PIARC Technical Committee 1.4:
Planning the Resilience of Road Networks – Climate Change and Other Hazards
17th World Congress on Road Winter Service, Resilience and Decarbonisation
Stuart Woods, New Zealand Transport Agency
Caroline Evans, Infrastructure Victoria
10-13 March 2026

Executive Summary:

The fifth in-person plenary meeting of 2024-2027 Technical Committee (TC) 1.4: Planning the Resilience of Road Networks – Climate Change and Other Hazards of the World Road Association (PIARC) was held in parallel with the 17th World Congress on Road Winter Service, Resilience and Decarbonisation in Chambery, France during March 2026. Stuart Woods (NZ Transport Agency) attended the meeting in person as the Secretary (English-Speaking Secretary) of the committee. Caroline Evans (Strategic Theme Coordinator for Road Administration, Infrastructure Victoria) also attended the meeting.

In this cycle, the TC 1.4: Planning the Resilience of Road Networks – Climate Change and Other Hazards aims to deliver the following two issues, per the PIARC 2024-2027 Strategic Plan:

- 1.4.1: Development of All-Hazards Resilience Framework for Road Networks
- 1.4.2: Best practice in Organisational Resilience for Enhancing Road Networks

The main objectives of this meeting were to:

- Network and liaise with fellow Technical Committee members.
- Consider progress of the TC and Working Groups since the previous (Maputo, Mozambique) Meeting
- Discuss and finalise output scope and delivery plans of TC Issues 1.4.1 and 1.4.2. including the Technical Committee Work Plan.
- Discuss scoping of future plenary meetings, workshops and seminars and the 2027 World Road Congress (Vancouver, Canada) Winter Congress.
- Receive updates from the Strategic Theme Coordinator and General Secretariat on activities and other projects under development.

A summary of the activities undertaken during the meetings are included in the work programme section of this report. The main activities of the meetings were to progress the deliverables within each of the TC1.4 working group's programmes. The working group updates indicated the work programme to be delivered in 2024-2027 according to the terms of reference are essentially on track for one working group and behind programme for the other.

The main activities of the meeting were to:

- Review and adopt the minutes and actions from the previous meeting in Maputo, Mozambique, November 2025
- Refresh the TC on its work program and TOR (objectives, revised outputs and working meetings).
- Two working sessions for each Working Group to collaborate and project plan next steps including reviewing proposed outputs and activities for delivering TC Issues 1.4.1 and 1.4.2.
- Discuss and receive an update on planning for the remaining TC meetings for the 2024-27 cycle.
- A summary update from the Strategic Theme Coordinator on activities across Strategic Theme One, General Secretariat, the Strategic Planning Commission and links to UNECE, PIANC and IPCC conferences.

The next TC 1.4 meeting is tentatively scheduled to be held in Zagreb, Croatia in November 2026.

Background:

The World Road Association (PIARC) was established in 1909 as a non-profit organisation to promote global cooperation on road and road transport related issues. It is an international road organisation that has over 120 member countries. A Strategic Plan is prepared every four years, with the activities in the plan to be delivered by a series of technical committees and task forces comprised of representatives from the member countries.

The PIARC Strategic Plan 2024-2027 was drafted by the Strategic Planning Commission and the Strategic Planning Working Group. It was approved by the PIARC Council in September 2023. During 2023, the Chair and Secretaries of Technical Committee 1.4 worked with the PIARC General Secretariat and Theme Coordinator to develop and refine the committee's Terms of Reference contained within the Strategic Plan. The Terms of Reference define the work program for the committee over the 2024-2027 work cycle.

Within the PIARC 2024-27 Strategic Plan exists Strategic Theme 1: Road Administration. This strategic theme includes five Technical Committees, one of which is PIARC Technical Committee 1.4 which addresses climate change and other hazard resilience of road infrastructure from a planning perspective.

In this cycle, the Strategic Plan Issues of the TC 1.4 will be delivered through two Working Groups:

- Working Group 1 (WG1) is responsible for the delivery of Issue 1.4.1. Finding committee members who had capacity, willingness and experience to lead Working Group 1 has proven challenging. This has caused ongoing delays and distractions to WG progress, requiring much guidance and encouragement from the TC leadership. The WG1 work programme has as a result been behind schedule throughout the current cycle and required rescoping of the TOR.

