1)

  - Recommendations for travelers and procedures according to the level of alert
  - Human and material resource requirements by level of implementation.
  - Procedure for detection and handling of passengers suspected of communicable diseases in land transport.
  - Procedure of the federal passenger transport permit holders 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 the verification of buses with report of symptomatic passengers.
  - Training on preparation and response processes for public health emergencies.
Example: Comparison between the number of passengers transported and their percentage variation between March 20 to April 20, 2019 and 2020 (Grupo Flecha Amarilla)

Source: Elaborated by Mexican Institute of Transport based on data of the Federal Directorate for Transport.
Measures for the continuity of telecommunications and broadcasting services

- Authorize the use of primary and secondary public roads during the execution of maintenance works necessary to ensure the continuity of services in the existing infrastructure for replacement, preventive, corrective or emerging works in the telecommunications and broadcasting networks.

- In the event that the authorities suspend activities and/or temporarily close 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.
Thank you for your attention

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Questions and Answers

Moderated by Christos Xenophontos
Our Speakers today

- Patrick Malléjacq – Secretary General, PIARC
- Xie Hongbing – MBEC, China, PIARC TF 3.1 on Road Infrastructure and Transport Security
- Héctor S Ovalle Mendivil – COCONAL, Mexico
- Dennis Ganendra (Dato' Dr.) – Minconsult Sdn. Bhd., Malaysia
- Roberto Aguerrebere – Mexican Institute of Transport (IMT), Mexico
Conclusion and Next Steps
Disclaimer

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

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

- We publish video recordings and presentations from our webinars
- Further PIARC webinars are planned, in English, Spanish and French
- We publish "Notes" with the findings from those webinars
Two PIARC polls are open

In order to allow everyone to contribute, two polls are now open:

- To identify issues of concern:
  https://forms.gle/cgi8WCeQYykCeNFQA

- To identify stakeholders who wish to share their practices:
  https://forms.gle/8sPYw3qhZoySQueJ9

Those two links are also available from PIARC’s website.
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Thank you for your attention!

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