



# COVID-19

## Online Discussion Session

### Freight & Logistics

**6 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:**
  - Freight And Logistics Supply Chain In Queensland: *Covid-19 Challenges, Measures And Impacts*
  - Freight And Logistics Issues In Poland
  - Impact Of Covid-19 On South Africa's Roads Operations, Freight Movement And Logistics
  - COVID-19 – Impacts On Freight And Cross-Border Trade In Texas
  - International Road Transport Union
- **Q&A**
- **Conclusion and Next Steps**

# Our Speakers today

- Patrick Malléjacq – Secretary General, PIARC
- Christina Heffner – Department of Transport and Main Roads Queensland, Australia, PIARC TC 2.3 member
- Piotr Macuk – GDDKIA, Poland, PIARC TC 2.3 member
- Layton Leseane – SANRAL, South Africa, PIARC TC 2.3 member
- Caroline A. Mays – Texas DoT, USA, PIARC TC 2.3 member
- Jens Hügel – Senior Adviser, International Road Transport Union

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**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

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# About your name in Zoom

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

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# This session is being recorded

- The resulting video will be shared on [www.piarc.org](http://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 1<sup>st</sup> 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](mailto: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



# FREIGHT AND LOGISTICS SUPPLY CHAIN IN QUEENSLAND: *COVID-19 CHALLENGES, MEASURES AND IMPACTS*

**Christina Heffner**

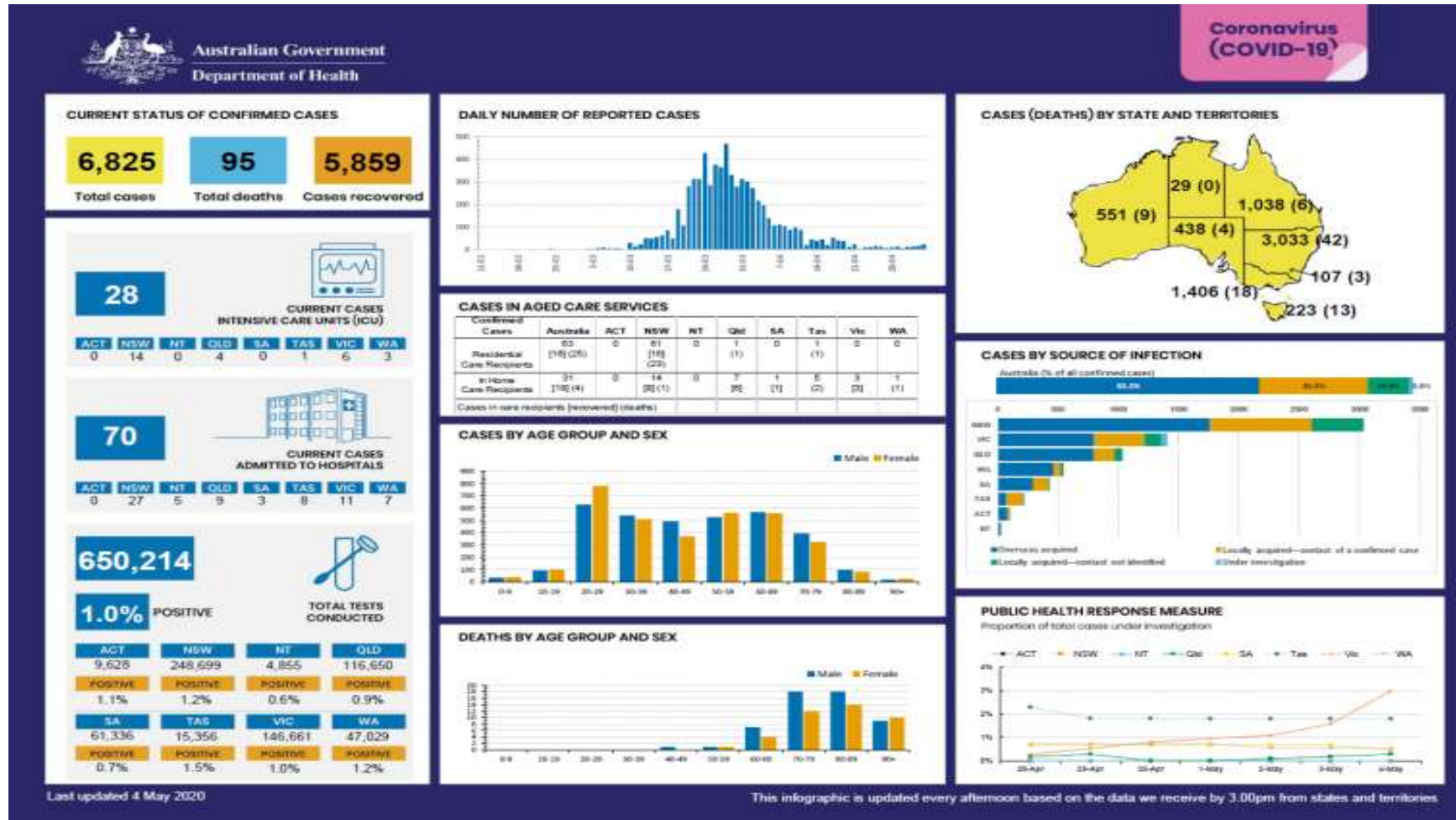
Executive Director, Governance, Freight and Partnerships

Department of Transport and Main Roads,  
Brisbane, Queensland, Australia

TC 2.3 contributing member (Freight)

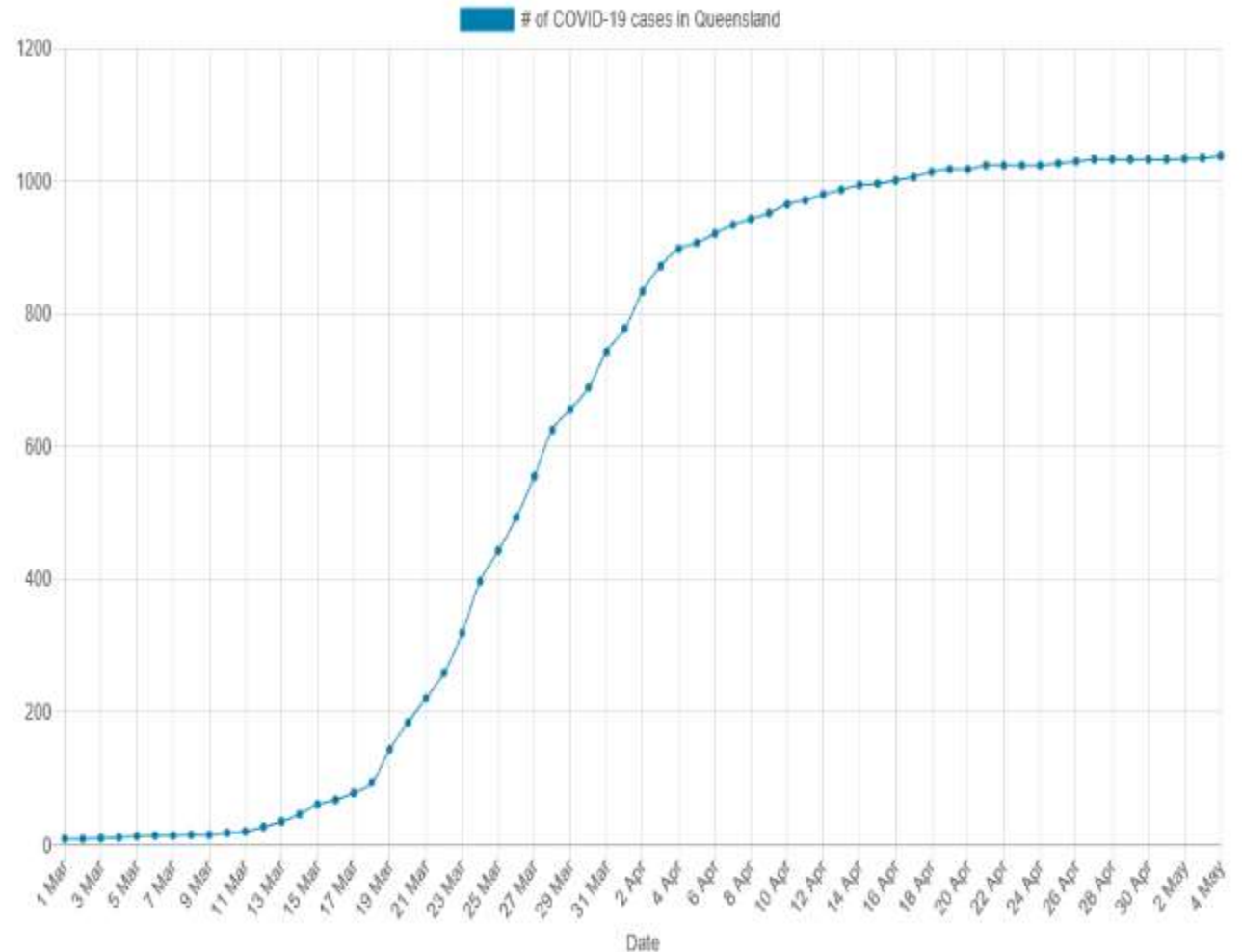
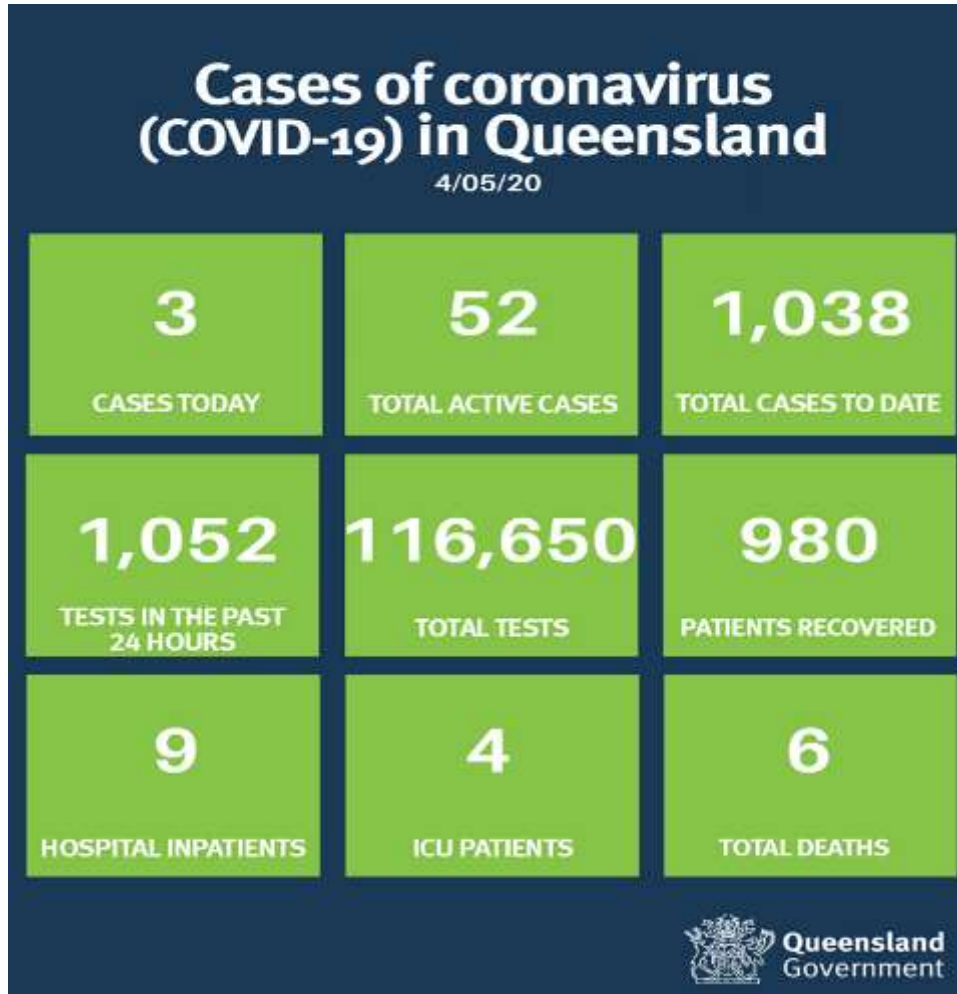


