



# Introduction to Strategic Plan 2020 - 2023

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# For reference: Strategic plan 2016 - 2019



# 2016-2019 Themes

## ■ 5 Strategic Themes

- A. Management and Finance
- B. Access and Mobility
- C. Safety
- D. Infrastructure
- E. Climate Change, Environment and Disasters

- Continuation of several lines of traditional work
- With an elevation of environment-related issues

## ■ 18 Technical Committees and 4 Task Forces

- Including the Terminology Committee
- With clear topics to be addressed and expected results

# 2016 – 2019 Strategic plan

A. Management and finance	B. Access and mobility	C. Safety	D. Infrastructure	E. CC-Environment - Disasters
<p>A.1 Performance of transport administrations</p> <p>A.2 Road transport system economics and social development</p> <p>A.3 Risk management</p>	<p>B.1 Road Network Operations / ITS</p> <p>B.2 Winter services</p> <p>B.3 Sustainable multimodality in urban areas</p> <p>B.4 Freight</p>	<p>C.1 National road safety policies and programs</p> <p>C.2 Design and operations of safer road infrastructure</p>	<p>D.1 Asset management</p> <p>D.2 Pavements</p> <p>D.3 Bridges</p> <p>D.4 Rural roads and earthworks</p> <p>D.5 Road tunnels operations</p>	<p>E.1 Adaptation strategies / Resilience</p> <p>E.2 Environment considerations in road projects and operations</p> <p>E.3 Disaster management</p>
<p>A.1 Innovative financing</p> <p>A.2 Coordinating National and Subnational adm.</p>	<p>B.1 Road design &amp; infrastructure for innovative solutions</p> <p>B.2 Automated vehicles: challenges and opportunities for road operators and road authorities</p>	<p>C.1 Infrastructure security</p>		

# Strategic Plan 2020 - 2023



# Development of the Strategic Plan

The process involved several steps of consultation:

- **Internally:** First Delegates, National Committees and Technical bodies, Low and Middle income countries.
- **Externally:** Advisory group – Workshop, Interviews with external stakeholders.
- **New STCs, Chairs and Secretaries** were consulted too

# Operating Context in Roads and Road Transport

External and internal conditions that have an influence on PIARC

- **External operating context:** major global changes impacting roads and transport sector (Large social, economic, and environmental shift; Transport needs of citizen and of the business community; Financing and managing risks for creating, renovating, and maintaining road assets; Economic progress and fast-paced urbanization trends; safety and security in road systems; Technological advances and data-driven solutions; Digitalization of road infrastructure; Challenges from changing climate conditions and extreme weather events; Need to reduce emissions; New approaches and technical solutions such as advanced construction methods and techniques, reuse of materials,...).
- **Internal operating context:** needs for value-added networking, solutions and knowledge products of PIARC membership (addressing needs of a diverse body of members; ensuring adequacy between ambitions and resources; offering relevant and time-adequate answers;...).

# PIARC's Response: Strategic Direction

## ■ Key aspects:

- **Quality and value-added outputs** (Reflect a wide range of experiences in outputs; Continue implementing adequate review processes)
- **Flexibility** (Generation of more frequent outputs; Using Task Forces and Special Projects; Various possible outputs; Yearly update of the Plan)
- **Outreach** (Greater emphasis on communicating its work; Cooperation with other organizations)

## ■ Organizational Principles:

- Achieving effective management of the Association's internal processes
- Fostering representative and responsive work methods
- Enhancing the reach of the Association's technical products
- Ensuring adequacy between ambition and resources



# Goals

- Increase **flexibility** to attend PIARC members' needs in a **quick changing world**.
- Produce **more useful and frequent outcomes** to give **more visibility** to PIARC, and to make it **more relevant**.
- Improve **quality of outcomes**, so that PIARC continues to be recognized for producing **valuable road related products**.
- Ensure a **diversified and value-added production** of outcomes to improve PIARC's portfolio and extend its scope to a **wider audience**.
- Overcome the “**silo concept**” among Technical Bodies to achieve a **more integral and interconnected knowledge**, and to add **cross-cutting issues**.

