PIARC Webinar
COVID-19
28 October, 2020

Welcome!
Our speakers today

- **Patrick Malléjacq**
  - Secretary General, PIARC

- **Emmanuelle Frénéat**
  - Egis Road Operation, Managing Director

- **Dominique Verlaine**
  - Belgium, Inspector General, Public Service of Wallonia, infrastructure mobility, Department of Infrastructure Operations

- **Djan Fanny**
  - Côte d'Ivoire, Expert Transport Economist, Road Management Agency

- **Mohamed Laye**
  - Senegal, Head of the Division of Major Road Works, AGEROUTE
  - Member of Committee 1.1 - Performance of Transport Administrations

- **Pascal Rossigny**
  - France, CEREMA
  - French-speaking Secretary of Committee 3.3 – Asset Management
Participation in the webinar

- Your camera and microphone must remain switched off.
- You can ask questions in the chat room. At the end of all presentations, Pascal Rossigny will ask questions to the speakers.
- It is only possible to answer a limited number of questions due to the large number of participants.
- Tip: Close the discussion window to see the full presentations.
Introduction to the Webinar

Patrick Malléjacq
Secretary General, PIARC

#PIARCCOVID19
Basic rules for zoom online 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 (Country) and click on "OK".

To change your name after entering a Zoom meeting, click on the “Participants” button at the top of the Zoom window.

Next, hover your mouse over your name in the “Participants” list on the right side of the Zoom window. Click on “Rename”.

Patrick, Mallejacq (FR)
How to ask a question, raise an issue, or share a practice?

• This is strongly encouraged!

• Use the Zoom "Chat" function (bottom right of the main window).
  ➞ Send a message to "All participants" (this is one of the “Chat” options)

• Note: only questions specific to roads or road transport

• This channel is monitored by Pascal Rossigny

• He will direct questions to the relevant speakers.
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
Webinar Registration

This seminar is currently being recorded and will be made public on PIARC's website and on the YouTube channel.
The world is going through a crisis and every day counts.

This is knowledge and practice that is not yet confirmed as valid or effective.

A good idea now can save lives, improve business resilience and could minimize disruption of service.

Urgently share knowledge and practices among PIARC member countries to provide support in near real-time.

What works in one country may not work in another, but it can inspire you.

Note: PIARC is also working on the medium and long term, when the pandemic will be in a manageable state and under control.
Disclaimer of liability

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.”
Our speakers today

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Agenda of the meeting

• Brief introduction to PIARC
• Our work to date

• Panelists’ Presentations
• Questions & Answers

• Conclusion and Next Steps
Institutional presentation
PIARC
Our work to date
Patrick Malléjacq
Secretary General, PIARC
#PIARCCOVID19
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 aim is to organise the exchange of knowledge on all matters related to roads and road transport.
- We have 124 member governments, as well as regions, groups/companies and individuals.
- It is the first global forum for the exchange of knowledge, policy and practice on roads and road transport.
PIARC's four key missions

- Be a leading international forum for the analysis and discussion of the whole spectrum of transport issues related to roads and road transport.

- Identify, develop and disseminate best practices and provide better access to international information.

- Take full account in its activities of the needs of developing countries and countries in transition.

- Design, produce and promote effective tools for decision-making on matters related to roads and road transport.

The Association mobilises the experience and knowledge of 1,200 experts from more than 80 countries in 22 Technical Committees and Task Forces.
Key issues on COVID-19 and roads

- Ensuring as far as possible the health and safety of employees and road users
- Responding to the impact on transport
- Maintaining relationships and collaboration with customers, users and other stakeholders
- Maintain activity and continuity of service
- Managing the impacts on the economy and supply chains; recovering the economy after the crisis
- Security (including cyber security)
More than twenty webinars... ... in English, French and Spanish
Many of PIARC Partner Organisations have agreed to join our Webinars as panelists

- In addition to many panelists from the network of PIARC members
PIARC COVID-19 website


- Recordings of 20+ webinars held on "COVID-19 and roads".
  - Including lively and informative Q&A sessions
- The presentations from these seminars in PDF
  - Available in English, French and Spanish in most cases
- PIARC’s Technical Reports related to pandemic management
- Synthesis Notes
Two synthesis notes are available ...  
... and an article in *Routes Roads*

- These notes present the results of 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 on [www.piarc.org](http://www.piarc.org)
  - Free
  - In English, French and Spanish
COVID-19 across the world (8th October 2020)

Global Summary

36,219,883
Total Cases

1,054,126
Total Deaths

349,255
New Daily Cases

5,846
New Daily Deaths

2.9%
Case-Fatality Ratio
COVID-19 across the world (8th October 2020)
Thank you for your attention!