- Working Group 2 (WG2) is responsible for the delivery of Issue 1.4.2. A six-member leadership team runs this WG and is quite active in managing and encouraging it. Good progress is being made by the group.

Stuart Woods (NZ Transport Agency) is the New Zealand member and English-Speaking Secretary. Caroline Evans (Infrastructure Victoria) is the Strategic Theme Coordinator overseeing 5 Committees within Strategic Theme 1: Road Administration of which TC1.4 is part. Shafiq Alam (Department of Transport and Main Roads, Queensland) is the Australian member.

Work Programme:

In this cycle, the work of TC 1.4: Planning the Resilience of Road Networks – Climate Change and Other Hazards is addressing the following two issues as per the PIARC 2024-2027 Strategic Plan:

- Issue 1.4.1: Development of All-Hazards Resilience Framework for Road Networks
- Issue 1.4.2: Best practice in Organisational Resilience for Enhancing Road Networks

The purpose of Issue 1.4.1 is to develop the work undertaken in previous cycles covering the framework to guide resilience approaches for climate change and extend it in an updated version of the PIARC Climate Change Adaptation Framework for Road Infrastructure (2000-2023 cycle) to include other natural hazards and changing risk issues. This work is important to road organisations because it would provide a comprehensive process to guide improvements to the resilience of road transportation assets by addressing both climatic and non-climatic hazards in a holistic approach. It would help improve service levels provided through all types of road organisations in the event of a hazard emergency with higher effectiveness and greater public confidence.

Due to the delays in resolving the WG leadership issues which created a significant uncertainty and very slow progress in the work programme of Working Group 1, the TC1.4 leadership team proposed a re-structuring of the proposed outputs and Terms of Reference for delivery of Issue 1.4.1. It is now proposed that the Working Group 1 delivers 3 smaller outputs: a briefing note addressing methodologies covering the identified issues for improving the 2023 Framework; a simplified and slimmed down version of the 2023 Framework and a related all-hazards case study report. This is the current approach to the proposed outputs of the WG work, although progress is still concerningly slow.

The purpose of Issue 1.4.2 is to explore and report on organisational resilience as an essential characteristic to organise, resource, promote and maintain a resilient transport system, serving users and the necessary movement of goods, services and people. The purpose of the work is to assess how resilience is understood, implemented, measured and evaluated in road organisations. This involves identification of institutional attributes such as governance structures, financing, digital and security, operations, maintenance processes, national and international (cross border) regulatory frameworks, available technical, human or natural resources, and all the interdependencies of these elements with each other and partner organisations that can make an organisation adaptive enough to respond to changes over time to address the climatic and non-climatic threats.

The outputs and their expected deadlines for each of the issues in TC 1.4 are presented below as last reviewed and discussed by the TC Leaders when reporting to the PIARC Mid Team Meeting in January 2026. (Ticks in boxes indicate completed, crosses in boxes indicate planned deadlines).

Work Plan for Issue 1.4.1: Development of All-Hazards Resilience Framework for Road Networks

Activity	Deadline	2024		2025				2026				2027	
		Jul-Oct	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sept	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sept	Oct-Dec	Jan-Mar	Apr-Jun
Methodological Approach	July 2024	✔											
Framework for analysis	July 2024	✔											
Case study – Concept Ideas	July 2025					✔							
Case study – Table of contents	Jan 2026							X					
Case study – First draft	Jul 2026									X			
Briefing Note – Concept Ideas	Jul 2025					✔							
Briefing Note – Table of contents	Oct 2025						✔						
Briefing Note – First draft	Jul 2026									X			
Framework update - Concept Ideas	Jul 2025					✔							
Framework update – Table of contents	Oct 2025						✔						
Framework update – First draft	Apr 2026								X				
Initial Report to be presented at Chambery Winter Congress	Mar 2026							X					
Complete draft reports to be shared with PIARC GS for review	Sept 2026										X		
Final reports – English version	Jan 2026											X	
Final reports – French and Spanish Version	Feb 2027											X	
Publication by PIARC GS	Apr2027												X

Work Plan for Issue 1.4.2: Best practice in Organisational Resilience for Enhancing Road Networks

