



COVID-19

Online Discussion Session

Organisational Impacts and responses from managers and employees

1 July 2020, 13 h (Paris time)

Our Speakers today

- Patrick Malléjacq – Secretary General, PIARC
- Lauren Ellis, Dubai - Senior Manager, Atkins Acuity
- Paula Filice, Italy - Industrial Relations and Administration Coordination Manager, ANAS
- Brandye Hendrickson, USA - Deputy Director, AASHTO
- Dr Kinini Mathews, Lesotho - Director, Road Safety Department

Basic rules for Zoom on line meetings



There will be presentations so **be sure to access from a device that allows you to see visuals** (i.e. a laptop or ipad)



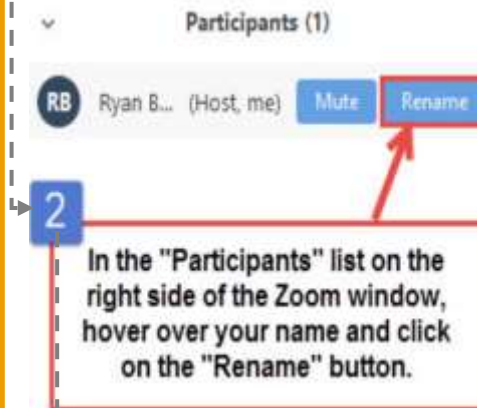
Please **mute yourselves and keep the video off** during the presentations **to avoid background noises and connection overload**



Use the chat functionality and ask questions at any time. We will collect them and direct them during the Q&A session

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Enter the formula Name, Surname (FR) and click on "OK".



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

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Key Concept: Focus on the short-term.

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

- **Share knowledge and current practice between PIARC members urgently in order to support responses to the pandemic in near real-time.**
- Such knowledge and current practice are not yet confirmed as valid or effective, and what works in some parts of the world may not be relevant elsewhere.
- However, inspiration can be found anywhere, and a good idea now could save lives, improve business resilience and could minimize disruption of services.
- Note: In parallel, PIARC is planning medium- and long-term actions for when the pandemic is in a manageable state and substantially under control.

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.”

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

Agenda and Structure

- **Brief introduction to PIARC**
- **Issues faced by Road Operators and Administrations**

- **Panelists' Presentations**
 - Leading Teams through Covid
 - HR and Organization Management - *Measures for COVID19*
 - COVID-19 Impacts to State Departments of Transportation Workforce
 - Organisational impact and responses from managers and employees – The case of Lesotho

- **Q&A**
- **Conclusion and Next Steps**

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.

Two synthesis Notes are available

- These Notes present the emerging findings from the first 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
 - Free
 - In English, Spanish and French



Organisational impacts and responses from managers and employees -1

- The COVID crisis is bringing major changes:
 - Traffic volumes have continued to see a significant decrease
 - Changes in demand vary by mode; Sharp decrease for mass transit in some cases
 - Temporary re-introduction of border controls between nations
 - Freight movement has become even more critical
 - Contractors have not generally suspended works on construction sites
- The question is whether these changes are stable or not, and will remain, at least in part, after the pandemic ends
- Towards the end of April there has begun to be a shift in planning towards restarting of economic and social activity
- Need to start thinking about the COVID-19 pandemic in different phases rather than a single event, with different responses needed in each phase
- Need to begin planning for the post-crisis phase

Organisational impacts and responses from managers and employees -2

- Human resources:
 - There is wide-spread application of “Avoid the 3 Cs” – Closed Spaces, Crowded Places, and Close Contact Settings
 - Working from home has increased
 - In the short-term, how to make home-working effective; Mental health
 - May lead to new forms of organizational management after the pandemic
 - Issues of cyber-security of personal computers and networks
 - The economic impact is widespread across governments, public agencies and private sector operators across the road and transport sector
-
- Management and staff need to be able to handle these changes.
 - How can this be achieved?



Leading Teams through Covid

Lauren Ellis

Senior Manager; People Advisory

Introduction



Corporate culture and Covid – how wellbeing can win.

Lauren Ellis on LinkedIn

As we all spend more time attached to our devices (whether we like it or not!), we are easily consumed b...

44 · 7 Comments

<https://www.linkedin.com/pulse/corporate-culture-covid-how-wellbeing-can-win-lauren-ellis/>

- 10 years experience in organizational change & people advisory across Middle East & UK
- Working with clients to drive people-focused change
- Work with sectors including Transport & Government clients



Lauren Ellis

Senior Manager, People Advisory
Atkins Acuity, Middle East & Africa



Leading Teams through Covid

- Considering the unprecedented journey all organizations have undergone within the last 4 months, navigating how to continue to operate organizations and maximise the effectiveness of teams and individuals in the 'new normal' requires us to reflect on the challenges of this time.
- In this presentation, I'll present some of the key challenges commonly cited and identify the lessons we can take from these to inform our new approach going forward



Tracker for COVID19 Situation in the GCC (As of 27th June)