Patrick Malléjacq
PIARC Secretary General
patrick.mallejacq@piarc.org
@PMallejacq

World Road Association (PIARC)
Grande Arche – Paroi Sud – 5°étage
92055 – La Défense Cedex – France

@PIARC_Roads
World Road Association PIARC

World Road Association PIARC

www.piarc.org
Fighting the Covid-19 Pandemic
Motorway Operation & Maintenance

Emmanuelle FRENEAT
Deputy Managing Director, EGIS ROAD OPERATION

28 October 2020
Emmanuelle FRENEAT
EGIS Engineering, Construction, Road and Airport Operation Group

- Managing Director of Egis Road Operation
  - Overall management of motorway operating companies
  - 4400 km in operation, + 40 projects in operation
  - 20 countries, 5 continents
  - 9300 employees

- Former PIARC TC member
  - TC 2.1 Road Network Operations (2011 - 2015)
  - TC 4.1 Road Asset Management (2004 - 2007)
Road network operated by EGIS (4,400 km)

- **Americas**: 6 in Mexico
- **Europe**: 1 in Germany, 1 in Austria, 1 in Croatia, 3 in France, 1 in Hungary, 6 in Ireland
- **Africa**: 1 in Congo
- **Asia**: 6 in India, 1 in Korea, 3 in the Philippines
- **Australia-Oceania**: 2 in Australia

Road network operated by EGIS (4,400 km)
Implemented measures to face the new wave of the pandemic

- Measures implemented in the spring have been maintained during the summer and strengthened

- Installation over time
  - Sanitary measures - Protecting the health of our staff
  - Organisation and backup plan - Ensuring continuity of services
  - Information and communication - Maintaining the level of vigilance and ensuring a good understanding of the necessary actions

- Implementation / experimentation of innovative technological solutions
  - Intervention of subcontractors: dematerialised system for permits and individual accreditation
  - Augmented reality maintenance assistance
  - Deployment of virtual reality trainings
Implemented measures to face the new wave of the pandemic

- Sanitary measures
  - Measures defined centrally (headquarters) and locally (adapted to country context and legislation)
  - Examples of local actions: tests on site (when returning from holidays, periodical), provision of oximeters, etc.
  - Building up stocks of masks, gels and other consumables
  - Local disinfection, computer equipment, operating vehicles, staff shuttles
  - Restricted access to the premises
  - Specific measures for subcontractors' interventions
  - “Covid intervention” kits in patrol vans (road user contact)
Implemented measures to face the new wave of the pandemic

- Organisation
  - Strengthening the versatility of teams
  - Staggered working hours
  - Principle of "segregation" of teams to limit the risk of cross-contamination and simultaneous quarantine of several centres.
  - Recruitment and training of additional resources ready to be mobilised (e.g. winter maintenance)
  - Implementation of long-term teleworking, with the introduction of monitoring indicators for certain positions (e.g. customer toll area).
Implemented measures to face the new wave of the pandemic

- Information and communication
  - Daily briefings when coming in, reminder of health measures
  - Trainings in handling of (proven / suspected) cases in the workplace
  - Raising awareness of the need for individual responsibility, including outside the workplace
  - Helping to maintain motivation
  - Procedures for communicating with staff working remotely
Augmented reality maintenance assistance

LINE TO LINE VOLTAGE
Measure the line to line voltage to ensure they are within tolerance level.

helping technicians through interactive visualisations of information and instructions...
Virtual reality training
What have we learned since March 2020?

- Need to reassess risks and test new scenarios on an ongoing basis
- Sanitary measures must be carried out on a regular basis
- Communication and exchange are key factors of success
- Solidarity is a major vector of motivation in times of crisis
- Working remotely is very productive if it is well organised and supported by a good IT infrastructure.
  - The confidence of management is a key to maintaining performance.
  - But working remotely is not everyone’s choice.
Evaluating the effectiveness of emergency measures?