Activity	Deadline	2024		2025				2026				2027	
		Jul-Oct	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sept	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sept	Oct-Dec	Jan-Mar	Apr-Jun
Methodological Approach	Aug 2024	✔											
Decision on Outsourcing Project		✔											
Framework for analysis	Oct 2024		✔										
Literature review – Concept ideas	Apr 2025				✔								
Literature review – Table of contents	Jul 2025	X				✔							
Literature review – First draft	Oct 2025						X						
Case study – Concept ideas	Sept 2025					✔							
Case study – Table of contents	Apr 2025				✔								
Case study – First draft	Oct 2025						X						
Survey – Concept ideas	Jul 2025					✔							
Survey – Table of contents	Oct 2025						✔						
Survey – First draft	Apr 2026								X				
Analysis	Dec 2025						✔						
Initial Report to be presented at Chambery Winter Congress	Mar 2026							X					
Complete draft report to be shared with PIARC GS for review	Sept 2026									X			
Final report – English version	Dec 2026										X		
Final report – French and Spanish Version	Feb 2027											X	
Publication by PIARC GS	Apr2027												X

Meeting outputs:

The Chambery TC 1.4 meeting was comprised of two half day plenary and working group sessions, held on the afternoon of Thursday, 12th March and the morning of Friday, 13th March. There were approximately 20 TC members present in the room with two others attending on-line.

The Thursday session included a welcome from the chair, before outlining the purpose of the meeting along with running through the agenda. This included a reminder of the objectives and strategic work programme of the committee. Two new committee members were introduced to the committee: John Munslow (England) and Nicolas Ziv (India). This was followed by a summary and review of actions from the previous TC meeting held in Maputo (November 2025), and a discussion on the upcoming TC meetings scheduled and options for hosting. Croatia was accepted as a preferred location for the next TC meeting due in late 2026 and approval was given to begin planning on that basis. A group photo was next taken (see below), followed by presentations from each working group leaders' team of recent progress and planned next steps. The second half of the morning was dedicated to a working group working session. It was beneficial to have the opportunity to progress this work face-to-face, as it maximised participation of the individual working group members.

The Friday morning began with a brief welcome and re-focussing comment, then continued with Working Group working sessions for most of the balance of the morning. The TC meeting concluded with a brief update on General Secretariat matters and wrapped up with an outline of next steps, forward programme items and concluding statements by the chair.

The meeting's discussion on future meetings recognised that some would need further consultation (El Salvador) and PIARC approval to confirm. The table below presents current best understanding of host countries of previous and future meetings.

Meeting/event	Date	Location
TC Meeting 1 Kick-Off Meeting	February 2024	Paris, France
TC Meeting 2	September 2024	Delft, Netherlands
TC Meeting 3	June 2025	Bratislava
TC Meeting 4 & Seminar	November 2025	Mozambique
TC Meeting 5 & Winter Congress	10-13 March 2026	Chambery, France
TC Meeting 6 Workshop	November 2026	Zagreb Croatia (to be confirmed)
TC Meeting 7& Seminar	Early 2027	El Salvador (to be confirmed)
TC Meeting 8 & World Road Congress	4-8 October 2027	Vancouver, Canada

Emerging issues:

A number of emerging or evolving issues) have been identified in relation to the operation and activities of the committee:

- One week before traveling to the Congress, the US-Iran war began unexpectedly. This required last minute adjustments and re-bookings of travel for several attendees; fortunately, this was achieved and no-one needed to withdraw who had been intending to attend. Notwithstanding, this situation exemplifies the unsettled global context currently, and more flexibility and consideration of risks is now needed as part of planning and attending meetings particularly to locations that don't have the high security ratings.
- The participation of US committee members is being significantly constrained by the US agencies which approve and fund their engagement costs. Efforts are made by committees to accommodate this where workable, and to maintain US contributions as much as possible.
- Considerable effort and expectation by PIARC General Secretariat are now given to enable on-line/virtual attendance and participation at meetings by members who are not able to attend in person. Whilst this is a worthwhile aspiration, it often has unsatisfactory results due to: 1. Poor quality internet service; 2. The difficulties of operating a workshop environment with 20 plus people in a room along with on-line members trying to engage (and read the room); 3. The challenge of differing time zones resulting in members only participating for particular sessions that they are available for; 4. Equipment compatibility and performance with often poor sound quality at both ends.