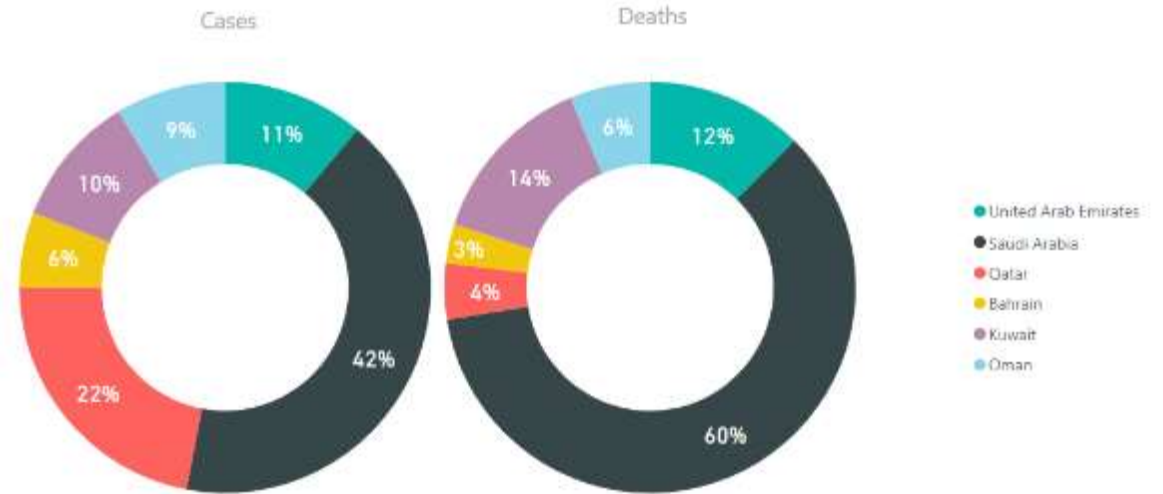
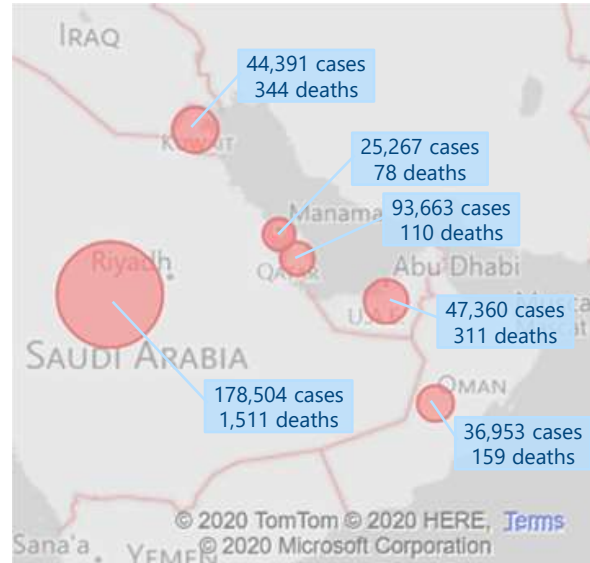
426,139 Confirmed Cases 0.60 Case-Fatality Rate

113,708 Active Cases 726 Incidence Rate (cases per 100,000 people)

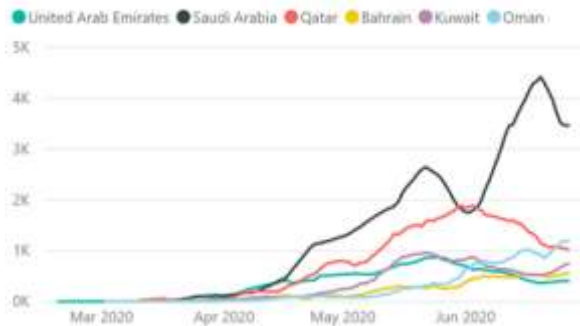
2,513 Deaths 4,28 Mortality Rate (deaths per 100,000 people)