- No impact on our ability to provide maintenance operations services to date.

- Permanent monitoring of absenteeism and cases of contamination, comparison with country indicators (barometer)

- Staff surveys: experience feedback
Is investing in roads a priority for economic recovery?

- Stimulus plans being developed in many countries
- If investment in roads remains a lever for employment
  - United Kingdom: 2020-2025 strategic plan for the network’s maintenance and repair work
  - Mexico: road maintenance contracts
  - India: greenfield projects
- Many countries also target other types of investment
  - Austria, Portugal: sustainable mobility, decarbonisation and circular economy, renewable energies and energy efficiency
  - Australia: autonomous vehicles, digitisation
Covid-19 - French Webinar
Situation in Wallonia - Belgium

Dominique VERLAINE
Member TC 2.4

Paris - 28 October 2020
Dominique VERLAINE, Inspector General
Belgium - Wallonia

Civil Engineer, Walloon Region for 25 years
Public Service of Wallonia
Mobility and Infrastructure
Department of Infrastructure Operations

PIARC - Member of Technical Committee 2.4
(Mobility – Road Network Operation/
Intelligent Transport Systems)
Covid-19 - Situation in Belgium

(decisions of the National Security Council: federal and federated entities)

1st Wave: from the end of February 2020

- Full confinement from 14 March to 3 May
  Objective: to reduce the spread of viruses and maintain hospital capacity (including intensive care).

- Deconfinement in phases starting on 4 May
  - 4 May: B2B industry and services
  - 11 May: shops
  - 18 May: schools
  - 8 June: hospitality and restauration
  - July and August: numerous outdoor and indoor activities

- Massive testing strategy and progressive implementation of tracing
  (including the application of digital contact tracing from Sept. 30th).

- Sharp drop in the epidemic in July and August

2nd wave: from the end of September 2020 on
Belgian statistics:

Total number of deaths: 10,700
(Note: nursing homes included / 50%)

(data as of 25 October)
Covid-19 - Situation in Belgium

2nd wave: from the end of September 2020

- No complete confinement to date.

- Decisions of the National Security Council: federal and federated entities
  - 3 October - Belgium as a whole (CNS): limited social contact, bars must close at 11pm
  - 19 October: Belgium as a whole (CNS)
    - Teleworking is once again becoming the rule
    - A curfew is in place from 0:00 am to 5:00 am.
    - Bars and restaurants are closed again
    - Close contacts are limited to a maximum of 1 person and private and public gatherings are limited to 4 people.
  - 23 October: only in Wallonia: complementary measures
    - A curfew is extended from 10 p.m. to 6 a.m.
    - Groceries for up to 2 people and 1 visitor per person in nursing homes
    - Lectures at colleges and universities are only given at a distance.
  - 24 October: only in Brussels: additional measures
    - Idem Wallonia
    - Wearing a mask is compulsory in all public areas + closed cultural and sports venues

(data as of 25 October)
Covid-19 - Situation in Belgium

2nd wave: from the end of September 2020

Awareness of the population reactivated

6 règles d’or

Respectez les règles d’hygiène
Pratiquez vos activités de préférence à l’extérieur
Pensez aux personnes vulnérables
Gardez vos distances (1m50)
Limitez vos contacts rapprochés
Suivez les règles sur les rassemblements
Infrastructures managed by the Public Service of Wallonia

875 km d’autoroutes
7500 km de voiries régionales
4000 km de fibres optiques
450 km de voies navigables
1700 km de RAVel
3800 collaborateurs
500 km d’échangeurs routiers & autoroutiers
56 tunnels
5000 ouvrages d’art
200 ouvrages hydrauliques (écluses, barrages mobiles et réservoirs & ouvrages de franchissement)
Covid-19 - Impact on the road sector in Wallonia (1/3)

Findings during the confinement from March to May 2020:

• Road traffic:
  
  decrease of about 50% for LCV and 40% for HCV

• Disappearance of congestion

• Significant decrease in incidents

• Public transport maintained

  with some rules of social distancing

  • 5 passengers maximum for a standard bus ;
  • 12 passengers maximum for an articulated bus ;
  • 15 passengers maximum for a tram.

  approx. 90% drop in passenger numbers in Walloon buses
Covid-19 - Impact on the road sector in Wallonia (2/3)

Public Service Staff of Wallonia (1st wave - March-May and 2nd wave - October 2020)

• Working remotely in the case of all possible operations
• Extensive use of teleconferencing for "meetings".
• Maintaining permanent traffic (roads and tunnels) in compliance with health regulations.
• Supporting police services

1st wave:
• minor increase in illness and absenteeism
• Keeping essential maintenance and management operations (surveillance, winter service, emergency operations, telecommunications, etc.) according to health regulations.

