Working Group Progress/Update
Work progresses on the three Technical Committee efforts:

B.2.2: De-icing salt and brine treatments, interventions and best practices
A questionnaire has been sent out, but many countries from the TC have not replied. They now have 11 case studies but their timetable is delayed. They do, however, believe they can hit the key PIARC milestones in the program for completion.

B.2.3: Updates to the Snow and Ice Data Book
The English version is complete and published on the USB-card issued to Congress delegates.

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).

B.2.1 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.

B.2.1 Status (7/11/18)
To date, 10 case studies have been drafted: two from Norway (one joint with Sweden), three from Japan, two from the US, and one each from Scotland, the Czech Republic, and Poland.

The two US candidates projects identified are 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 co-located 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](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/](https://matoc.org/)).

Winter Congress Held
The 15th International Road Winter World Congress was held in Gdansk, Poland on February 20 - 23, 2018. There were approximately 1000 conference attendees from 42 countries. There were approximately 10 individuals from the US attending including consultant and vendors. In addition to myself, the other US agency representative was Gabe Guevara from the FHWA. There were eight themes covering the conference scope: Extreme Situations, Disasters; Climate Change and the Environment; Road Weather Information; Road Users and the Road Safety; Winter Maintenance Management and Planning; Equipment and Products; Winter Service in Urban Areas, and Tunnel and Bridges. Our PIARC B.2 Technical Committee met in conjunction with the Congress with a total of 32 members and 18 countries represented.
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 conducts:
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