# COVID-19 Australia at a glance



<https://www.health.gov.au/news/health-alerts/novel-coronavirus-2019-ncov-health-alert/coronavirus-covid-19-current-situation-and-case-numbers#at-a-glance>

# COVID-19 Queensland at a glance



<https://www.facebook.com/QLDHealth/photos/a.217413675033389/2969999233108139/?type=3&theater>

<https://www.qld.gov.au/health/conditions/health-alerts/coronavirus-covid-19/current-status/statistics#cumulative>

# COVID-19 response

**1 February**

International restrictions on international air passenger arrivals from China commence

**14 March**

Recommendation against gatherings of more than 500 people

**16 March**

All persons arriving from overseas to self-isolate, social distancing encouraged

**17 March**

Ban on overseas travel

**20 March**

Australian borders closed to all non-citizens and non-residents

**23 March**

All bars, clubs, restaurants, cinemas, places of worship, casinos and gyms are closed

# COVID-19 response

**25 March**

QLD border restriction - 14 day self-quarantine. Food courts only open for takeaways, weddings restricted to 5 people, funerals restricted to 10

**29 March**

Home confinement restriction – unless performing essential work, obtaining essential services, attending a funeral or court, providing care to family member or for exercise

**3 April**

Border restrictions tightened – no entry unless an exempt person and if exempt and entering from overseas must self-quarantine for 14 days

**11 April**

Further border restrictions – no entry into QLD unless exempt person. If arriving from outside Australia or from a COVID-19 hot spot, must self-quarantine for 14 days

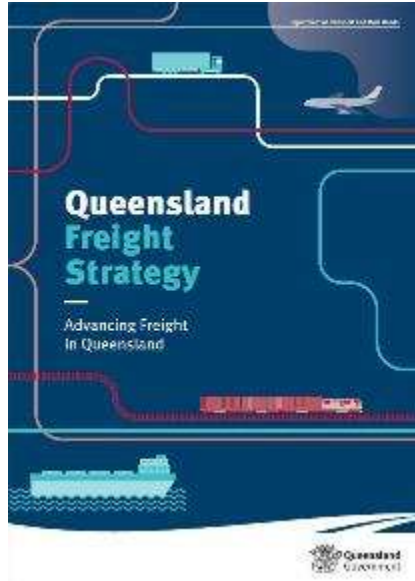
**16 April**

Restricted entry into remote Aboriginal and Torres Strait Islander communities

**2 May**

Home confinement restrictions eased to allow persons to drive, ride a motorbike or jet ski for pleasure, have a picnic, visit a national park and shop for non-essential items such as clothes and shoes, within 50 km of place of residence

# Freight in Queensland





# Regulation and exemptions

- Queensland implemented border restrictions from 25 March 2020.
- Exemptions in place for the Freight and Logistics industry.
- Road houses, dedicated truck rest stop facilities and truck driver lounges remain open.
- Development of an online tool to assist heavy vehicle drivers.
- Changes to Queensland Licences.
- Waived Restrictions.



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# Economic Recovery

In addition to fee relief and waivers, the Queensland Government has announced:

- \$54.5 million package that will allow regional air, bus and ferry services to keep running whilst social distancing measures remain in place
- \$185 million investment in key inland freight corridors to commence sooner
- \$2.3 million package to support port businesses across the far north.

Australian Government announced:

- \$17.6 billion economic stimulus package.

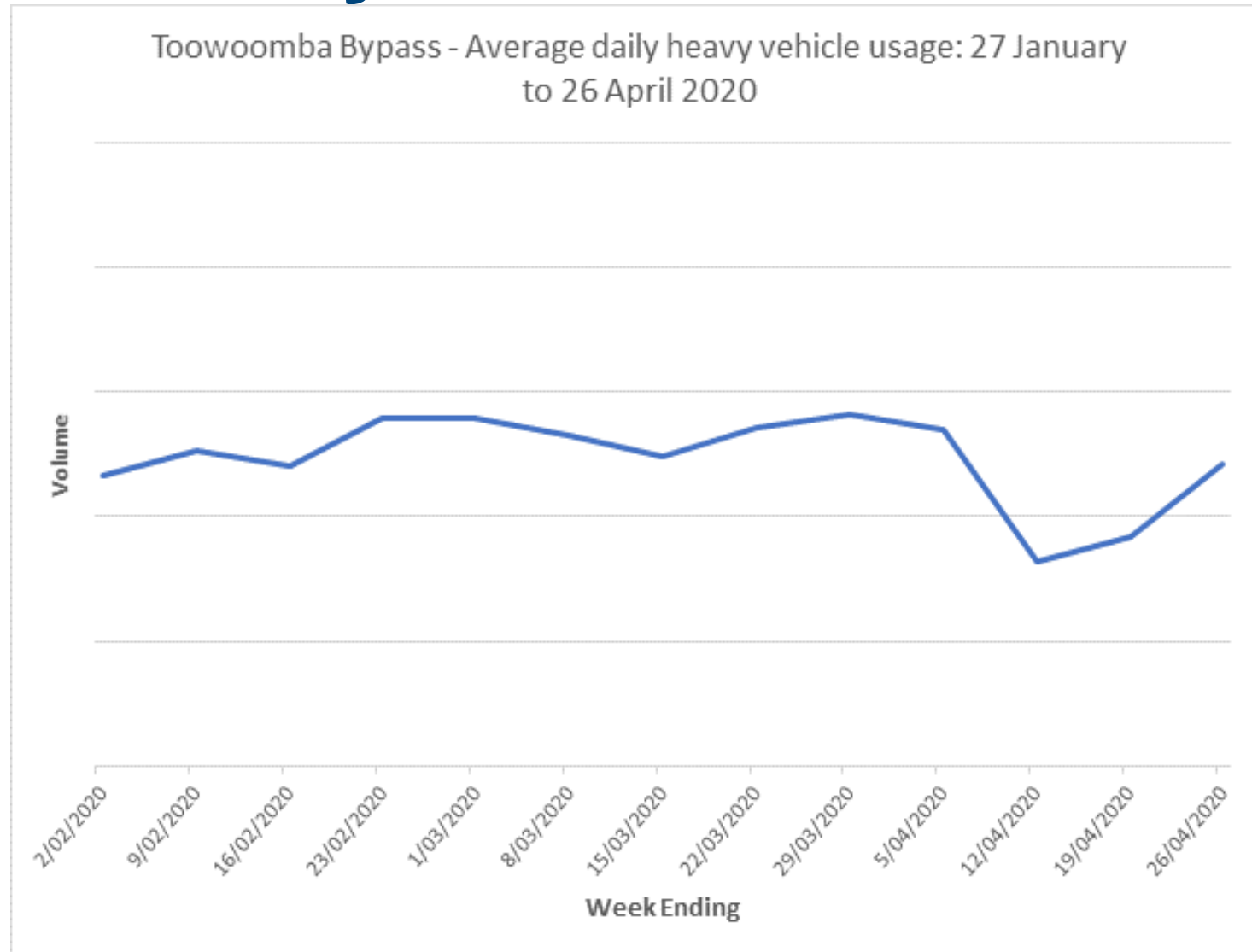
# Free flow toll roads in Queensland



# Toll road traffic – COVID-19 impact

- Queensland toll roads remain fully operational to service essential functions of moving people and goods.
- Reduction in passenger vehicle volumes on all tolls roads during COVID-19.
- Heavy vehicle traffic on the key tolled regional freight route, Toowoomba Bypass, has remained relatively steady.
- Continues to be significant road use by heavy vehicles in South East Queensland, as the freight industry plays its role in supplying Australians with the necessities of living.

# Regional heavy vehicle toll traffic



# Thank you for your attention!



**Christina Heffner**

Department of Transport and Main Roads, Brisbane,  
Queensland, Australia

[christina.m.heffner@tmr.qld.gov.au](mailto:christina.m.heffner@tmr.qld.gov.au)



**Queensland  
Government**  
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[www.gddkia.gov.pl](http://www.gddkia.gov.pl)  
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[www.facebook.com/gddkia](https://www.facebook.com/gddkia)

## Webinar on Freight and Logistics Issues

**Piotr Macuk**

Head of Administrative Proceedings Unit

General Directorate For National Roads And Motorways

(GDDKiA) - POLAND

TC 2.3 member (Freight) – since March 2020



Paris, May 6<sup>th</sup>, 2020

# The law of COVID19

The Act of March 2<sup>nd</sup> 2020 on special solutions related to the prevention, prevention and eradication of COVID-19, other infectious diseases and crisis situations caused by them.  
The act entered into force on March 8<sup>th</sup>, 2020

## Amendments to the Act

- March 31<sup>st</sup> 2020 (entered into force)
- April 18<sup>th</sup> 2020 (entered into force)

## Planned amendments to the Act

- 1<sup>st</sup> half of May 2020



# Heavyweight transport

Standard (sized) vehicles - trucks



The vehicles move similarly to passenger cars or buses with toll payment

Non-standard (oversized) vehicles



The vehicles move on special permit from the road manager (e.g GDDKiA)

# Facilities for non-standard (oversized) vehicles

- The Act of 18<sup>th</sup> April 2020 allows, without a permit, the passage of non-standard (oversized) vehicles transporting medical equipment and devices to hospitals.

The entity performing the journey is obliged to inform the road administrator about the route, so that the road administrator can react in a situation where the technical parameters of the road would not allow such a passage and propose an alternative route.

Matters regarding these routes are carried out as a priority by road manager.