Learnings for Australia and New Zealand:

A key learning for Australia and New Zealand from the Chambery Congress is that resilience to natural hazards including climate change is a widespread and key issue globally. There are many approaches and responses to the challenges confronting different countries influenced by their various contexts. This strongly confirmed the value of the PIARC work producing and improving its Climate Change Adaptation Framework, including its principles, modular and options-based approach which can be adapted to the needs and capacity of each reader.

Other learnings included the need to prepare for climate change events as a way of reducing the cost of recovery. Adaptation measures such as nature-based solution and maintenance are shown to be cost effective solutions.

A further key learning derived from the presentations in Technical Session R05 was that a key response to the universal problem of lack of funding to deal with natural hazard events was the value in investing in quality data and prioritisation frameworks so that the best value for money could gained from targeting the investment at the rationally and transparently highest priority risk locations.

Participation in the Chambery TC plenary meeting provided a great opportunity to re-establish and maintain useful and key networks, as well as establish meet new experts and new committee members from around the world. This gave the opportunity to share learnings and experiences from a wide range of contexts.

Additionally, the outputs of the working group reports (and particularly the wide variety of international case studies on which they will be partially based) will continue to assist in informing Austroads members for input to upcoming projects of Austroads and their home organisations relating to climate change and natural hazard impact management, as have outputs from previous cycles.

Dissemination:

Participation in the TC activities in this 2024-27 cycle as a TC Leadership team member (English-Speaking Secretary), organising and leading technical sessions, and developing strong interpersonal relationship with members from different countries provide reciprocal benefits. These can be (and have been) disseminated by report backs and presentations, such as a lunch and learn presentation on the Chambery Congress given by three NZTA attendees by Teams available to all NZTA staff. The learnings and findings from overseas expertise and experiences are able to be incorporated into our organisations' practices through project and programme advice as well as across the transport sectors with which I interface.

Opportunities are also provided to embed climate change and resilience projects into PIARC reports, workshops and seminars. At the Congress, 34% of the papers presented were on the topic of resilience worldwide. Of the PIARC Prizes awarded at the Congress, Caroline Evans, was awarded the best paper for Infrastructure Victoria's project Weathering the Storm: Adapting Victoria's infrastructure to climate change.

Benefits from other associated activities:

The TC 1.4 meeting itself had no ancillary activities such as targeted international speakers or site visits. However, it occurred in conjunction with the Winter Road Maintenance, Resilience and Decarbonisation Congress. The Congress was a 4-day event with over 2000 delegates, 100 workshops and technical sessions, 450 speakers and 52 exhibitors – it was a major event. This created many benefits for attendees, particularly the exposure to so many and diverse presentations of technical papers and technical workshops of which approximately 25% were related to resilience. I chaired one technical session and provided summary and concluding remarks at another workshop.

TC1.4 was involved in coordinating and running 5* 90-minute sessions, as well as having previously reviewed c.60 papers for presentation in our sessions. Of these sessions, Stuart Woods (New Zealand) was involved in the coordination and chairing of 3 sessions. Caroline Evans (Australia) coordinated, presented and chaired 5 sessions.

These experiences and opportunities enabled the work of the TC to be promoted and understood, as well as providing valuable inputs from Q&A times and other networking discussions.

A further benefit was meeting NZTA colleagues David Shepherd (TC2.3, Auckland) and Sharon Atkins (TC4.5, Wellington) and hearing his ideas related to exploring the potential to establish a national/state freight supply-chain resilience scoring approach to identify the most critical corridors/nodes via the 4R's approach to prioritise hardening, alternates, and rapid recovery planning.

TC 1.4 members participated in the following sessions:

Strategic Directions Session on Resilience – Resilience of the Road Network
Tuesday 10 March, 16:30 – 18:00

The Strategic Directions Sessions on Resilience was historically the first session on strategic directions to be held at a PIARC Congress. The objective of this session was to focus on the cross-cutting issue of resilience and involved the following PIARC Technical Committees (TCs):

- TC1.2 Contribution of Roads to Economic and Social Development
- TC1.4 Planning the Resilience of Road Networks – Climate Change and Other Hazards
- TC1.5 Disaster Management.

These TCs form part of Strategic Theme 1 – Road Administration, which focuses on exploring the contributions of roads to economic and social development, taking steps to effectively plan the resilience of road networks and improving the way road agencies manage disaster management.