2nd wave: lessons learned from the 1st wave
• Significant increase in absenteeism (distance - covid)
• Maintenance of all operations in compliance with health regulations and implementation of "degraded modes" with prioritisation
Covid-19 - Impact on the road sector in Wallonia (3/3)

Construction sites and economic recovery

• Construction sites were never closed, if compliant with sanitary rules.
  • Many stopped at the beginning of the confinement in March (staff fears and supply difficulties)

• Close and constant interaction with sectors concerned (construction, roads, electro-mechanics)
  • Contractual relations: force majeure, impact on deadlines, ...
  • End of confinement
  • Organisation of building sites

• Difficulty during the crisis for the road sector in Wallonia
  • Double effect: establishment of the new Walloon investment plan and slowdown during the crisis -> major difficulties for the sector

• July 2020: announcement of a €2 billion Walloon Investment Plan for 2020-2026 (outside the European plan)

• European Recovery Plan - €390+360 billion, of which more than €10 billion is intended for Belgium
  • Ecological and digital transition, and sustainable mobility - the construction sector will be part of the recovery!
Thank you for your attention

Any questions?
COVID-19 SITUATION IN COTE D'IVOIRE

Djan Fanny
Public Works Engineer
Director of Operations
Urban Mobility Authority in Greater Abidjan

Abidjan, Ivory Coast
October 2020
Key points of the presentation

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

- Côte d'Ivoire is one of the countries in the world facing the COVID-19 pandemic.
- First case was detected on 11 March 2020.
- On 29 October 2020, the situation is as follows
Cases in Côte d'Ivoire

• As of 29 October 2020, the national situation is as follows:
  • 26 regions affected out of 33
  • 48 cities affected out of 108

• Out of 188,017 samples taken, resulted 20,488 positive cases, i.e. 10.89% tested positive of which:
  • 20,229 cured (98.8%)
  • 122 cases in treatment (0.6%)
  • 122 deceased (0.6%)

https://covid19-ci.info
Evolution of the pandemic in Côte d'Ivoire

With its first case detected on 11 March 2020, the coronavirus disease has spread from Abidjan, the national epicentre, to several other cities in the interior of the country as illustrated above.
Evolution of the pandemic in Côte d'Ivoire

This rapid evolution has been measured by the multiplication of tests of suspected cases. The graph above illustrates the progression of this trend as well as that of positive cases.
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 drawn up a national COVID-19 response plan, the implementation of which has been gradual depending on the evolution of the disease in Côte d’Ivoire.

- This plan is worth 95.88 billion CFA francs.
Government response plan

• The overall objective of the 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 concern (i) limiting the progression of COVID-19; (ii) the correct handling of COVID-19 cases by ensuring the safety of all actors; (iii) rapid response to COVID-19 outbreaks; and (iv) strengthening the health care system and the institutional framework.
Government response plan

- Eight (08) strategic areas of intervention have been identified as follows: (i) epidemiological and biological surveillance; (ii) contact monitoring; (iii) patient management; (iv) response to the epidemic outbreak; (v) prevention of coronavirus transmission (covid-19), (vi) risk communication, social mobilisation and community involvement; (vii) operational research and (viii) the creation of a Framework for Emergency Management at the Prime Minister's Office, in order to monitor and assess the action matrix and prevention measures.