Global Toll

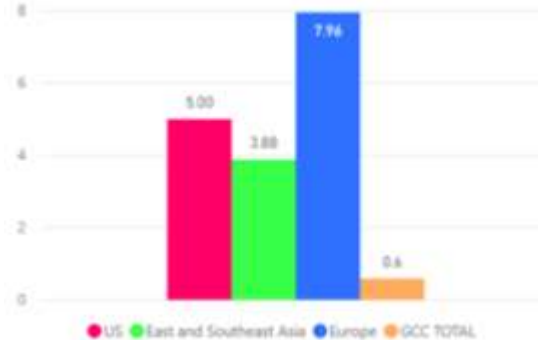
9,979,535 Confirmed 498,710 Deaths



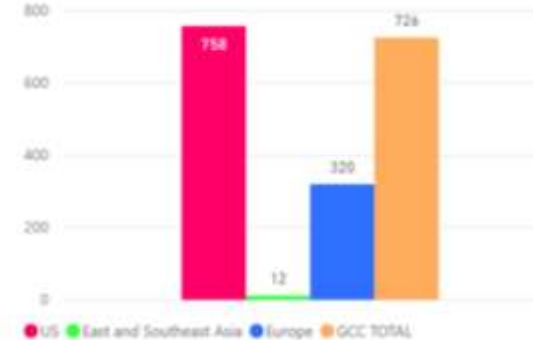
Daily Cases - 7-day rolling average



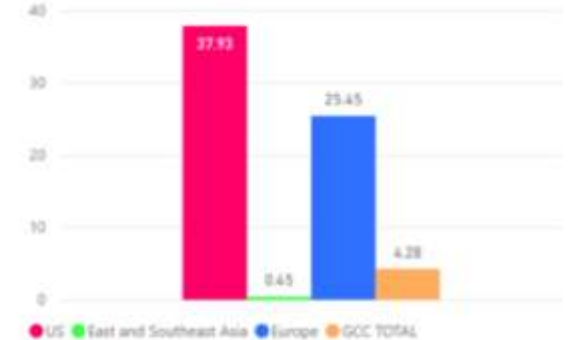
Case-Fatality Ratio (%)



Incidence Rate (cases per 100,000 people)



Mortality Rate (deaths per 100,000 people)



Deaths (GCC)

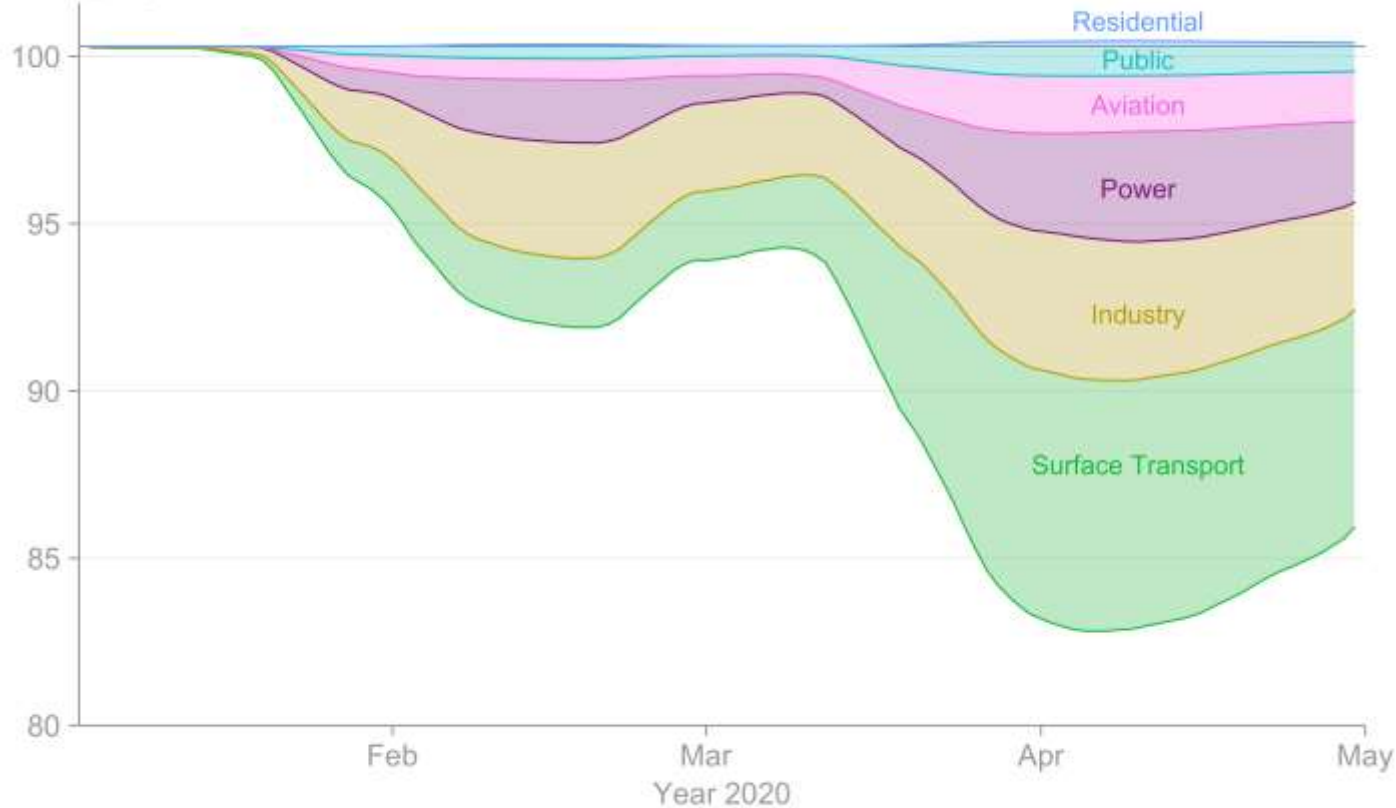
Implications for organizations globally

- Lockdown restrictions are starting to lift with economic activities re-opening
- Transport providers e.g. metro and buses returning to normal operating hours
- Organizations are re-opening offices although many continue to support variety of hybrid models of remote vs office working and identifying cost saving opportunities for decrease use in office space
- Many borders remain closed or limited access, however measures being introduced to support return of residents and introduction of tourists
- For transport operators this may result in less peaky transport demand, reduced travel overall, and more local (vs regional/international) travel