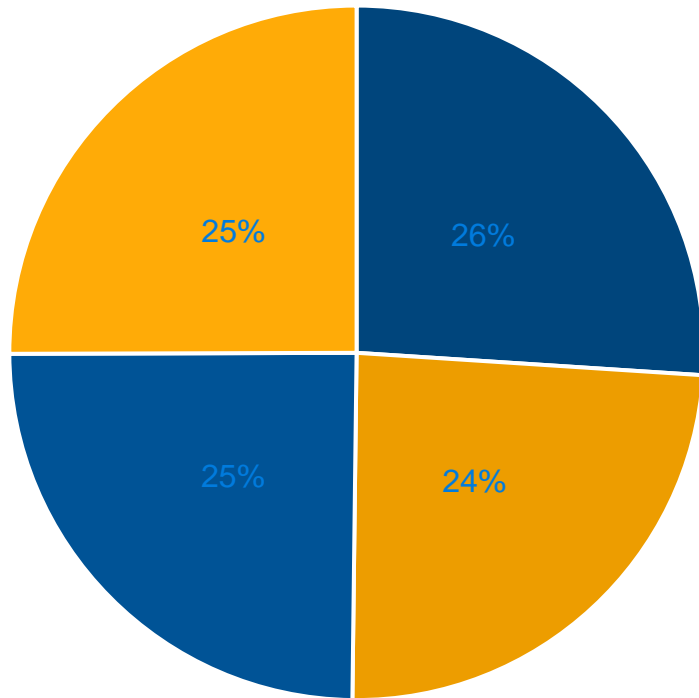
- Cooperation with services controlling the passage of an abnormal vehicle, such as the Police or Inspectorate of Road Transport or Customs and Tax Services (providing information on permits issued due to the driver having a copy of the permit or the lack of permission in the vehicle).
- Works on electronic system to issue permits – end of work at the end of 2021 (permits issued fully by government system with virtual routes)

# Statistic for non-standard (oversized) vehicles before and during COVID19

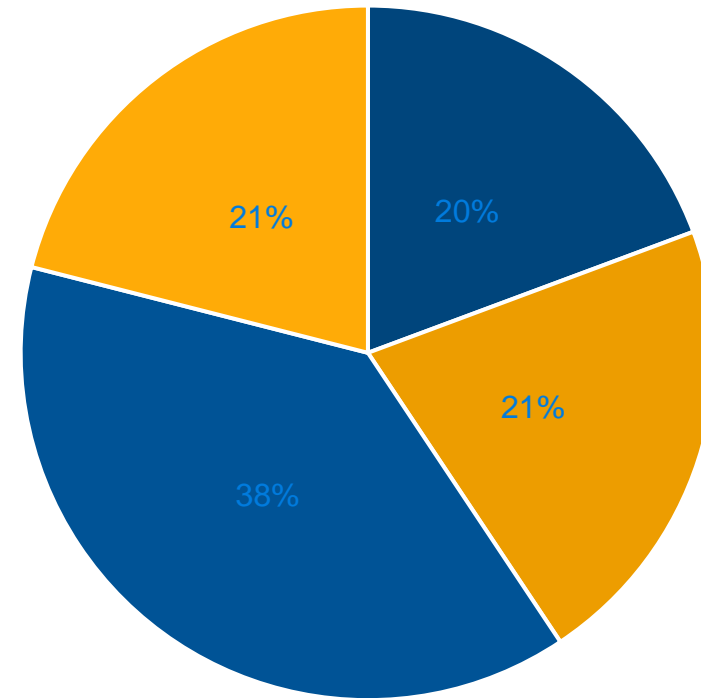
	March 1-31 2019	April 1-30 2019	March 1-31 2020	April 1-30 2020
Number of applications submitted	1746	1621	1661	1680
Number of permits issued	524	578	1039	570

# Statistic for non-standard (oversized) vehicles before and during COVID19

Number of applications submitted



Number of permits issued



■ March 1-31 2019 ■ April 1-30 2019 ■ March 1-31 2020 ■ April 1-30 2020 ■ March 1-31 2019 ■ April 1-30 2019 ■ March 1-31 2020 ■ April 1-30 2020

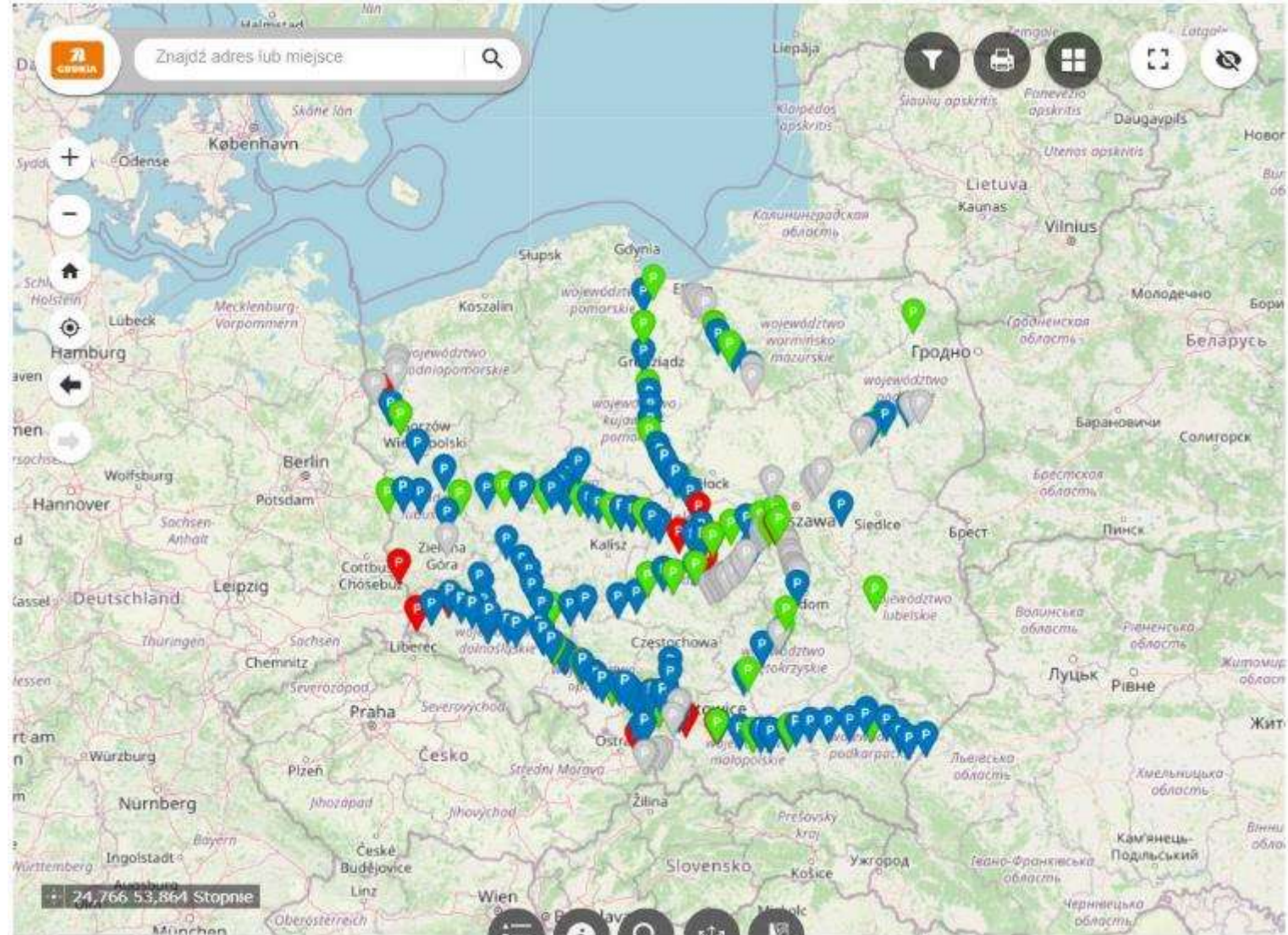
# Facilities for standard and non-standard heavyweight vehicles

- All petrol stations are open
- All parkings (rest areas) are open
- Most borders are open
- All hotels can be opened - the decision is up to the owners (but not restaurants)
- Near the borders, the number of portable toilets and bottles of water for those waiting to cross (the vehicles cross the border without any problems by the suggested lanes)
- Information on prohibitions or restrictions is provided by SMS by the Government Security Center
- No hour or day restrictions on truck traffic

More informations about COVID19 in Poland  
<https://www.gov.pl/web/coronavirus>

# REST AREAS

-  MOP kat. I
-  MOP kat. II
-  MOP III
-  Parking



<https://www.gddkia.gov.pl/pl/a/9174/coraz-wiecej-miejsc-obsługi-podrozných-coraz-wieksze-wplywy-z-dzierzawy>

# SITUATION ON BORDER CONTROL

## BORDER CROSSINGS ON NATIONAL ROADS

	March 13, 2020	March 15, 2020	April 29, 2020
<b>Belarus</b>	4	3 ↓	4 ↑
<b>Czech Republic</b>	8	6 ↓	8 ↑
<b>Germany</b>	8	6 ↓	8 ↑
<b>Lithuania</b>	2	1 ↓	2 ↑
<b>Russia</b> Kaliningrad Oblast	2	2	2
<b>Slovakia</b>	2	2	2
<b>Ukraine</b>	2	3 ↑	3

# BORDER CONTROL

on national roads

**March 17-18, 2020**

Government crisis management team decided to further open border crossings and change the character of several already operating. These moves helped to ease out the traffic at the border crossing points and unloaded the increasing traffic jams that occurred due to internal border control.

**March 20, 2020**

Vehicles carrying international road transport goods are exempt from internal (Germany, Czech Republic, Slovakia, Lithuania) and sanitary border controls. Documents and temperature are not checked. Thus truck drivers cross the borders without stopping. Due to the above mentioned simplifications traffic jams have decreased significantly or have been completely unloaded.

**March 23, 2020**

Faster border controls in Kołbaskowo (Germany) thanks to the new lane between the A6 roads.