The aims of the session were to identify:

- How these TC's are approaching resilience in this cycle?
- Challenges and gaps in different dimensions of resilience

- What aspects of resilience could be covered in the next PIARC cycle?

The intention of this session was to be forward looking and develop a summary of resilience topics that could be considered for the next PIARC Strategic Plan.

The following recommendations were proposed for consideration in the next PIARC Strategic plan:

- Measurement of socio-economic impacts of resilience investments
- Economic and social values of transport continuity
- Different types of investment for resilience in high, middle and low-income countries
- Balancing investment in mitigation and adaptation/resilience
- Mechanisms for Build Back Better (ex. Strategy, Finance, Procurement, Performance Metrics Perspectives …)
- Quick Response and Recovery from Extreme Weather Events (ex. Social Economic Impacts, Resilience Investment Perspectives…)
- Game-Changing Digital Technology for Disaster Management.

Technical Session R05 - Improving resilience planning
Wednesday 11 March, 14:00 – 15:30

This session focused on strategies to enhance the resilience of road infrastructure against climate change and other hazards. Experts discussed methods to assess vulnerability, integrate risk-based planning, and prioritize adaptive measures that strengthen transport connectivity and reliability.

Key topics included climate risk modelling, asset management integration, the use of geospatial and monitoring technologies, and policy frameworks that support resilient investment decisions. Case studies highlighted practical approaches to designing, maintaining, and managing road networks that can withstand and recover from extreme events while minimizing socioeconomic impacts.

The first presentation detailed a two-year study (September 2023–October 2025) covering the full 21,073 km French national road network (RRN), including 11,629 km of motorways. The study subdivided the network into 13,400 elementary grid cells for physical sensitivity and 2,337 elementary sections for functional sensitivity. Three climate scenarios were modelled — +2°C, +3°C (global), and an extreme scenario — against a 1976–2005 reference baseline, evaluating 11 climate hazards including extreme heat, wildfire risk, soil shrink-swell, landslides, rockfall, extreme precipitation, and four types of flooding (overflow, runoff, groundwater rise, and coastal submersion).

The first stage assessed vulnerability maps which revealed where the most vulnerable zones are concentrated. The study's second stage quantified both physical costs (infrastructure degradation from climate over-exposure relative to the reference period, absent adaptation) and functional costs (economic impacts from route diversions, trip abandonment, and loss of access to goods and services), calculated over a 10-year horizon under the +2°C scenario. The third stage delivered a structured methodology for identifying and prioritizing adaptation measures, using a multi-criteria analysis incorporating criteria related to maintenance and investment costs, technical feasibility, and effectiveness. The study is now positioned as a decision-support tool for network managers to build adaptation plans, update technical standards, and steer innovation.

A second presentation described the evolution and current state of the British Columbia Ministry of Transportation & Transit (MoTT) resilience system, developed in response to escalating climate-driven hazards affecting transportation networks. At the core of the methodology is a structured framework combining criticality assessment, monetized risk and vulnerability analysis, and a level of resilience index. Corridor criticality is used to prioritise which routes are most essential to overall network functionality and societal outcomes. Risk is quantified by combining hazard probability (including climate change effects), asset vulnerability, and both owner and user consequences, translating diverse hazards into annualized dollar values through a quantitative risk assessment (QRA). This allows disparate risks—such as rockfall, flooding, or avalanches—to be compared on a common basis.

The system then calculates a “Level of Resilience Index”, which integrates corridor criticality and quantified risk to support strategic prioritization. The approach is designed to align with existing climate-informed design policies and traditional transportation planning processes, and to support broader provincial and national resilience strategies. MoTT indicates the framework is ready for application on high-criticality

highways, moving resilience from reactive response to evidence-based, investment-focused decision-making.

A third presentation describes how Québec Ministère des Transports et de la Mobilité durable (MTMD) has developed a machine-learning approach to quantify road-network exposure to river hazards (bank erosion and flooding) across a large territory with many water courses. The approach comprises two linked tools: a fluvial hazard prediction model (OPAF) that estimates erosion and flood probability using a supervised random-forest model and a multi-variable dataset, and a prioritisation index (IPIAF) that converts hazard likelihood into risk levels by a calculation using exposure, consequence and the influence of existing protective structures. To date, approximately 22,000 km of the 31,000 km MTMD network have been assessed, enabling identification of the most vulnerable road segments and assisting a shift from reactive response toward targeted, preventive interventions and more efficient allocation of public resources.