Carbon Emission Implications

Global daily fossil CO₂ emissions
MtCO₂ day⁻¹



Atkins Acuity alone saved 156 tress worth of emissions in Q2 from our flights alone



© Source: Le Quéré et al. Nature Climate Change (2020); Global Carbon Project

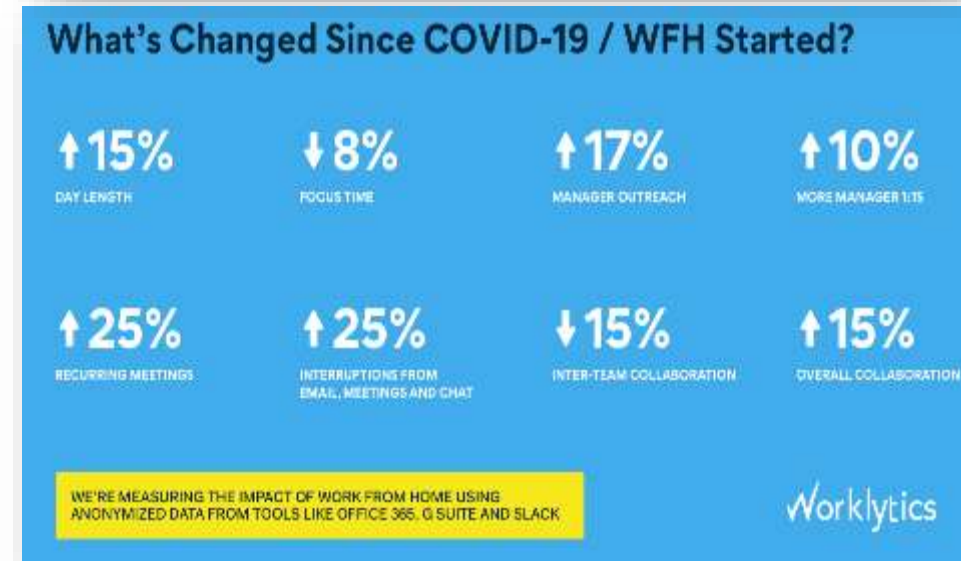
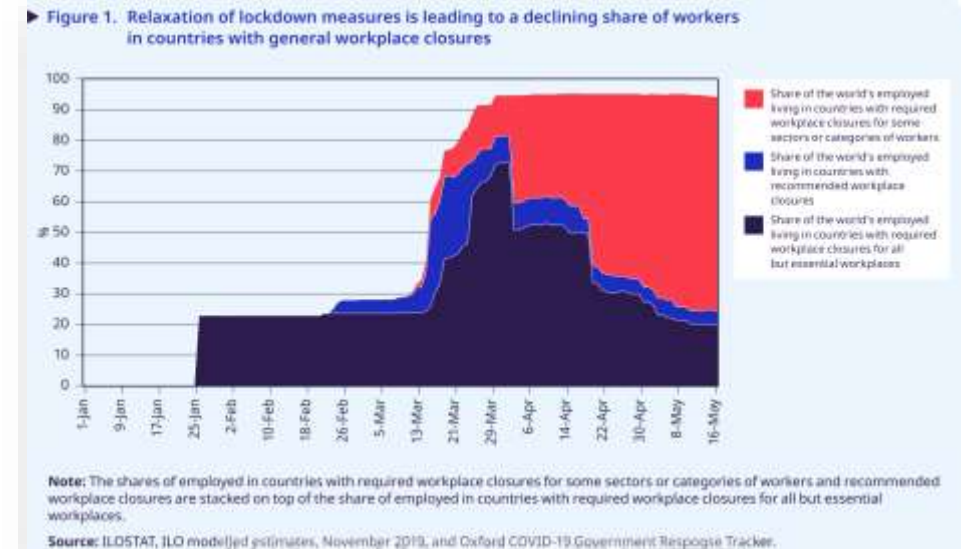
Source: Temporary reduction in daily global CO₂ emissions during the COVID-19 forced confinement

<https://doi.org/10.1038/s41558-020-0797-x>

<https://www.globalcarbonproject.org/news/TemporaryReductionInCO2EmissionsDuringCOVID-19.html>

Remote working during Covid-19

- 88% of organizations have encouraged or required their employees to work from home¹
- Total video calls in Teams grew by over 1,000 percent in the month of March²
- 74% of companies plan to permanently shift to more remote work post COVID³
- Households have had to cope with varying demand; particularly if you consider the household has 4.9 people on average globally (*from 6.9 in Sub-Saharan Africa to 3.1 in Europe*)⁴