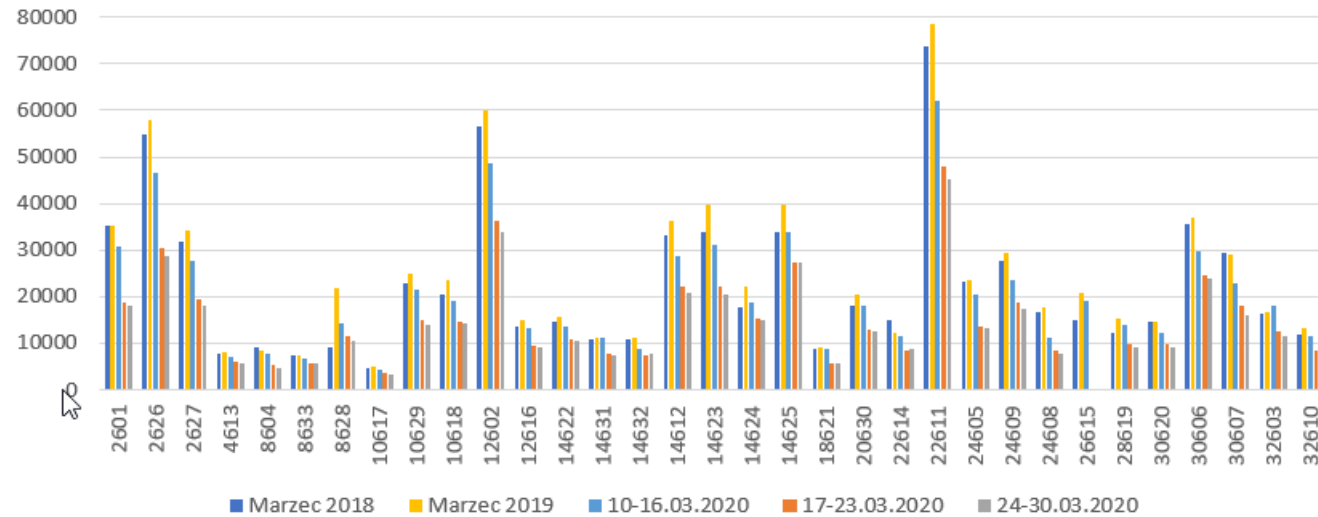
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There are no statistics regarding COVID 19 drivers' incidence

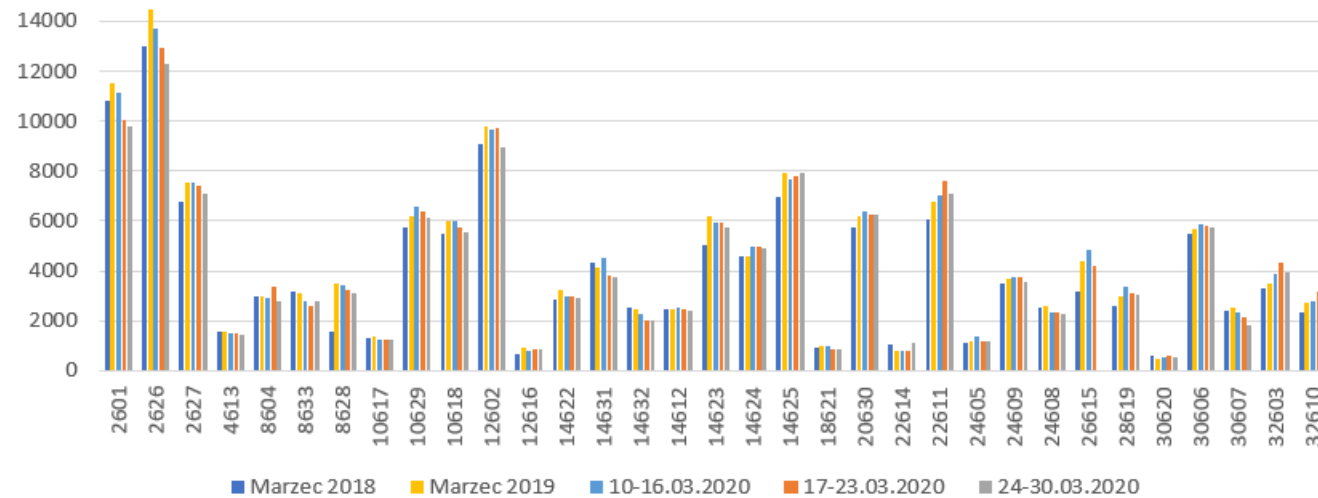


# TRAFFIC VOLUME

All traffic



Heavy vehicles traffic (standard and non-standard)



# LESSONS LEARNT...

- Over 90% of cases related to non-normative journeys are dealt with by GDDKiA without face to face contact
- Establishing closer cooperation between GDDKiA and control services (e.g Police, Customs and Tax Offices, Inspectorate of Road Transport) and other road managers in the scope of control and reconciliation of non-standard vehicles
- Amendments to the law enabling transportation of devices or equipment to hospitals by non-standard vehicles without the required permit
- Detailed analysis of solutions in other countries

# Thank you for your attention!



[www.gddkia.gov.pl](http://www.gddkia.gov.pl)  
[www.twitter.com/gddkia](https://www.twitter.com/gddkia),  
[www.facebook.com/gddkia](https://www.facebook.com/gddkia)

**Piotr Macuk**

Head of Administrative Proceedings @PIARC\_Roads  
Unit

[pmacuk@gddkia.gov.pl](mailto:pmacuk@gddkia.gov.pl)

World Road Association (PIARC)  
Grande Arche – Paroi Sud – 5<sup>e</sup> étage  
92055 – La Défense Cedex – France



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**SANRAL**



BUILDING SOUTH AFRICA  
THROUGH BETTER ROADS

## Webinar on Impact of Covid-19 on South Africa's Roads Operations, freight movement and logistics

**Layton Leseane**

South African National Roads Agency (SANRAL)- Project Manager

Webninar

06 May 2020

# About the Panelist: Mr Layton Leseane

- Mr Layton Leseane is a Civil Engineering Technologist with 23 years (combined) in roads construction and roads administration.
- He works for the South African National Roads agency (SANRAL) as a projects manager; Capex projects and Overload Control Operations.



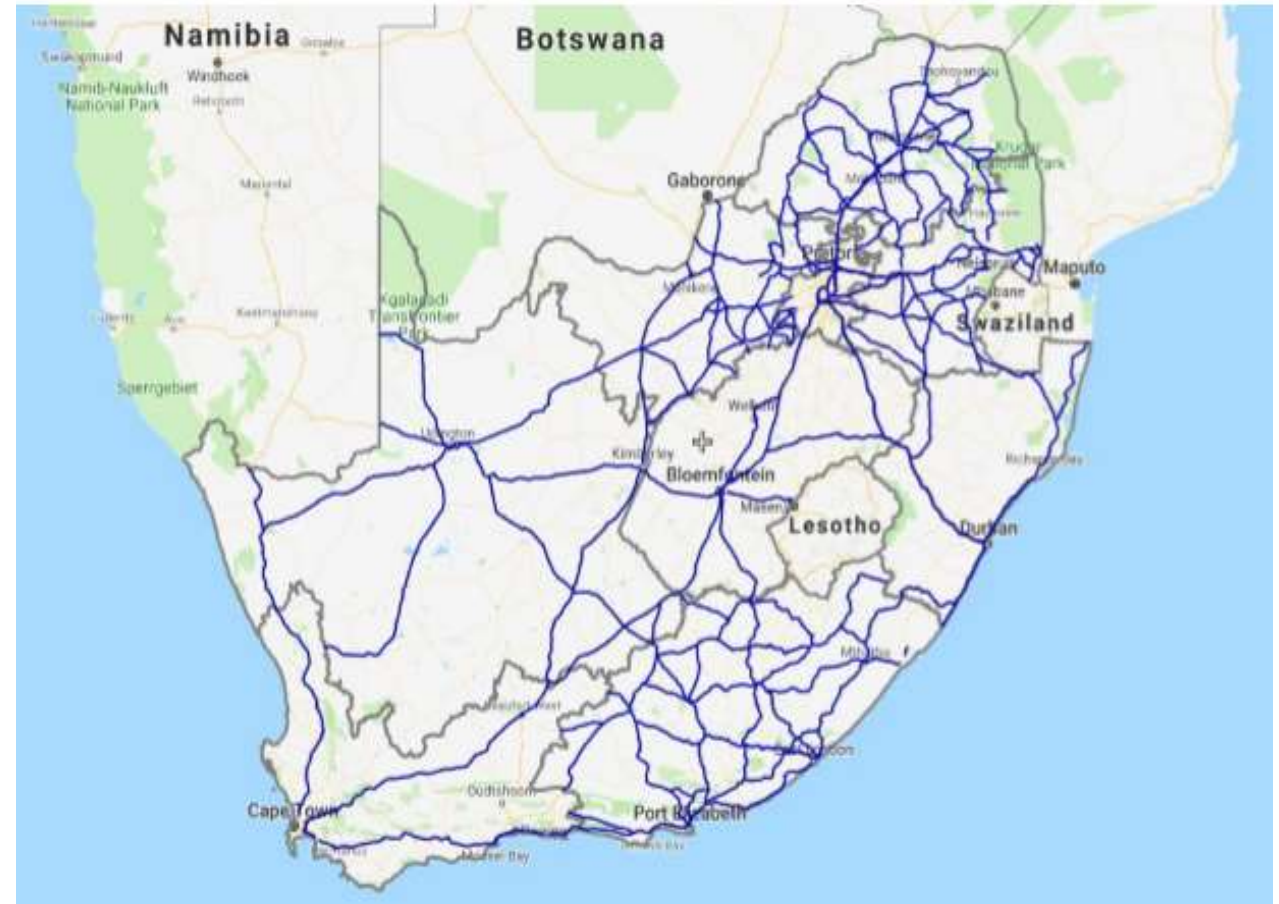
# Key discussion Points

- Introduction: SANRAL Mandate and road network
- Covid-19 in South Africa's Government interventions
- Covid-19 Impact on SANRAL operations – current and post Crisis.
- Impact on Freight and Logistics – current and post Crisis.
- Conclusions- Possible Post Covid-19 Interventions



# Introduction; SANRAL Road Network- Key highlights

- SANRAL is an Agency of South Africa's National Department of Transport. Its a custodian of 22140 km of Strategic road network-National routes and regional roads.
- South Africa has 750 000 km of Road Network, 158 000 km (Paved), 460 000km (Un-paved). Total Proclaimed road network is 618 000km.
- SANRAL's road network comprises of 19186 km Non-Toll roads 2954 km (Agency Toll 1683 and Concessionnaires-1271km).
- SANRAL's national road network links major sea ports, inland economic hubs and neighbouring states; Zimbabwe, Mozambique, Botswana, Namibia and others.
- > 85% of Freight is transported by road.



# Covid-19:RSA Government's Response- Key Highlights;

- 5 March 2020- 1st Case of Covid-19 reported in RSA.
- 26 March 2020, the national Lockdown of 3 weeks (initially) and extended by further 2 weeks ( 5 weeks-level 5 Lockdown). New Risk Adjusted approach, placing the country on Risk Alert Level 4 which started on 1 May 2020.
- Covid-19 Lockdown regulations affecting road operations, freight, and logistics:
  - Major sectors of the economy were shut down except those in production of essential goods
  - All international borders closed except for passage of essential cargo, such as fuel, food, medicines. Restrictions on Inter-provincial movement, and public transport
  - Partial relaxation of Lockdown regulations from 1 May 2020, allowing limited activity in primary economic sectors such as mining, agriculture, and others.
- Strict Health and Safety regulations aimed at containing the spread of Covid-19
- 500Billion Rands ( US\$26.5 Billion) Relief Package for affected businesses, workers, social grant recipients, and unemployed people.

