

PIARC - Permanent International Association of Road Congresses, July 11, 2016
(Also known as the “World Road Association”)

Background

PIARC was established in 1909 and is comprised of 122 member governments from all over the world (2014). PIARC is a global forum for the exchange of knowledge and experience on roads and road transport policies and practices.

PIARC’s efforts are completed through Technical Committees and Task Forces that gather skilled professional that are nominated by member countries. These individuals are to share experience draw lessons from the field and promote best practices on a broad range of areas of interest to the road sector.

Two of the more important global conferences that PIARC will hold are:

World Road Congresses held every 4 years - October 2019, United Arab Emirates, and
International Winter Road Congress held every 4 years - February 2018, Gdansk, Poland

The PIARC work effort revolves around a 4-year cycle. The previous cycle (dated 2012 – 15) culminated with a wrap up meeting at the World Road Congresses in Seoul, Korea in November of 2015.

Current PIARC Cycle (2016-2019)

The current PIARC 4-year cycle (2016 - 2019) has been launched. The five focus areas of PIARC are:

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

Also, a “Committee on Terminology” is established to upgrade the terminology section of the World Road Association website

Strategic Theme B: Access and Mobility is further broken down to the following Technical Committees and one Task Force:

- B.1 Road Network Operations/Intelligent Transportation Systems
- B.2 Winter Service
- B.3 Sustainable Multimodality in Urban Areas
- B.4 Freight
- Task Force: TF B.1 Road Design and Infrastructure for Innovative Transport Solutions

Technical Committee B.2 has the responsibilities for the following Issues:

- Issue B.2.1, Transportation management during winter events
- Issue B.2.2, De-icing salt and brines treatments, interventions and best practices
- Issue B.2.3, Updates to the Snow and Ice Data Book
- Issue B.2.4, Preparation of the 2018 Winter Road Congress

Issue B.2.1, Transportation management during winter events

Steve Lund (MnDOT) and Gabe Guevara (FHWA) are leading B.2.1, Transportation management during winter events with the following strategies and outputs:

Strategies:

Identify and document best practices of integrating road network operators (those operating the system) with those delivering winter maintenance services that mitigate the effects of winter events on performance of the system and add to network resiliency.

Outputs:

1. Case studies of successful programs. A template will be developed to keep the case studies concise and consistent. Also, an example case study will be made available to the technical committee.
2. Training materials and presentations to support dissemination and implementation.
3. Action plan for promoting these practices through implementation focus activities and events
4. Article in *Route and Road*.

In Scope:

- The relationship, organization structure, and communications between network operations and maintenance providers.
- Policies that integrate information with actions between network operations and /or maintenance providers
- The processes and procedures that integrate network operations and maintenance providers.
- How infrastructure asset/hardware is utilized to facilitate the communication between Traffic Operations and Winter Maintenance providers.
- Thinking process and decision making process between network operations and maintenance providers.

Out of Scope:

- Infrastructure asset/hardware specifications.
- Detailing or scoping the specific technologies that serve network operations and/or maintenance providers.
- Tools, assets, hardware of these functions (network operations and maintenance providers).

Clarification: AVL/GPS, MDSS systems in-and-of themselves are out of scope; however, the process and/or methodology of using these tools to inter-lace the activities of operations and maintenance personnel in an effort to optimize the network's safety and mobility are within scope.