PIARC 7/17/17 Status

Issue B2.1, Transportation management during winter events
To date 5 case studies have been drafted – 2 from Norway (one joint with Sweden) and 3 from Japan. Two US candidates projects have been identified - the Minnesota Regional Traffic Management Center - a first ring suburb of the Twin Cities of Minneapolis and St Paul, the Regional Transportation Management Center (RTMC) is where State Patrol, MnDOT Maintenance, and MnDOT Freeway Operations work together to quickly detect, respond to and remove incidents off the freeway systems. This work is essential to maximize the efficiency of the road system http://www.dot.state.mn.us/rtmc/index.html; and the Washington DC MATOC which is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination (https://matoc.org/).

The June 2017, the PIARC B2 Technical Committee meeting was held in Mendoza, Argentina. The meeting was held in conjunction with the International Conference on Winter Service and was attended by 15 PIARC members and approximately 200 local participants. The conference concluded with a day-long technical tour to the Andean Corridor of National Route Number 7. This included a review of the “Christ the Redeemer” International Tunnel. During the tour the participants had an opportunity to learn and see the facilities and equipment of the Argentina National Roads Administration and the tunnel control and operating room of the Chilean sector. All of the members of the PAIRC technical committee presented at the International Conference on topics ranging from the costs associated with winter service; the various forms of hiring and work; the needs of road users during winter; and the objectives and ways of measuring work performance in winter situations.

Issue B2.2: Deicing salt and brine treatments, interventions and best practices
A questionnaire has been sent out to all countries in the committee, but many have not replied. It will be resent. A new deadline of 31st August is to be set for return of the forms. It was suggested that contacting SICOP may be useful.

Issue B2.3: Updates to the Snow and Ice Data Book
Received to date are 11 updates to the SIDB from the 27 entries in the 2014 version. There are 36 member countries, 4 of which had previously contributed but for which we have no contact. Another contact with be sent to those that have not updated.

PIARC 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 Soul, 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) is leading the B.2.1 efforts – “Transportation management during winter events”

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. The strategy was expanded to include best practices through case studies of exceptional cooperation of transportation agencies across borders that enhance winter services received by the road user. The term border is not only meant as national or country borders, but it is also meant to include situations where road or corridor ownership and operation is divided by the border (such across state or provincial borders).

Outputs:
1. Case studies of successful efforts or programs that specifically identify benefits to the road user.
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.