1 Gartner, Coronavirus in Mind: Make Remote Work Successful!, 5 March 2020

2 <https://www.microsoft.com/en-us/microsoft-365/blog/2020/04/09/remote-work-trend-report-meetings/>

3 Gartner, COVID-19 Bulletin: Executive Pulse, 3 April 2020

4 Statista 2020

Challenges



Personal Adjustments

- Home-working limitations
- Technology
- Work/Home Boundaries



Evolving Roles Remotely

- New pressures
- Different activities
- Managing differently



Staying Physically & Mentally Safe

- Active jobs now inactive
- Separation from family
- Health concerns
- Overwhelming situation

Lessons

Personal Adjustments

We need to understand our teams better

- Personal situations
- Resilience levels
- Communication styles

Evolving Roles Remotely

We need to design for resilience

- Role definitions
- Communication channels
- Leadership capabilities & skills

Staying Safe

Wellbeing needs a more central role

- Safety cultures to cover wellbeing & inclusiveness
- BAU process to manage Covid cases
- Focus on healthy lifestyles & stress management

Action

Understand our teams

1. Survey staff to design new policies
2. Create flexible policies which support all
3. Invest in personal training e.g. building resilience & communication styles

Design for Resilience

1. Review & redesign key roles to organisation through mid-term impacts
2. Balance leadership presence based on team locations
3. Assess and equip leaders with the right capabilities

Central role of Wellbeing

1. Embed covid-related processes (e.g health screening & risk assessments) into permanent organisation
2. Review corporate investment and strategy on staff health & wellbeing

Experiment, embed & evaluate

Work-related inspired activities for children

MISSION 3

Hotel on Mars

A solid start for the next generation of engineers

ATKINS

ACTIVITY 1

Design your Space Pod

When designing your Space Pod, you'll need to think about:

- What the inside of your pod would look like.
- Bacteria on earth being harmful to other life forms.
- How the pod would be powered.
- Where you would eat, wash and go to the toilet.
- How you could continue to do school work.
- How you could exercise/keep yourself entertained.
- How you would communicate with your family on earth and others on the ship.
- Where you would sleep.

Tip: Sketch out your Space Pod design ideas on paper!

Did you know?

Mars takes almost **twice as long** to go round the sun, so a Martian year is equal to almost **two Earth years**.



That means **fewer birthdays** in the same amount of time!

50%

POSSIBLE REDUCTION IN HOURS LOST FROM TESTING AND TRACING

Testing and tracing of infections, as recommended by WHO, is strongly associated with lower labour market disruption. ILO estimates suggest that testing and tracing can help to reduce working hour losses by as much as 50%. The estimated average loss of hours for countries with the lowest intensity of testing and tracing is around 14%, compared with 7% for those with the highest intensity.



Office-Based



Hybrid-Remote



Fully Remote



Staff empowered choice for social interaction



Source: Leathwaite

	ACTION	VALUE
BT	1.5% payrise for all 58,000 non-management staff to reflect efforts during the pandemic.	People First
citi	Awarded an additional day of vacation to all 200,000 employees to reflect efforts during the crisis.	Act Responsibly

Taking this Forward

- Applying these lessons and actions into your organisations will need to take into account your type of transport operations however all should be globally applicable
- Critical success factors for the next steps include; leadership, staff involvement, and agility to the changing environment



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HR and Organization Management Division