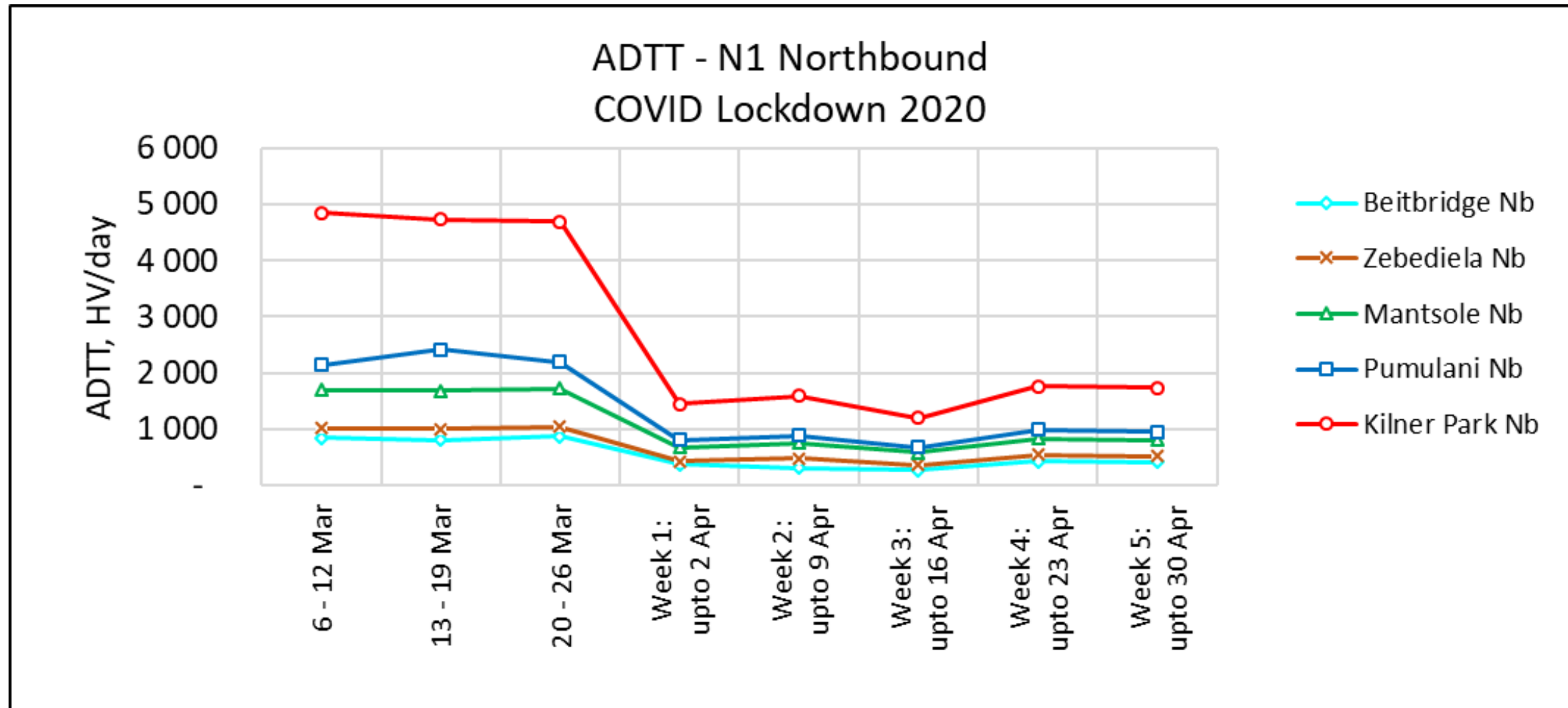


# Impact on SANRAL Operations; Current

SANRAL's and road operations in South Africa were disrupted by Covid-19 Lockdown regulations- Key highlights are:

- All Offices closed for normal business operations- some staff work from home.
- SANRAL suspended all construction for 5 weeks in compliance with Level 5 Lockdown regulations, and lifted the suspension on 1 May 2020,- Level 4 .
- Contractual claims from Contractors and Consultants for losses incurred.
- Only critical/essential road maintenance is carried out.
- All Bidding (Tender) processes were suspended.
- 70% average decline of road traffic (all classes of vehicles)-Loss of Toll income
- Establishment of Covid-19 Task Team to coordinate SANRAL's Response actions and business operating procedures are compliant with Covid-19 OHS regulations.

# SANRAL Operations; Typical Decline in Truck(Freight) Traffic



# Impact on SANRAL Operations; Post Covid-19

- Phased return to normal business- estimated over 9 months , with rotation of staff.
- Major delays to construction projects, with cost implications due to contractual claims from Contractors and Consulting Engineers (PSPs)
- Potential Work stoppages in cases where workers are infected with Covid-19
- Cost implications of complying with Covid-19 Occupational Health and Safety regulations, and related Standard Operating Procedures.
- Maintenance back-log due to restrictions on construction projects.
- Potential delays to roll out of projects due to procurement disruptions and re-prioritisation of funding allocations by the National Treasury.
- Potential major decline in Toll revenue due to economic conditions post Covid-19 Crisis . High Risk to business sustainability.

# Covid-19 Impact on Freight and Logistics- Current

- Only 25% of the freight fleet operating- 20% of businesses operating at 7%-75% Capacity.
- Operational challenges for long-distance drivers – no hot meals, limited rest stops on many routes
- Incorrect application of the Lock down regulations by Law enforcement agencies- unlawful arrests & impounding of Trucks
- Lengthy delays at ports of entry & quarantine of drivers (Major Zimbabwe and Mozambique Borders)
- Drivers facing increased risk of unemployment.
- Loss of profit, leading to business closures.
- Freight companies storing non-essential goods in their warehouses- costly

# Impact on Road Freight Industry; Post Covid-19 Crisis

- Loss of industry capacity due to closure of many Freight companies.
- Job losses – estimated at 50%
- Shrinking market as a result of Covid-19 impact on the economy-loss of customers
- Increased operating costs due to of compliance with Covid-19 OHS regulations, inefficiencies/delays at border controls, ports etc. – Very costly
- Administrative burden arising from assist workers to claim wages from the Unemployment Fund.
- Litigation with customers who failed to pay for services due to loss of income.
- Repossession of vehicles by vehicle finance companies.
- Loss of capacity in Road Freight Industry has potential to incapacitate the logistics for a number of years.

# Conclusions; Post Covid-19 Crisis interventions

A wide range of key interventions must be effected by RSA government and or the private sector to reverse the impact of Covid-19 crisis on Road operations, freight and logistics sector. These measures may include, but not limited to the following;

- Accelerated procurement for engineering roads and bridge projects- job creation and revival of the construction sector
- Additional Budget allocation to fund effects of Covid-19 Crisis- cost of disruptions
- Streamlined and speedy contract dispute resolution to deal with Covid-19 related contractual claims.
- Wider stakeholder engagement between government and freight and logistics sectors aimed at reduction of transportation costs.
- Financial assistance to affected Freight and Logistics businesses- Loans/subsides.
- Harmonization of regional regulations to promote transport efficiency.-Critical

# Thank you for your attention!



**Layton Leseane**

**SANRAL Projects Manager**

**leseanel@nra.co.za**

World Road Association (PIARC)  
Grande Arche – Paroi Sud – 5<sup>e</sup> étage  
92055 – La Défense Cedex – France



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# COVID-19 – IMPACTS ON FREIGHT AND CROSS-BORDER TRADE IN TEXAS

**PIARC Impact of COVID on Freight and Logistics  
Webinar**





# Introduction



Caroline A. Mays, AICP

Organization: Texas Department of Transportation

Role: Director, Freight, Trade and Connectivity Section



Technical Committee 2.3 Freight (Member)

Working Group 3 – Emerging Freight Technologies (Leader)

# COVID-19 – Impact on Truck Freight Nationwide

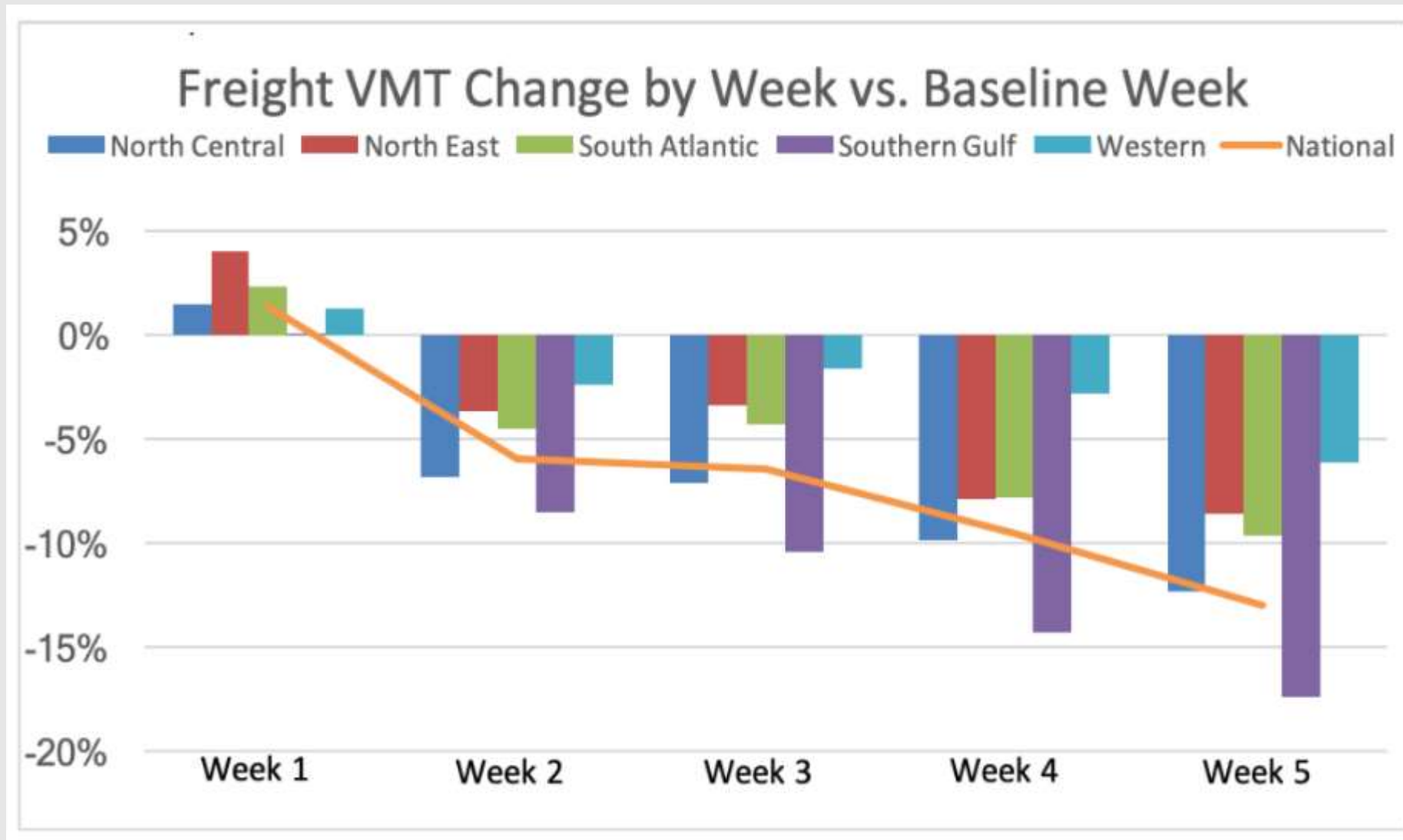
## March 2020 - COVID-19 begins to impact US operations