- A mechanism for coordinating and monitoring interventions is also set up.
Main measures related to COVID-19

- Declaration of a State of Emergency over the entire national territory by the President of the Republic on 23 March 2020, in accordance with law no. 59-231 of 7 November 1959. Additional measures to the previous provisions:

- 1- Closure of all the maquis and restaurants as from Monday, March 23rd, 2020 at midnight, after the closure of bars, nightclubs, cinemas and entertainment venues;

- 2- Introduction of a curfew from 9 p.m. to 5 a.m. as of Tuesday 24 March;

- 3- Regulation of interurban, inter-communal and intra-communal transport and prohibition of unauthorised travel between Abidjan and the interior of the country;

- 4- Progressive confinement of populations by geographical area, according to the evolution of the pandemic;
Main measures related to COVID-19

- 5- Creation of humanitarian corridors to help people or communities in urgent need of assistance;
- 6- Strengthening the capacity of the pharmaceutical industries, laboratories and diagnostic and care structures throughout the country;
- 7- Early detection, rapid care and confidential isolation of patients;
- 8- Setting up a call centre dedicated to Covid-19 and an alert and monitoring system using, in particular, new information and communication technologies;
Impact on the infrastructure & transport sector

- Limiting the number of passengers on board public transport vehicles
- Obligation to wear masks on public transport
- Slowdown in all road infrastructure projects, with major risks of delays in schedules 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
- Setting up a website for the exit permits of Greater Abidjan after its closure
- Support from the Ministry of Equipment and Road Maintenance and AGEROUTE to companies in the form of passes for the execution of road and civil engineering works.
Impact of the pandemic on the transport sector

- With the support of the European Union, the Government has carried out an assessment of the impact of Covid-19 over the period of time from March to May 2020.
- The monetised impact amounts to 111 billion CFA francs, or approximately €170 million over the three months.
### Impact of the pandemic on the transport sector

**HKB Bridge toll booth case, Abidjan**

<table>
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<tr>
<th></th>
<th>janvier</th>
<th>février</th>
<th>mars</th>
<th>avril</th>
<th>mai</th>
<th>juin</th>
<th>juillet</th>
<th>août</th>
<th>septembre</th>
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<tr>
<td>Trafic Total</td>
<td>-1,34%</td>
<td>3,28%</td>
<td>-15,16%</td>
<td>-41,37%</td>
<td>-26,42%</td>
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<td>Classe 1</td>
<td>-1,19%</td>
<td>3,44%</td>
<td>-14,99%</td>
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<td>-26,06%</td>
<td>-11,10%</td>
<td>-2,28%</td>
<td>-0,82%</td>
<td>6,41%</td>
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<tr>
<td>Classe 2</td>
<td>-9,31%</td>
<td>-3,06%</td>
<td>-26,18%</td>
<td>-49,26%</td>
<td>-41,75%</td>
<td>-26,43%</td>
<td>-3,44%</td>
<td>-18,39%</td>
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<tr>
<td>Classe 3</td>
<td>-9,17%</td>
<td>-15,39%</td>
<td>-17,70%</td>
<td>-38,00%</td>
<td>-49,78%</td>
<td>-13,31%</td>
<td>-3,60%</td>
<td>-11,28%</td>
<td>-5,15%</td>
</tr>
</tbody>
</table>

Source: SOCOPRIM, HKB Bridge Concessionnaire
Impact of the pandemic on the transport sector

Commerces et loisirs
-5 %
par rapport à la référence

Alimentation et pharmacies
+40 %
par rapport à la référence

Parcs
-6 %
Impact of the pandemic on mobility

- Business & Leisure
- Food shops and pharmacies
- Public transport stops
- Places of residence

Source: Google COVID-19 Community Mobility Reports
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, recent projections for the country are around a GDP growth rate of 1.8%.
Thank you for your attention!!

Djan FANNY
Public Works Engineer
Director of Operations
AMUGA - Ivory Coast

dfanny@amuga.ci
@mccreakle

World Road Association (PIARC)
Grande Arche – Paroi Sud – 5°étage
92055 – La Défense Cedex – France

www.piarc.org
THE IMPACT OF THE COVID-19 CRISIS ON ROAD CONSTRUCTION AND OPERATION IN SENEGAL

Mohamed LAYE (mlaye@ageroute.sn)
Head of the Major Road Works Division
AGEROUTE, Senegal
Dakar
28 October 2020
Plan of the presentation

