Safety management of road infrastructure: an European Overview

Stefano CAMPAGNOLO
Policy Officer
Road Safety Unit
DG MOVE
Content

• Introduction
• The EC road safety policy
• Current status of implementation of 2008/96/EC
• Conclusion
Introduction:

How is doing the EU on road safety?
Europe as leading continent in road safety

Estimated road deaths per 100,000 Population

Source: WHO Global Status Report on road safety, Sept 2009 (based on 2008 data)
Deaths / 100,000 population in UNECE countries

- **Group 1: High income countries**
- **Group 2: Central and Eastern European States**
- **Group 3: Central Independent states and other countries**

Source (2012): EIB
Fatalities – evolution 2001-2010
Road fatalities in the EU since 2001

-43%
Provisional data for 2011

Source: CARE (EU road accidents database)
Reduction in Road Deaths 2001–2010 (%)
Road Deaths by Transport Mode 2010

Source for fatalities: CAPR (European Road Accident Database). Source for demographics: EUROSTAT.
Accidents and fatalities by Area

2010 - % EU accident

2010 - % EU fatalities
Fatalities by area and by means of transport (2010)
To sum up

- Different results achieved by countries with heterogeneous situation – New Member States showed remarkable reductions.

- Sharp decrease in road accidents and injuries but emerging issue are raising (vulnerable road users, young drivers and motorcyclists)

- Secondary and urban roads are the most dangerous roads while motorways are safer.
The EU road safety policy
2011-2020
TWO MAIN POLICY PAPERS

WHITE PAPER 2011: Towards a ‘zero-vision’ on road safety

POLICY ORIENTATIONS ON ROAD SAFETY 2011 - 2020
Policy orientations on road safety 2011-2020

Quantitative target:
- 50% reduction of number of road fatalities by 2020, starting from 2010

3 Pillars
A common European road safety area
An integrated approach with other policies (health, environment, employment, etc.)
Shared responsibility (EU, national, local...)

7 Strategic Objectives:
Education and training
Compliance with road traffic rules
Safer road infrastructure
Safer vehicles
Intelligent Transport Systems (ITS)
Emergency and post-injuries services
Vulnerable road users
INTEGRATED APPROACH

EDUCATION

ENFORCEMENT

ENGINEERING

IMPLEMENTATION INSTRUMENTS

USER

INFRASTRUCTURE

VEHICLE

COMPONENTS
INTEGRATION OF POLICIES

- Employment
- Health
- Transport
- Internal Market
- Taxation
- Justice
- Energie
- Education
- Police
- Industry, research, innovation
- Environnement
“A shared responsibility”

Action by ALL stakeholders is needed

- *Public Authorities: EU + Central*
- *Governments + Local Authorities...*

- *Private Companies: Car industry +*
- *Transport companies + Road operators*

- *Users: everybody!*

The EU acts wherever it provides an added value
The EU instruments

- Legislation where necessary
- Road accident data and information
- Financial support to research and studies
- Support to exchange of good practices among Member States
Policy orientations on road safety 2011-2020

**Objective n° 3: Safer road infrastructure**

- Road infrastructure should play an active role in enhancing the EU road transport system’s safety performance:
- EU funds only granted to safe infrastructures
- Extension of the safe management principles to the secondary roads of Member States
- Two Directives applicable only to the TEN-T:
  - 2004/54/EC on minimum safety requirements for tunnels
  - 2008/96/EC on road infrastructure safety management
Directive 2008/96/EC on road infrastructure safety management:

Historical perspective & status of implementation
Historical overview of the directive: the reasons

- *Decreasing budgets* for road infrastructures vs. more attention to the level of safety of roads
- Inability of “old” roads to *absorb the increasing traffic*
- “*High risk road sections***” (even on modern roads!)
- Various levels of responsibility within each Member State (inefficient organisation)
- Heterogeneous signs, signals, road markings, road side features (even in a single Country!)
Historical overview of the directive

- Policy framework paved the way towards safe infrastructure: in the 2011 White Paper on transport, its mid-term review and the 3rd road safety action plan
- Several EU co funded Project developed on Road Safety Infrastructure
- 05/10/2006- Commission proposal supported by stakeholders
- 19/06/2008 - The Parliament adopted the draft in first reading
- 20/10/2008 Council adopted the proposal without substantial modifications with a large support
Directive's aims

- To ensure that safety is integrated in all phases of planning, design, construction and operation of road infrastructure
- To bring about a common high level of safety of roads in all EU Member States
- To use the limited funds for more efficient construction and maintenance of roads.