# Key horizontal issues

- Our Plan need to reflect mega-trends, including those that go beyond roads
- It also needs to place roads in the context of the global transport system
  
- **Climate change**
- **Resilience**
- **Road safety**

# Next Strategic Plan 2020 - 2023

1. Road Administration	2. Mobility	3. Safety and Sustainability	4. Resilient Infrastructure
TC 1.1 Performance of Transport Administrations	TC 2.1 Mobility in Urban Areas	TC 3.1 Road Safety	TC 4.1 Pavements
TC 1.2 Planning Road Infrastructure and Transport to Economic and Social Development	TC 2.2 Accessibility and Mobility in Rural Areas	TC 3.2 Winter Service	TC 4.2 Bridges
TC 1.3 Finance and Procurement	TC 2.3 Freight	TC 3.3 Asset Management	TC 4.3 Earthworks
TC 1.4 Climate change and resilience of Road Network	TC 2.4 Road Network Operation/ITS	TC 3.4 Environmental Sustainability in Road Infrastructure and Transport	TC 4.4 Tunnels
TC 1.5 Disaster management			
TF 1.1 Well-Prepared Projects	TF 2.2 Automated vehicles – Challenges and opportunities	TF 3.1 Road Infrastructure and Transport Security	TF 4.1 Road Design Standards
TF 1.2 HDM-4	TF 2.1 New mobility and its impact on road infrastructure and Transport		
<b>Terminology Committee</b>			
<b>Road Statistics Committee</b>			

# Theme 1 - Road Administration

<b>Strategic Theme 1. Road Administration</b>	
<b>Technical Committee 1.1 - Performance of Transport Administrations</b>	
1.1.1	Framework for measuring efficiency and effectiveness of Transport Administrations.
1.1.2	The transformation and new role of Transport Administrations in face of sharing economy, emerging technologies and Mobility as a Service (MaaS).
1.1.3	Organization of Staff and Human Resources.
<b>Technical Committee 1.2 – Planning Road Infrastructure and Transport to Economic and Social Development</b>	
1.2.1	Transport modeling and forecasting for preparing econometric analyses
1.2.2	Implementation of sustainable mobility plans
1.2.3	Economic and social contribution of road transport system
<b>Technical Committee 1.3 – Finance and Procurement</b>	
1.3.1	Best practices in funding and financing of road infrastructure
1.3.2	Impact of new propulsion techniques on funding.
1.3.3	Harmonization of procurement
<b>Technical Committee 1.4 – Climate Change and Resilience of Road Network</b>	
1.4.1	Uniform and holistic methodological approaches to Climate Change and other hazards resilience
1.4.2	Update of the PIARC Climate Change Adaptation Framework
<b>Technical Committee 1.5 – Disaster Management</b>	
1.5.1	Information and communication in disaster management
1.5.2	Financial aspects of disaster management
1.5.3	Update the Disaster Management Manual
<b>Task Force 1.1 – Well-Prepared Projects</b>	
1.1.1	Well-prepared projects
<b>Task Force 1.2 – HDM-4</b>	
	<i>To be defined during the cycle</i>

# Theme 2 - Mobility

<b>Strategic Theme 2. Mobility</b>	
<b>Technical Committee 2.1 – Mobility in Urban Areas</b>	
2.1.1	Accessibility and mobility facing land use in urban and peri-urban development
2.1.2	Integrated transportation systems, multimodality
2.1.3	Evaluating impacts of new mobility in urban and peri-urban areas
<b>Technical Committee 2.2 – Accessibility and Mobility in Rural Areas</b>	
2.2.1	Accessibility and mobility in rural areas
2.2.2	Improving road safety in rural areas
2.2.3	Technical solutions for unpaved roads
<b>Technical Committee 2.3 – Freight</b>	
2.3.1	Best practices, monitoring and regulation to reduce overloading and associated pavement damage on road networks
2.3.2	Greening of freight transport
2.3.3	Application of new technologies on freight transport and logistics
<b>Technical Committee 2.4 – Road Network Operation/ITS</b>	
2.4.1	Implication of new mobility to road network operation
2.4.2	Optimizing road operations and performances through new technologies and digitalization
2.4.3	Update of the RNO/ITS Manual
<b>Task Force 2.1 – New Mobility and its impact on road Infrastructure and Transport</b>	
2.1.1	<i>To be defined during the cycle</i>