1. Situation of the pandemic in Senegal
2. Measures taken by the Government
3. Impact of the crisis on road construction and rehabilitation projects
4. Impact of the crisis on motorway operations
5. Lessons learned in crisis management
6. POST-COVID recovery plan 19 / Investments in the transport sector
1. The situation of the pandemic in Senegal

source: https://www.sante.gouv.sn on 23/10/20

source: https://www.worldometers.info/coronavirus/country/senegal on 24/10/20
2. Measures taken by the Government

- 16 March: closure of schools and universities
- 19 March: border closures
- 20 March: prohibition of prayers in places of worship
- 23 March: declaration of a state of emergency and introduction of a curfew from 8pm to 6am; restriction of movement of people between regions; limitation of the number of people on public transport and introduction of strict hygiene rules (hand washing, social distancing, wearing of masks).
- 8 April: developing measures to override redundancies and technical unemployment.
- 5 June: start of gradual relaxation of most restrictive measures, particularly in the transport sector
- With the exception of the compulsory wearing of masks and social distancing in public places, as well as regular hand washing with soap or the use of hydro-alcoholic solutions.
3. Impact of the crisis on road projects

Total Work Statements & Supervision of the Major Roadworks Division in Euros

- oct-19
- nov-19
- déc-19
- janv-20
- févr-20
- mars-20
- avr-20
- mai-20
- juin-20
- juil-20
- août-20
- sept-20

source: DGTR/DGTOA/AGEROUTE
4. Impact of the crisis on motorway operations (1/2)

Evolution des recettes d’exploitation des autoroute Thiès - Touba et AIBD - Mbour - Thiès (Février 2019 -Septembre 2020) en Euros

Source: DAPP/AGEROUTE
4. Impact of the crisis on motorway operations (2/2)

Evolution du flux de trafic mensuel de janvier à septembre 2020 en nombre de véhicules

source: DAPPP/AGEROUTE
5. Lessons learned in crisis management (1/2)

At AGEROUTE level

- the introduction of remote working for some staff, alternating work for others, and the adjustment of working hours (8 a.m. to 1 p.m. instead of 8 a.m. to 5 p.m.) for the rest of the on-site staff;
- return to normal working hours from 03 July 2020;
- leave of absence for some staff; prohibition of visits; videoconference meetings;
- sending and receiving mail by electronic means exclusively outside of correspondence of a strategic nature;
- processing of service provider statements as in the past.

On the building site level

- setting up clean facilities for regular hand washing with soap;
- provision of hand disinfectants, masks and tissues to workers;
- regular cleaning of the premises and work tools;
- reminder of the barrier gestures recommended by the health authorities during unavoidable gatherings.
- systematic disinfection of manual toll cards before and after the journey (motorway operation, closed toll plazas).
5. Lessons learned in crisis management (2/2)

**In the transport sector**

- Authorisation to transport construction materials despite the state of emergency, which prevented the road works from being halted.
- Payment by the State of a large part of its arrears to service providers (companies and control offices) involved in road infrastructure projects.
- Subsidy to public transport companies (Dakar Dem Dikk, AFTU).
- Subsidy to private transporters (urban and interurban).
- Gradual reopening of interurban transport from the beginning of June, following violent demonstrations by drivers who had been affected by the stoppage of their activities.

**Contract management and calls for tenders**

- Claims for delays and compensation from affected companies citing the case of force majeure.
- The Covid-19 crisis is not considered a case of force majeure. However, consultation has been favoured in order to fairly deal with its impact on contract execution.
- Authorisation to submit tenders by electronic means for certain procedures such as expressions of interest.
6. The POST-COVID Recovery Plan 19 (1/2)

• 29 September: Presidential Council on the Adjusted and Accelerated Priority Action Plan (PAP2A) for the recovery of the national economy, chaired by President Macky Sall.

• Senegal has identified in the PAP2A, 5 key sectors to revive its economy, shaken by the coronavirus (contraction of -0.7% of the economy in 2020):
  1. An abundant, good quality and resilient intensive agriculture;
  2. An inclusive health care system and strengthened social protection;
  3. An efficient education system;
  4. Development of a strong national private sector;
  5. Industrial and digital transformation.

• Global financing of 14,712 billion FCFA (22.428 billion euros), 32.4% from the national public and private sectors and remaining 67.6% from development partners.