Measures for COVID19-Coronavirus



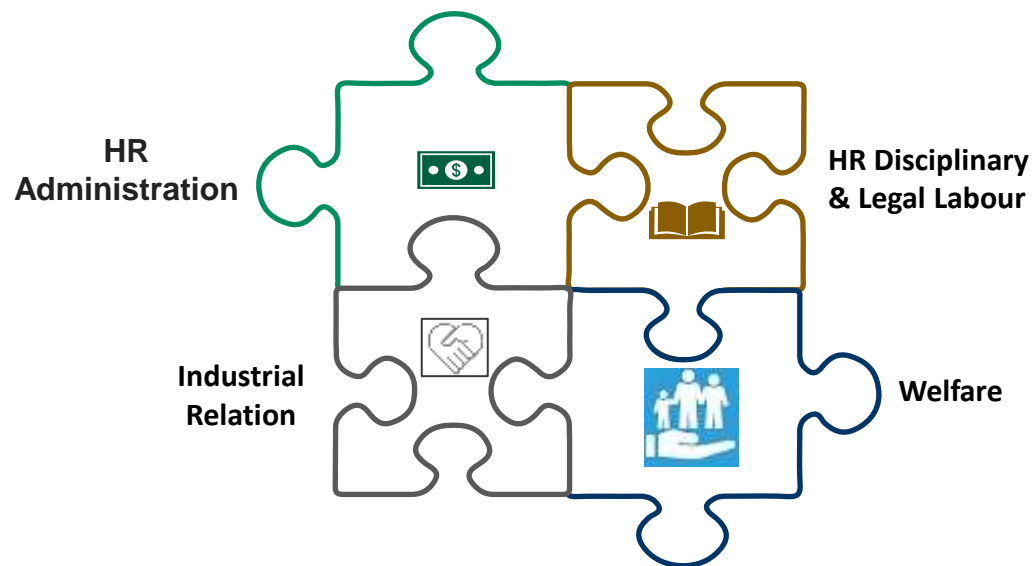
Speaker



Filice Paola

Industrial relations and HR Administration

Manager



Manage the crisis following Italian laws, FS and Anas Crisis Unit guidelines

Following the global health emergency "Sars-cov-2" or "Coronavirus", the Human Resources and Organization Department intervened on the theme , undertaking a series of actions to manage, in the most appropriate manner, the epidemiological emergency, as well as taking account of the legislative measures gradually approved and the guidelines issued by the parent company FS S.p.A. and the communications / operating instructions of the Unity Crisis of Anas.

Provide operational instruction to employees

There are also provided guidelines and operational instructions to the employee, in order to ensure uniformity of the behavior .

In the initial phase, specific provisions were introduced aimed at reducing as much as possible the presence of workers in offices to prevent their displacement, without prejudicing the course of work performance .



First actions 2/2

Reduce presences, work travels and in-person meeting as much as possible

In particular, as well as to limit as much as possible the movements, have been reduced the presence of large groups of people in the workplace, to increase segregation of assets (for example: the prohibition of traveling abroad and the limitation of national travel to strictly vital and indifferent cases , the prohibition of organizing and / or participating in events that involve the involvement of a large number of people , etc.).

Make remotely recruitment and training courses

Staff selection procedures and training courses were allowed in compliance with current regulations for the reduction of contagion from Covid-19, provided that they are carried out remotely, through the use of IT technologies .



Following actions 1/2

Smart Working from half of March 2020 - Agile work subsidized procedure provided for by art. 2, paragraph 1, letter r) of the Prime Ministerial Decree of 8 March 2020 for 148 managers and about 4200 employees not managers

In a later phase, the Human Resources and Organization Department, in view of evolution of the health emergency, has implemented a massive process to start , from the second half of March 2020 , the modality of carrying out the working performance in *smart working* (or agile work) , using the facilitated procedure provided for by new rules approved in this period.

Maximize agile working (Prime Ministerial Decree of 11 March 2020)

Anas has activated *smart working* for all managers currently in force (148 resources) and for the majority of the remaining staff (approximately 4,200).

For both categories of workers, the recourse to this institute was scheduled until the persistence of the state of emergency.

The procedure in question was activated also in consideration of the additional stringent measures adopted, including an indication to maximize the use by companies of the agile working method for the activities that can be carried out at home or in remote mode.



Following actions 2/2

Guarantee the Territorial Structures activities with resources strictly necessary

In order to guarantee the operation of the Territorial Structures, the managers in the territories were required to guarantee a presence at their respective workplaces with an alternation , respecting the criterion of limiting attendance to those strictly necessary for the functioning of the service.

Technical staff, even if in smart working, continues routine visits, inspections and inspections

At the same time, with regard to the technical staff , even if placed in *smart working*, they also were continuing to perform routine visits, inspections and inspections at the work sites active , or along the managed road network, taking care to avoid any contact not strictly essential for their activities and to wear the personal protective equipment provided.



Measures to support families 1/2

Extension of Paid leave for personal, family, health and serious reasons (pursuant to Article 42, paragraph 2, of the current Anas Group CCNL)

The Human Resources and Organization Department has also introduced measures to encourage the use of leave and the holidays , in full respect of the legislation issued for this purpose in March 2020 . - In particular, the possibility of using paid leave for personal, family, health and serious reasons (pursuant to Article 42, paragraph 2, of the current CCNL of the employees of the Anas group) has also been extended to the needs related to childcare school age, throughout the period of suspension of educational services for children and the educational activities in schools of all levels.

Closing DG offices and Territorial Structures from 11 to 18 March 2020

In order to further reduce the contacts and movements that could favor the spread of the virus among the staff, the company was also closed for holidays of the offices of the General Management and of the Territorial Structures, from 11 to 18 March 2020, without prejudice to the supervision of the structures necessary to guarantee the safety and performance of administrative management activities.



Measures to support families 2/2

Parental leave and increased family and personal permits (Decree n. 18/2020)

In addition, following the entry into force of Decree No. 18/2020 , which introduced special parental leave for parent workers with children under the age of 12 (or without age limits if disabled in a serious situation) and increased family and personal permits for seriously disabled people for the months of March, April, May and July in line with the recommendations of the Group aimed to provide for the maximum enjoyment of holidays previous years, has been signed , dated March 31, 2020 , a labor agreement for employees .