# Theme 3 – Safety and Sustainability

<b>Strategic Theme 3. Safety and Sustainability</b>	
<b>Technical Committee 3.1 – Road Safety</b>	
3.1.1	Specific road safety issues for LMICs
3.1.2	Implementation of proven countermeasures
3.1.3	Update Road Safety Audit Guidelines
3.1.4	Implications of connected and automated vehicles
3.1.5	Update of the Road Safety Manual
<b>Technical Committee 3.2 – Winter Service</b>	
3.2.1	Integration of the new technologies in winter services
3.2.2	Winter maintenance in urban areas
3.2.3	Implications of connected and automated vehicles on winter services
3.2.4	Update of the Snow and Ice Data Book
3.2.5	Preparation of the 2022 International Winter Congress – Calgary Congress (8th to 12th February 2022)
<b>Technical Committee 3.3 – Asset Management</b>	
3.3.1	Innovative approaches for asset management systems
3.3.2	Measures for improving resilience of road network
3.3.3	Renewal and rejuvenation of aging infrastructure
3.3.4	Update of the Asset Management
<b>Technical Committee 3.4 – Environmental Sustainability in Road Infrastructure and Transport</b>	
3.4.1	Real-time evaluation of pollution and low cost air quality sensors assessment
3.4.2	Noise mitigation
3.4.3	Road and road transport impact in wildlife habitats and their interconnections
<b>Task Force 3.1 – Road Infrastructure and Transport Security</b>	
3.1.1	Embedding security into other infrastructure / transport-related topics

# Theme 4 – Resilient Infrastructure

<b>Strategic Theme 4. Resilient Infrastructure</b>	
<b>Technical Committee 4.1 – Pavements</b>	
4.1.1	Recycled road pavements
4.1.2	Innovative pavement maintenance and repair strategies
4.1.3	Road monitoring and management based on Big Data and Data Analytics
4.1.4	Measures for improving resilience of pavements
4.1.5	Carbon footprint of road pavements
4.1.6	9th Symposium on Pavements Surface Characteristics (SURF 2022)
<b>Technical Committee 4.2 – Bridges</b>	
4.2.1	Measures for increasing adaptability to Climate Change
4.2.2	Forensic engineering for structural failures
4.2.3	Advancement of inspection techniques / technologies and bridge management systems
4.2.4	New rehabilitation materials and technologies
4.2.5	Bridges damage-resilient in seismic areas
<b>Technical Committee 4.3 – Earthworks</b>	
4.3.1	Measures for increasing resilience of earthworks
4.3.2	Techniques and innovation for construction and maintenance of earthworks
4.3.3	Update Earthworks Manual “Design and Construction of earth-structures”
<b>Technical Committee 4.4 – Tunnels</b>	
4.4.1	Measures for increasing resilience of tunnels
4.4.2	Best practices in management (maintenance and traffic operation) in urban and heavy traffic tunnels
4.4.3	Impact of new propulsion technologies on road tunnel operations and safety
4.4.4	Intelligent Transport Systems on tunnels
4.4.5	Update of the Tunnels Manual
4.4.6	Preparation of the 2nd International Conference of Tunnels
4.4.7	Support for updating and improving of DG-QRAM
<b>Task Force 4.1 - Road Design Standards</b>	
4.4.1	<i>To be defined during the cycle</i>

# Key horizontal issues

- 2 new Task Forces are launched as planned
- **Important :**
  - Do not stretch TFs' mandate beyond 1 topic & 2 years
  - PIARC will ensure proper oversight and support
- **For the future:**
  - Consider a new one only when the current Task Force B.2 finishes its work (July 2020)
  - Consider all options when an idea appears: add issue to a TC / set up a new Task Force / launch a Special Project



# Coordination between all TCs / TFs

## ■ Objectives:

- Avoid the silo effect – most topics are inter-related
- Avoid overlap
- Coordinate and avoid duplication of tasks
- Call on expertise, e.g. air quality in tunnels

## ■ How:

- Share results – of surveys, etc.
- Contact other TC Chairs
- Directly or through GS and STC

## ■ The overarching objective remains to be able achieve your TC/F's objectives

# We work as partners

- PIARC has identified outputs that are needed by member countries: reports, seminars, congresses...
- **TC/TF members have a mandate to produce those quality, value-added outputs**
- Experts in TCs and TFs are essential to PIARC
- **PIARC has to be meaningful for them**
  - Life and dialogue in the TC is important
  - You will build a network of colleagues
  - You can identify emerging topics

# Strategic Plan: Next steps for PIARC

- **Adjust Terms of Reference if needed**
  - Approval by ExCom and then Council (October)
- **Maybe some structures should be cancelled**
  - Some Secretary positions are still vacant...
  - ... Not many members in some TCs
  - Council asked that we be reasonable with resources
  - Decision by ExCom in April 2020
- **Consider new TFs from Mid 2020**
- **Consider new Special Projects**

# NEXT PIARC CONGRESSES

## Save the dates!

- **16th International Winter Road Congress**
  - Calgary, Canada
  - 8 – 11 February 2022
- **27th World Road Congress**
  - Prague, Czech Republic
  - 2 – 6 October 2023



# Thank you for your attention!



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