• 5-year period: 2019-2023

• PAP2A objectives: GDP growth of around 5.2% in 2021, 7.2% in 2022 and 13.7% in 2023, which is Senegal's first double-digit growth rate, with the exploitation of oil and gas resources.

6. The POST-COVID Recovery Plan 19: Investment in the transport sector (2/2)

<table>
<thead>
<tr>
<th></th>
<th>State</th>
<th>Technical and Financial Partners + Public Private Partnership</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. ROAD INFRASTRUCTURES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amount (in Euro)</td>
<td>544,794,946</td>
<td>1,673,780,488</td>
<td>2,218,575,435</td>
</tr>
<tr>
<td>%</td>
<td>25%</td>
<td>75%</td>
<td>100%</td>
</tr>
<tr>
<td>2. ROAD TRANSPORT SERVICES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amount (in Euro)</td>
<td>176,305,616</td>
<td>1,086,055,842</td>
<td>1,262,361,458</td>
</tr>
<tr>
<td>%</td>
<td>14%</td>
<td>86%</td>
<td>100%</td>
</tr>
<tr>
<td>TOTAL (in Euro)</td>
<td>721,100,563</td>
<td>2,759,836,330</td>
<td>3,480,936,893</td>
</tr>
<tr>
<td>%</td>
<td>21%</td>
<td>79%</td>
<td>i.e. 15.5% of the PAP2A budget</td>
</tr>
</tbody>
</table>

source: Ministry of Land Transport Infrastructure and Opening-up (MITTD).
Questions & Answers

Moderator: Pascal Rossigny
CEREMA, France
French-speaking Secretary TC 3.3
Our speakers today

- **Patrick Malléjacq**
  - Secretary General, PIARC

- **Emmanuelle Frénéat**
  - Egis Road Operation, Managing Director

- **Dominique Verlaine**
  - Belgium, Inspector General, Public Service of Wallonia, infrastructure mobility, Department of Infrastructure Operations

- **Djan Fanny**
  - Côte d'Ivoire, Expert Transport Economist, Road Management Agency

- **Mohamed Laye**
  - Senegal, Head of the Division of Major Road Works, AGEROUTE
  - Member of Committee 1.1 - Performance of Transport Administrations

- **Pascal Rossigny**
  - France, CEREMA
  - French-speaking Secretary of Committee 3.3 – Asset Management
Conclusion and Next Steps
Disclaimer of liability

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

- **Continue updating the COVID-19 webpage of PIARC**

- **We conducted a detailed online survey**
  - Analysis in progress

- **An in-depth report is planned for December**

- **More PIARC webinars are scheduled to begin on September 30.**
  - In Spanish, English, French

- **Assess the measures put in place in emergency situations**
  - What worked, What didn't work, Why?
  - Sharing best practices

- **Be vigilant: How is the "new normal" different (if at all)? What are the expectations of users?**
The PIARC intervention team

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, TC 1.1 WG 2 Leader (UK)
- Fabio Pasquali, ANAS S.p.A, TC 1.2 Chair (IT)
- Caroline Evans, National Transport Commission, TC 1.4 Chair (AU)
- Yukio Adachi, Hanshin Expressway Engineering Co, TC 1.5 Chair (JP)
- Andrea Simone, University of Bologna, TC 2.1 Chair (IT)
- Luis Miranda-Moreno, TC 2.1 Spanish Secretary (CA)
- Martin Ruesch, Rapp Trans Ltd, TC 2.3 Chair (CH)
- Valentina Galasso, Deloitte Consulting, TC 2.4 Chair (IT)
- Pascal Rossigny, CEREMA, TC 3.3 French Secretary (FR)
- Saverio Palchetti, ANAS S.p.A., TF 3.1 Chair (IT)
- Andrea Peris, Paraguay National Committee (PY)

Summary of the Terms of Reference
- To explore rapid sharing of knowledge and practice between PIARC members on COVID-19 impacts, responses & associated socio-economic crisis
- To propose and implement short-term actions to support PIARC members and transport professionals in COVID-19 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 reflected in PIARC activities

Currently established to 31st December 2021, extendable as required
PIARC Webinar
COVID-19
28 October, 2020

Thank you very much for your attention!

Visit the PIARC & COVID-19 page
#PIARCCOVID19