Scope: the trans-European road network ("TEN-T roads" - about 90,000 km) ...
Main provisions

- **Road impact assessment** for infrastructure project at initial planning stage
- Compulsory **Road Safety Audits** for all infrastructure project during (draft design, pre-opening and early operation).
- **Ranking of high Accident Concentration** sections (black spots) to be reviewed every three years
- **Periodic Road Safety Inspections** to be carried out by the competent authority
- **Data management** consisting of compulsory reporting of each fatal accident and of setting up a methodology to calculate the cost of a fatal accident
Implementation I: legal status

• **By Dec. 2010:** Member States will have to “bring into force the laws, regulations & administrative provisions necessary to comply with this directive. They shall forthwith communicate to the Commission the text of those provisions”; **All member states complied!**

• **By Dec. 2011- March 2012:** Member States will have to adopt “guidelines in order to support the competent entities” (i.e. public or private organisations involved in the implementation of the Directive); **7 Member States not have already fulfilled**

• Dec 2011 also for adopting curricula for auditors.
### Example: curricula for Road Safety Auditors

<table>
<thead>
<tr>
<th>France</th>
<th>Italy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Recognition of RSA certificates issued from other EU countries (case by case exam)</strong></td>
<td>The RSA certificate enables ALSO to safety inspection on road tunnel</td>
</tr>
</tbody>
</table>
| At least 2 days (three modules of 2 days). Three different certificate covering a) designing, b) pre opening c) early operation | - Class 180 Hrs with compulsory attendance.  
- Different modules covering all the road safety audit cycle  
- Practical activities |
| **Validity: 5 years.** 1 day of refreshment course                      | **Validity 3 years.** A registry is managed by the Minister of Transport. 30hrs of refreshment course |
# Example: curricula for Road Safety Auditors

<table>
<thead>
<tr>
<th>Slovakia</th>
<th>Estonia</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mutual recognition:</strong> NA</td>
<td><strong>No recognition:</strong> NA</td>
</tr>
<tr>
<td><strong>Training:</strong> 50 Hours minimum Vocational training covering both legal-administrative and technical classes. Written and oral exams</td>
<td><strong>Training:</strong> 29 lesson of 45 minutes + 7 hours of onsite assessment covering legal-administrative and environmental subjects. Written and practical questions</td>
</tr>
<tr>
<td><strong>Validity:</strong> N.A.</td>
<td><strong>Validity:</strong> N.A.</td>
</tr>
</tbody>
</table>
Implementation II: the Guidelines

A Broad definition......

"guidelines" means measures adopted by Member States, which lay down the steps to be followed and the elements to be considered in applying the safety procedures set out in this Directive" [Art 2(8)]
Signals clearly readable?
Misleading road markings?
Implementation II: the Guidelines

......Leads to a variety of possible solutions...

• Guidelines including technical specifications
  (E.g. BG, IT, HU, IE, Wallonia Region, CZ)

• Guidelines as "framework" linking to different provisions already taken (E.g. UK, LT, FR)

• Transposition of the "legal provision for " for the road managing authority (E.g. LV, AT, DK, SE, Region of Flanders)
Implementation III: extension outside the TEN-T road network

- No room for further legislative proposal
- Some Member State is already applying this provisions beyond TEN-T: ex IT, ES, RO
- Agreements with EIB and the DG REGIO for imposing a conditionality on EU co-funding.
- Best practise exchange and "professional pressure from road safety experts" might persuade
- Evaluation of the economic social benefit from road safety
Conclusion: the way forward
Conclusions: The way forward

- The Commission will encourage Member States to apply the directive provision to all new infrastructures.
- Exchange of knowledge & best practices to be enhanced.
- *Adaptation of the annexes to technical progress through the Committee on road safety infrastructure management.*
- *NGOs may be consulted on technical issues.*
- *Research and technological development.*
Thanks for your attention!

Contacts: Stefano.campagnolo@ec.europa.eu