Integration by the Company of INPS allowance, equal to 50% of salary, up to ensure the payment of 100%

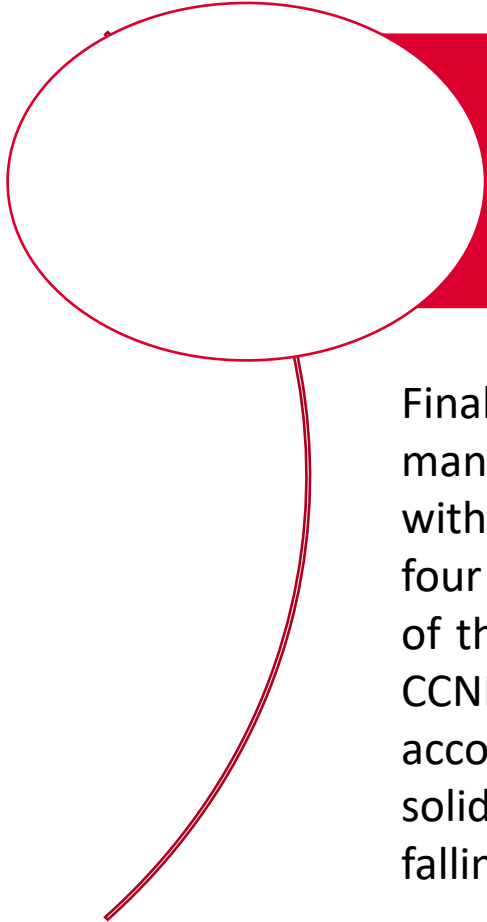
In particular, the latter has a requirement to fruition of the all leave residues of 2018 and, if less than 10 days, even those of 2019, up to reach a total, between 2018 and 2019, a minimum of days variables from 5 to 10 according to annual leave accrued in ' year and the presence of leave residues 2018. the parties have agreed , also, to leave the parental integration by the Company recognized by INPS allowance, equal to 50% of salary, up to ensure the payment of 100% of the same amount.

Holidays management

Similarly, it has been asked to management staff to ensure, from April 4, 2020 , all residual holidays of 2018 and, if less than the number of 10, the enjoyment also of residues relative to 2019 , until it reaches a minimum 10 days of total vacation between 2018 and 2019.



Solidarity initiative 1/2



Donation to the collective account of solidarity enterprise

Finally , ANAS signed an agreement with the union representatives of the managers , on March 31 , 2020, with which it was decided not to proceed with the liquidation of the residual leave for the year 2019 (exceeding four weeks of annual leave - equal to a maximum of 11 days) at the end of the half year of the current year , as required by art. 8 of the current CCNL . The days of leave not paid will be donated to the collective account of solidarity company, to meet, with a view to the spirit of solidarity between colleagues, the needs of certain groups of workers falling within the most vulnerable, or enjoyed in terms of law.



Solidarity initiative 2/2

**Parental leave (Legislative Decree no. 18/2020):
integration by the Company of the indemnity
paid by INPS , up to guaranteeing 100%**

In the same agreement, it has also been recognized for managerial staff, who benefit from the special parental leave introduced by Legislative Decree n. 18/2020, the integration by the company of the relative indemnity paid by INPS, up to guaranteeing 100% of the remuneration.



COVID-19 Impacts to State Departments of Transportation Workforce



Brandy Hendrickson, Deputy Director
American Association of State Highway and Transportation Officials

COVID-19 Impact to State DOTs-- Overview

▶ Financial—

- ▶ Reduced traffic volumes translate to reduced revenue
 - ▶ 50 percent reduction in traffic volumes in first month of pandemic
 - ▶ Anticipate 30 percent reduction in state revenue for transportation over 18 month period
 - ▶ AASHTO requests \$50B in federal funding to backstop lost revenue

COVID-19 Impact to State DOTs-- Overview

- ▶ Construction and Maintenance Activities
 - ▶ Projects active and already in pipeline
 - ▶ Impact to summer program and letting schedules
 - ▶ Longer term outlook on capital program

COVID-19 Impact to State DOTs-- Overview

- ▶ Operational
 - ▶ Truck Size and Weight Permitting
 - ▶ Rest Area Operations
 - ▶ Traffic Trend Reporting and Analysis

COVID-19 Impact to State DOTs-- Workforce

- ▶ Employees stepping up in new roles
- ▶ Adapting and learning how to work differently
- ▶ Safety and service top of mind
- ▶ State DOTs always find a way

COVID-19 Impact to State DOTs-- Workforce

- ▶ Front-Line Field Personnel
 - ▶ Personal Protective Equipment—masks and gloves
 - ▶ Virtual public and progress/partnering meetings
 - ▶ Social distancing on job site
 - ▶ Enhanced cleaning
 - ▶ One person per vehicle
 - ▶ Construction trailer protocols

COVID-19 Impact to State DOTs-- Workforce

- ▶ Working From Home
 - ▶ Continuity of Operations Plans
 - ▶ Employees who can work from home are doing so
 - ▶ Availability of equipment and internet access is critical
 - ▶ Variety of technology platforms being used