Workshop #1 – **Improvements to the PIARC International Climate Change Adaptation Framework** – **2023 version**
Tuesday 10 March, 14:30 – 16:00

This session dealt with the contents, updates and potential improvements to the Climate Change Adaptation Framework - 2023 version, by presenting the work accomplished by the Committee, but also collecting input from the participants of the workshop through their active involvement.

The agenda covered:

- an overview of FW2023 (content, structure, gaps)
- a case study to check and illustrate applicability of FW2023,
- feedback on FW2023, improvement area targets and options, and
- an open discussion on additional opportunities for improvement as well as suggestions and challenges on how to address and deal with the identified targets and options.

The participants' comments on the current framework included that:

- The framework appears too difficult to use for the basic user, and ways to ease implementation need introducing
- Concessions and incentives to assist implementation need recognition
- More illustrative examples would be useful
- We need to develop tools to help implementation rather than another guideline
- Summaries could be useful for different audiences such as executive managers/ technical experts or HIC/ MIC countries.
- Metrics need to be developed to more mature level
- LMIC's might have higher priorities than climate change adaptation and/or bigger constraints.

Other resilience sessions related to the work of TC1.4 included:

Workshop #5 – Transport Resilience in Motion – A Live Collaboration Forum
Wednesday 11 March, 14:00 - 15:30

The session was organised by a multi-modal group that has formed a collaborative partnership under the 'Transport System Resilience Task Force'. The organisations involved included PIARC, UIC, UNECE, EUROCONTROL and PIANC.

The session was designed to encourage participation with the audience, through a dynamic discussion. It involved an international panel of experts from leading transport system associations and aimed to:

- Explore challenges and opportunities in enhancing resilience within and across transport modes (road, rail, aviation and maritime).
- Identify interdependencies and climate risks beyond direct damages and improve resilience at a system-wide level.
- Explore a set of scenarios on adapting to a new climate reality.
- Identify opportunities for collaboration.

There were actions suggested to help decision makers:

- Adopt medium and long-term planning strategies. Integrate resilience into broader investment programs where it is not the only objective.
- Support that adaptation strategies and measures should be implemented using an integrated approach: across different types of hazards, impacts, networks and objectives.
- Prioritise measures relying on service, operation and maintenance, instead of focusing solely on infrastructure.
- Enhance evaluation and assessment processes. Further work is required in terms of methodology and data pipelines (across systems).
- Support that adaptation must be locally tailored, incorporating consistent guidelines that can be adapted to the specific characteristics of each region and the risks exposed.
- Identify “limiting subsystems”: those that would be the first to fail in the event of a hazard.
- Explore nature-based solutions (NBS) to generate co-benefits across objectives.

Conclusions and recommendations:

The March 2026 Chambery plenary meeting of TC 1.4 was short (at two half days) due to the parallel attendance and contributions to the Winter Road Services, Resilience and Decarbonisation Congress. It was great to have such a good turnout of the TC members, which allowed good networking and exchanges of information as well as acceleration of some of the work during the working sessions. It also allowed clarification of a number of issues and agreements on ways forward for each Issue (1.4.1 and 1.4.2).

The additional benefits of attending the Congress and TC1.4 organising, hosting and participating in several technical sessions, workshops and special topic panels enabled valuable discussions and global knowledge sharing across the committee’s topics.

Australia and New Zealand are well positioned given their involved representation on the committee to contribute and learn from the Natural Hazard (including Climate Change Adaptation) Work Programme and Organisational Resilience report with the issues being highly relevant to an Australasian transport agency context. With such a large committee (nearly 100 strong) a wide range of countries represented, a diverse range of experiences and views are represented to be learned. In the meeting there were high levels of engagement, contributions and enthusiasm from all participants which places it well to overcome any challenges and make the production of the outputs an enjoyable and useful for all participants. Continued engagement through PIARC provides an efficient pathway for Australasian representatives (and their supporting networks) to access international practice and validate local initiatives.

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11 June 2026

On-site PIARC TC 1.4 Team photo Thursday 12th March 2026