- First stay at home order issued in California on March 19
- Texas issued a stay at home order on March 31
- By mid-April 95% of the US lived in an area with stay at home orders in place

March 14 – April 17	COVID 19 – Impacts on VMT
Week 1	Truck Freight VMT increased by 1% while Personal VMT dropped by 20%
Week 2	Truck Freight VMT decreased by 7% from previous week (6% below baseline) and Personal VMT decreased by 27% from the previous week
Week 3 & 4	Truck Freight VMT decreased an additional 4% bringing it 10% below baseline and Personal VMT begins to stabilize
Week 5	Truck Freight VMT decreased an additional 3%, now 13% below baseline and Personal VMT increased 2%

Source: INRIX COVID-19's Impact on Freight: An Analysis of Long-Haul Freight Movement During a Pandemic, April 28, 2020

# COVID-19 - National Truck Freight Vehicle Miles Travel (VMT) Changes

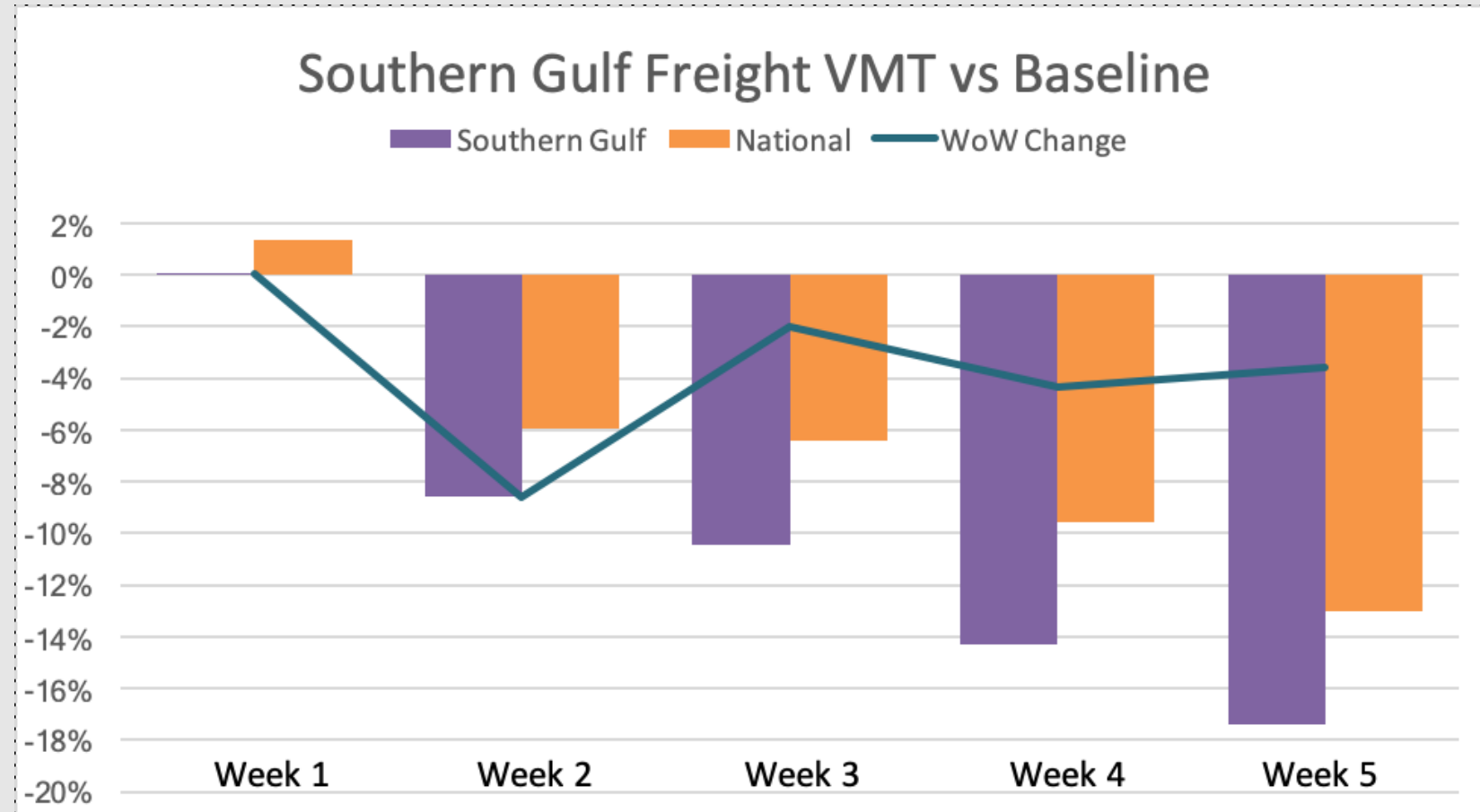


Source: INRIX COVID-19's Impact on Freight: An Analysis of Long-Haul Freight Movement During a Pandemic, April 28, 2020

# COVID-19 – Regional Truck Freight Vehicles Miles Travel (VMT) Impacts

## Southern Gulf Region -

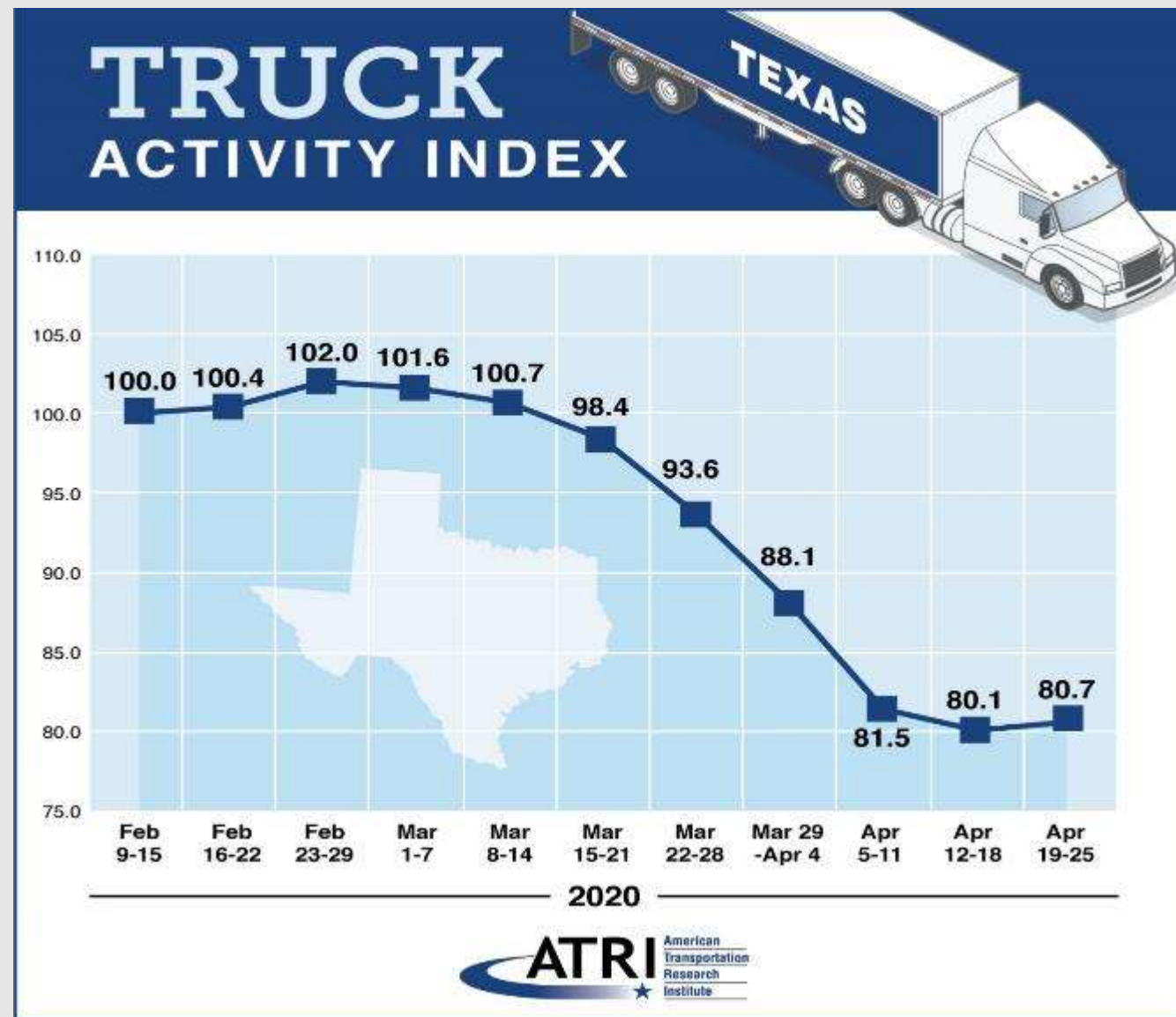
- AL, AR, KY, LA, MS, OK, TN, TX
- Freight movement has decreased most in this region to 17% below baseline
- Texas and Kentucky dropped to 20% below baseline
- Reductions could be due to the drop in the oil market and closure of manufacturing facilities.