COVID-19 Impact to State DOTs-- Workforce

- ▶ Working From Home
 - ▶ Employee engagement
 - ▶ Increased communication from management
 - ▶ Online training opportunities
 - ▶ Lines blurring between work and personal space
 - ▶ Review of policies

COVID-19 Impact to State DOTs-- Workforce

- ▶ Financial Impact
 - ▶ Travel
 - ▶ Pay
 - ▶ Furloughs and Layoffs
 - ▶ Retirements

COVID-19 Organizational Impacts-- AASHTO

- ▶ Work from home
- ▶ Meetings
- ▶ Financial considerations
- ▶ Continue to advocate for our members

Thank You!

Brandye Hendrickson
AASHTO Deputy Director
bhendrickson@aaashto.org

www.transportation.org

AASHTO



Organisational impact and responses from managers and employees – The case of Lesotho

Dr Kinini Mathews – Ministry of Transport of Lesotho



1st July 2020



OUTLINE OF PRESENTATION

- **Introduction**
- **Effects of COVID-19 on Lesotho transport sector**
- **Potential long term impacts**
- **Intervention measures as responses from managers**
- **Conclusion**



CONTENTS

- Introduction
- Effects of COVID-19 on Lesotho transport sector
- Potential long term impacts
- Intervention measures as responses from managers
- Conclusion

INTRODUCTION

- **Road transport** is the main system of inland transportation.
- Accounts for **97% of passenger transport**
- Accounts for **94% of freight.**
- Motorization has enhanced our lives, but the benefits come with a price, especially the pandemic that has had a significant impact on public transport.
- Both air and water transport are insignificant in Lesotho as a developing country

IMPACT OF COVID-19 ON TRANSPORT SECTOR

APPLIED RESEARCH

- **Drastic fall in public transport usage** due to lockdown leading to demand for passenger transport being adversely affected
- **Increasing restriction imposed** by government on public transport, making transportation as one primary victim of COVID-19
- **The freight segment has had a mixed short term effect** in terms of transportation demand to the extent that some of the textile industries got closed, resulting in loss of jobs.
- In Lesotho, the national **COVID-19 lockdown** was declared on the **26th Feb – 5th May 2020**

IMPACT OF COVID-19 ON TRANSPORT SECTOR

APPLIED RESEARCH

- The use of public **transport has been implicated in spreading the disease**, as the virus is spread from person to person.
- **Loss of revenue in transport** sector could prolong financial woes well beyond the coronavirus outbreak.
- **Falling of fuel tax revenue**
- **Fare removal** on the taxi/bus system to accommodate social distancing.
- **People will more likely rely on more personal cars** as a result of the pandemic.

POTENTIAL LONG TERM IMPACTS

APPLIED RESEARCH

- Potential long term **financial fall** as a long term impact
- Move from transport of country citizens to **keeping a core transport system operational** with a skeleton workforce in most transport organizations
- **Sudden change of revenue** for transport operators.
- **Long term investments programs** may need to be re-planned and re-prioritized due to reduced revenue

RESPONSES FROM MANAGERS

- **Use of Personnel Protective Equipment** in transport
- **Commercial banks should re-organize their lending** terms and conditions in light of unexpected shocks to revenue
- Transport leaders should **determine the cost and revenue implications** of low ridership and protect core assets
- Transport organization should ensure that transport networks can continue to operate throughout the lockdown measures to **strike a balance between reduced operations and providing key essential workers** to be able to comply with COVID-19 regulations.

RESPONSES FROM MANAGERS (CONT.)

- There should be **strategic plan** to direct measures to return to normal operations
- Government and transport stakeholders should work together to **ensure the long-term financial viability** in the transport sector.
- **Key personnel should be protected and available** during the lockdown periods and during the extensions of the same.
- **Big infrastructure projects** like route extensions should be **postponed** for the time being.
- **Impacts of COVID-19 risks on supply chain** should be identified and exposed to be addressed efficiently.



CONCLUSION

As a result of the COVID-19 outbreak, there has been a significant drop in commercial vehicle transportation in many countries and Lesotho is not an exception, it is therefore **critical that there be a coordination between government and transport sector** working together for lasting solutions if the transport sector has to be sustained.

Thank you

Questions and Answers

Moderated by Christos Xenophontos



Our Speakers today

- Patrick Malléjacq – Secretary General, PIARC
- Lauren Ellis, Dubai - Senior Manager, Atkins Acuity
- Paula Filice, Italy - Industrial Relations and Administration Coordination Manager, ANAS
- Brandye Hendrickson, USA - Deputy Director, AASHTO
- Dr Kinini Mathews, Lesotho - Director, Road Safety Department

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
- An in-depth report is scheduled for September
- <https://www.piarc.org/en/News-Agenda-PIARC/Coronavirus-PIARC-and-Covid-19>

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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