Source: INRIX COVID-19's Impact on Freight: An Analysis of Long-Haul Freight Movement During a Pandemic, April 28, 2020

# COVID-19 – Impacts on Texas Truck Activity Index

- ATRI Truck activity in Texas has dropped by 20% from 102.0 in Feb. to 80.1 in April, 2020
- Reductions could be due to the drop in:
  - Cross-border trade with Mexico
  - Oil market demand
  - Closure of manufacturing facilities

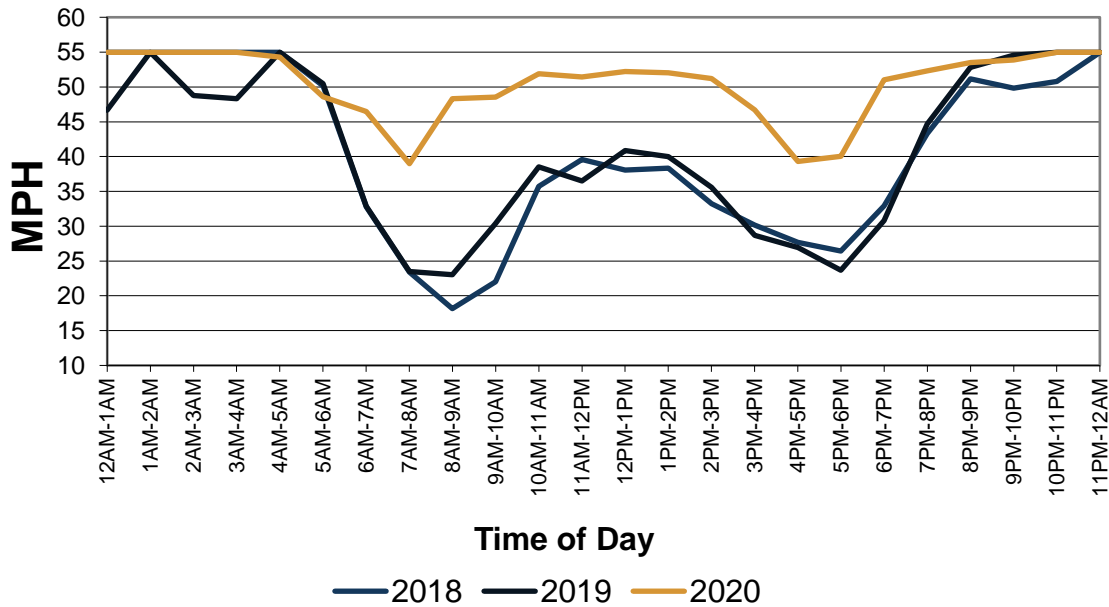


Source: American Trucking Research Institute (ATRI), 2020

# COVID-19 – Impacts on Truck Travel Times in Texas

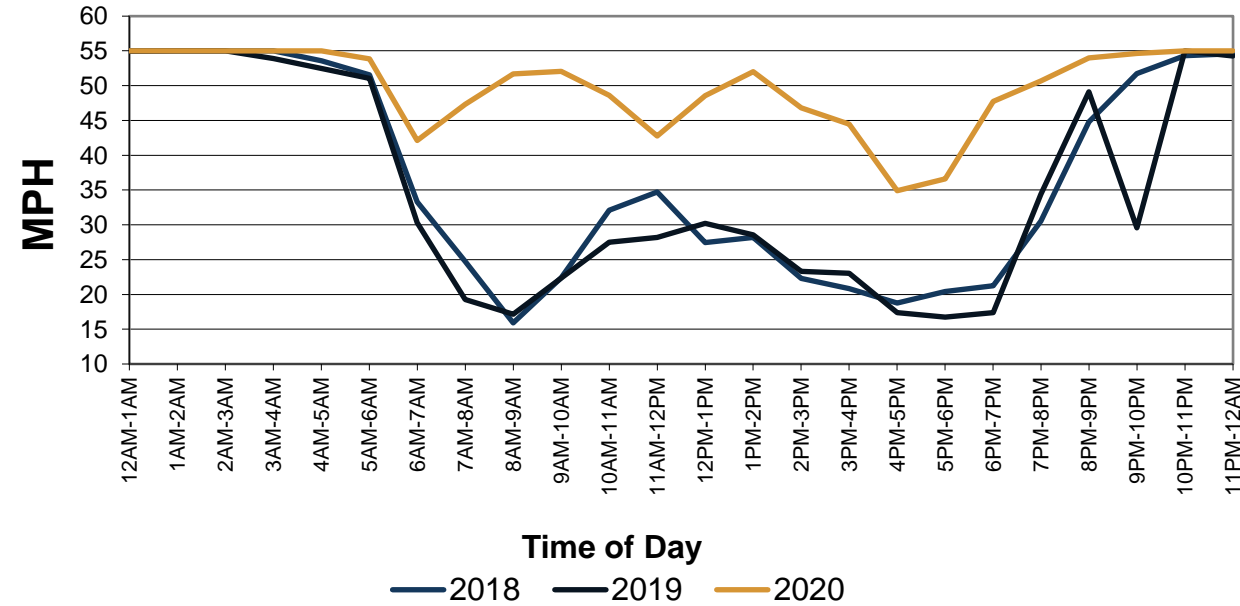
## Dallas, TX

Average Speed by Time of Day  
Dallas, TX: I-45 at I-30  
Third Week of March 2018-2020



## Houston, TX

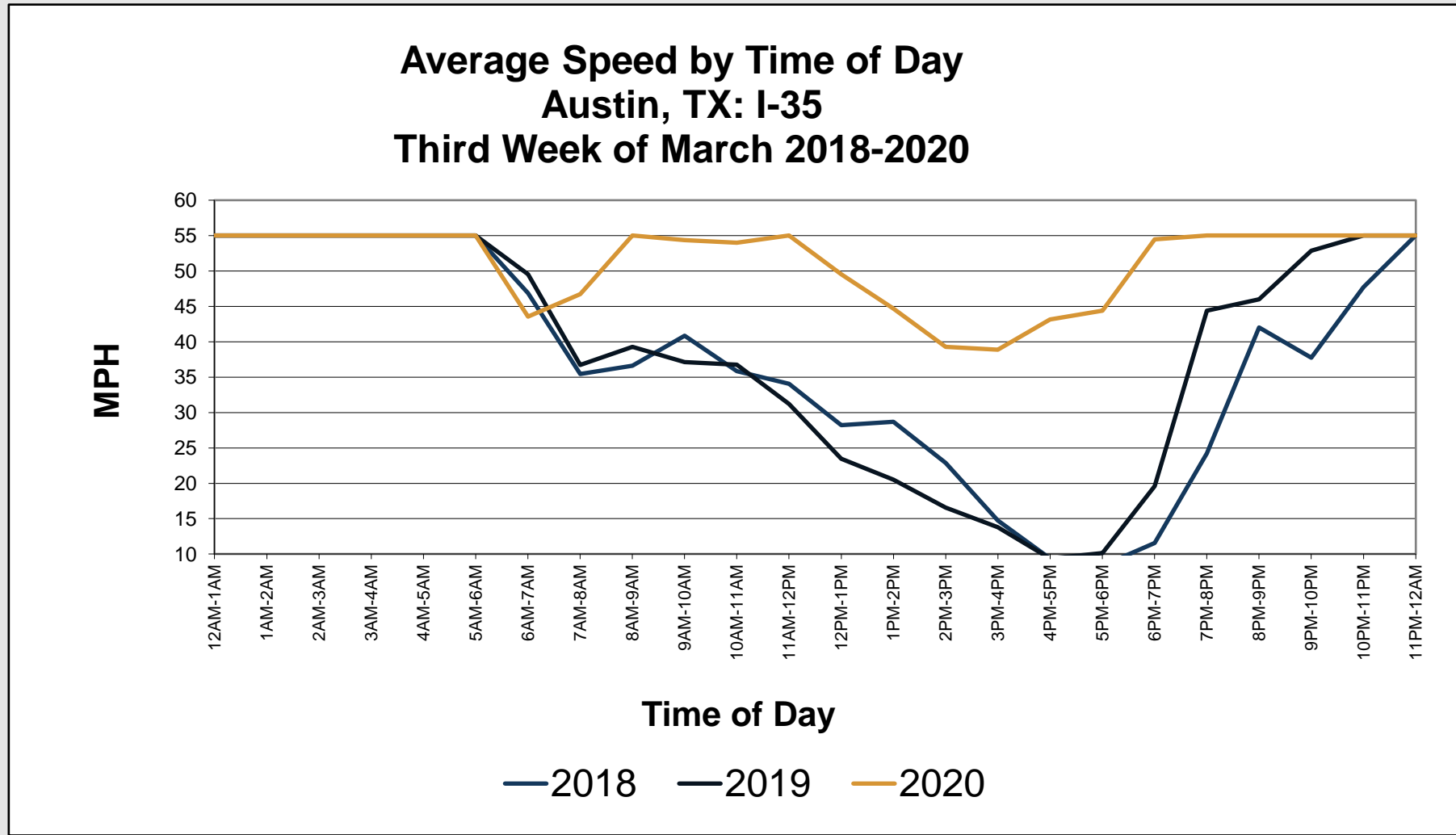
Average Speed by Time of Day  
Houston, TX: I-45 at I-69/US 59  
Third Week of March 2018-2020



Source: ATRI, 2020

# COVID-19 – Impacts on Truck Travel Times in Texas

## Austin, TX



Source: ATRI, 2020

## Truck Parking

- Some states have closed rest areas, limiting safe parking for truck drivers on the road

## Health and Safety

Drivers are on the front lines daily getting consumer goods to shelves, while making daily contact with people all over the country without access to masks, gloves, hand sanitizer or anti-bacterial wipes

## Food

- Many of the private sector truck stops have very limited supplies
- States considering Food Trucks in Safety Rest Areas

## Volatile Market

- Loads no longer predictable
- Shipments no longer predictable with orders for essential items increasing and orders to fulfill needs of restaurants, hotels and some retail stores have plummeted

Source: <https://www.nytimes.com/2020/04/17/us/coronavirus-trucker-food-delivery-protection.html>





# COVID-19 IMPACT ON THE TEXAS-MEXICO BORDER TRADE

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Photo: Midland, TX

# COVID-19 - Impacts on Texas-Mexico Border Truck Freight

- **Laredo World Trade Bridge**
  - **28% decline** at **World Trade Bridge** in April compared to average monthly volumes pre-COVID-19.
    - **22% decline** in overall commercial crossings in Laredo bridges compared to April 2019
- **Columbia Bridge**
  - **10% -15% decline** in northbound commercial crossings at **Colombia Bridge**

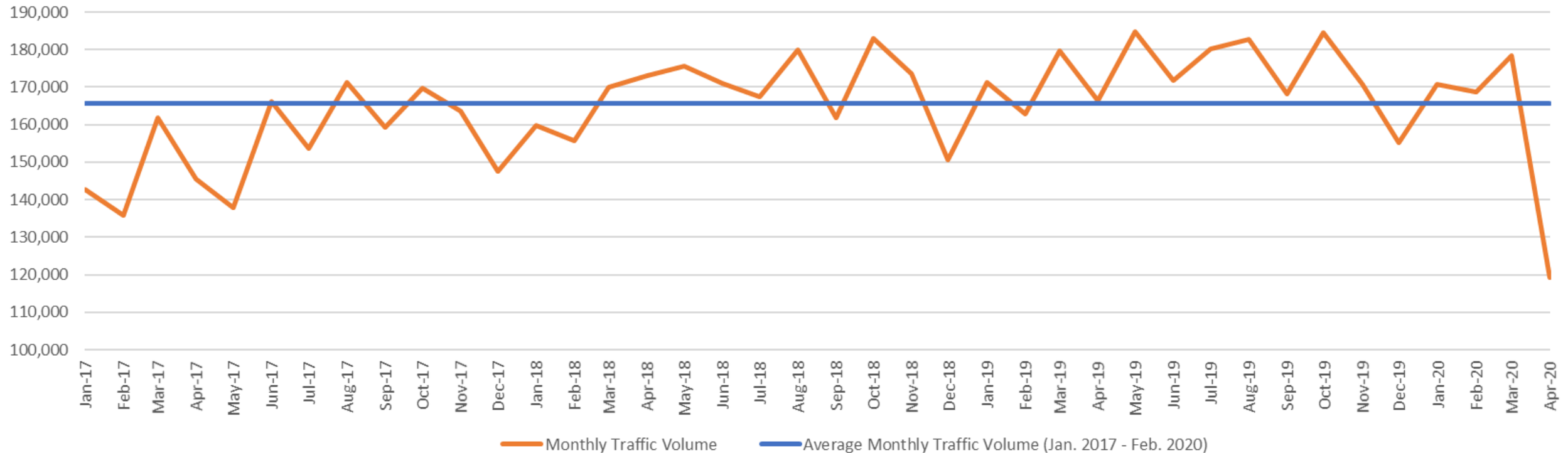


World Trade Bridge, TX – Mexico Side: April 25, 2020

Source: *Border Trade Advisory Committee Discussion on COVID-19 Impacts, 4/16/2020*

# COVID-19 - Impacts on Texas –Mexico Border Truck Freight

## World Trade Bridge Monthly Southbound Traffic Volume January 2017 - April 2020



Source: City of Laredo Traffic Distribution Reports, May 2020

# COVID-19 - Impacts on Texas-Mexico Border Truck Freight

- **Pharr International Bridge, Texas**
  - **3% increase** in truck traffic in March
  - **12% decline** in April compared to average monthly volumes pre-COVID-19.
- **Starr-Camargo Bridge, Texas**
  - **30% decline** in Commercial traffic.
  - **Cameron County Bridges: Veterans Bridge, Free Trade**
    - **40% decline** in Commercial traffic.
- **Tamaulipas, Mexico**
  - **40% reduction** in southbound shipments to Tamaulipas
  - **5% reduction** in northbound shipments from Tamaulipas

Veterans Bridge: September 6, 2019



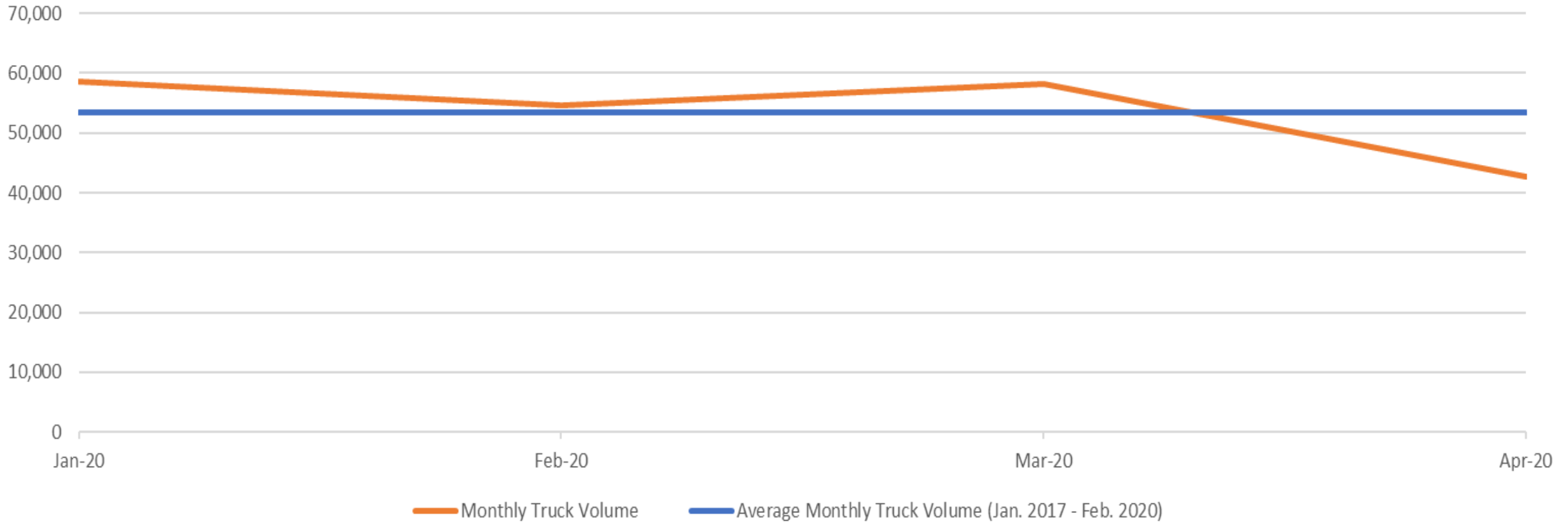
Veterans Bridge: April 25, 2020



Source: Border Trade Advisory Committee Discussion on COVID-19 Impacts, 4/16/2020

# COVID-19 - Impacts on Texas-Mexico Border Truck Freight

## Pharr International Bridge Monthly Northbound Traffic Volume January 2020 - March 2020



Source: City of Pharr Traffic Distribution Reports and Caminos y Puentes Federales de Ingresos y Servicios Conexos Northbound Traffic Reports, May 2020

# COVID-19 - Impacts on Texas-Mexico Border Truck Freight

- City of El Paso, Texas
  - 13% decline in Cargo Truck crossings at City-owned bridges
- Chihuahua, Mexico
  - Hardest hit sector expected to be electronics components
  - Nonessential closures have left only 37% of industry operational.
  - Automotive industry, one of the largest in Chihuahua, is completely shut down

## Cargo Crossings



Source: U.S. Customs and Border Protection compiled by City of El Paso International Bridges Department - Northbound Traffic, April 2020



## Thank You!

**Caroline Mays, AICP**

Director, Freight, Trade and Connectivity Section

Texas Department of Transportation

Phone: 512-658-2436

Email: [caroline.mays@txdot.gov](mailto:caroline.mays@txdot.gov)

[www.MoveTexasFreight.com](http://www.MoveTexasFreight.com)

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Photo: Midland, TX



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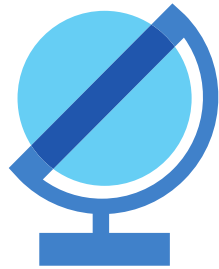


OUR

MEMBERS

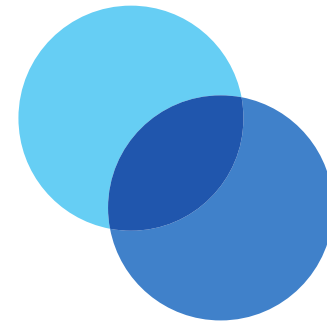


**160+**  
members



**80+**  
countries

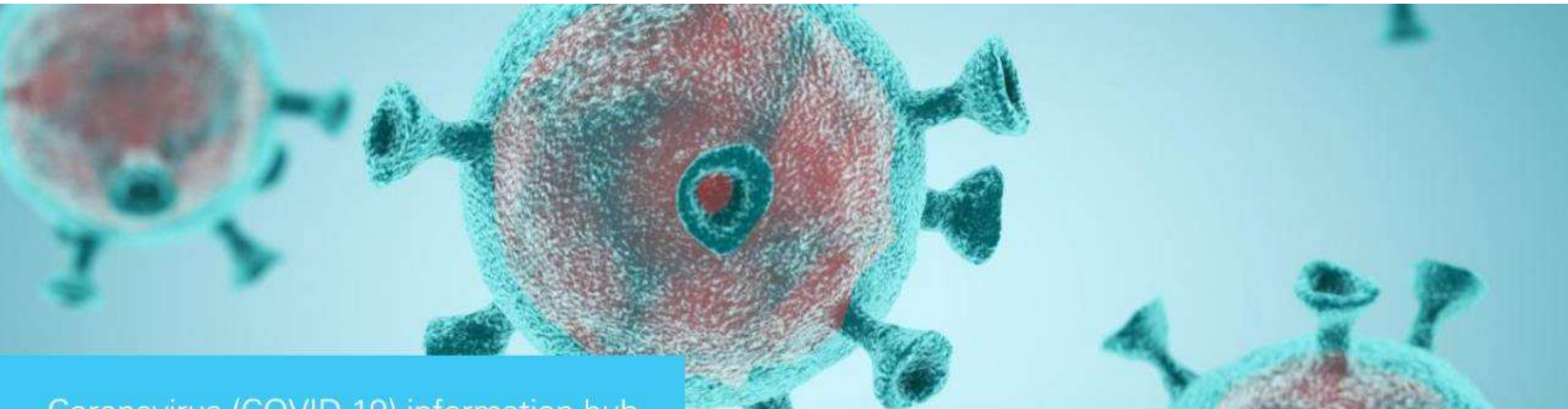
**60%**  
logistics



**40%**  
mobility

Road transport services have been crucial in responding to the crisis, but many are now struggling to survive.

- Keep drivers, workers and transport users safe
- Keep supply chains and mobility networks operational
- Keep road transport operators in business





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# Questions and Answers

Moderated by Christos Xenophontos



# Our Speakers today

- Patrick Malléjacq – Secretary General, PIARC
- Christina Heffner – Department of Transport and Main Roads Queensland, Australia, PIARC TC 2.3 member
- Piotr Macuk – GDDKIA, Poland, PIARC TC 2.3 member
- Layton Leseane – SANRAL, South Africa, PIARC TC 2.3 member
- Caroline A. Mays – Texas DoT, USA, PIARC TC 2.3 member
- Jens Hügel – Senior Adviser, International Road Transport Union

# Conclusion and Next Steps



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# 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
- <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.**

# PIARC's Response Team: Contact details

- [christos.xenophontos@dot.ri.gov](mailto:christos.xenophontos@dot.ri.gov)
- [jmblanco@fomento.es](mailto:jmblanco@fomento.es)
- [vgalasso@deloitte.it](mailto:vgalasso@deloitte.it)
- [jonathan.spear@atkinsacuity.com](mailto:jonathan.spear@atkinsacuity.com)
- [s.palchetti@stradeanas.it](mailto:s.palchetti@stradeanas.it)
- [caroline.evans@arcadis.com](mailto:caroline.evans@arcadis.com)
- [martin.ruesch@rapp.ch](mailto:martin.ruesch@rapp.ch)
- [andreaperis@gmail.com](mailto:andreaperis@gmail.com)
- [yukio-adachi@hanshin-exp.co.jp](mailto:yukio-adachi@hanshin-exp.co.jp)
- [info@piarc.org](mailto:info@piarc.org)

# Thank you for your attention!



**Patrick Mallejacq**

**PIARC Secretary General**

**patrick.mallejacq@piarc.org**

**@PMallejacq**

World Road Association (PIARC)  
Grande Arche – Paroi Sud – 5<sup>e</sup> étage  
92055 – La Défense Cedex – France



@PIARC\_Roads



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