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Safety management of road infrastructure: an European Overview

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- *The EC road safety policy*
- *Current status of implementation of 2008/96/EC*
- *Conclusion*

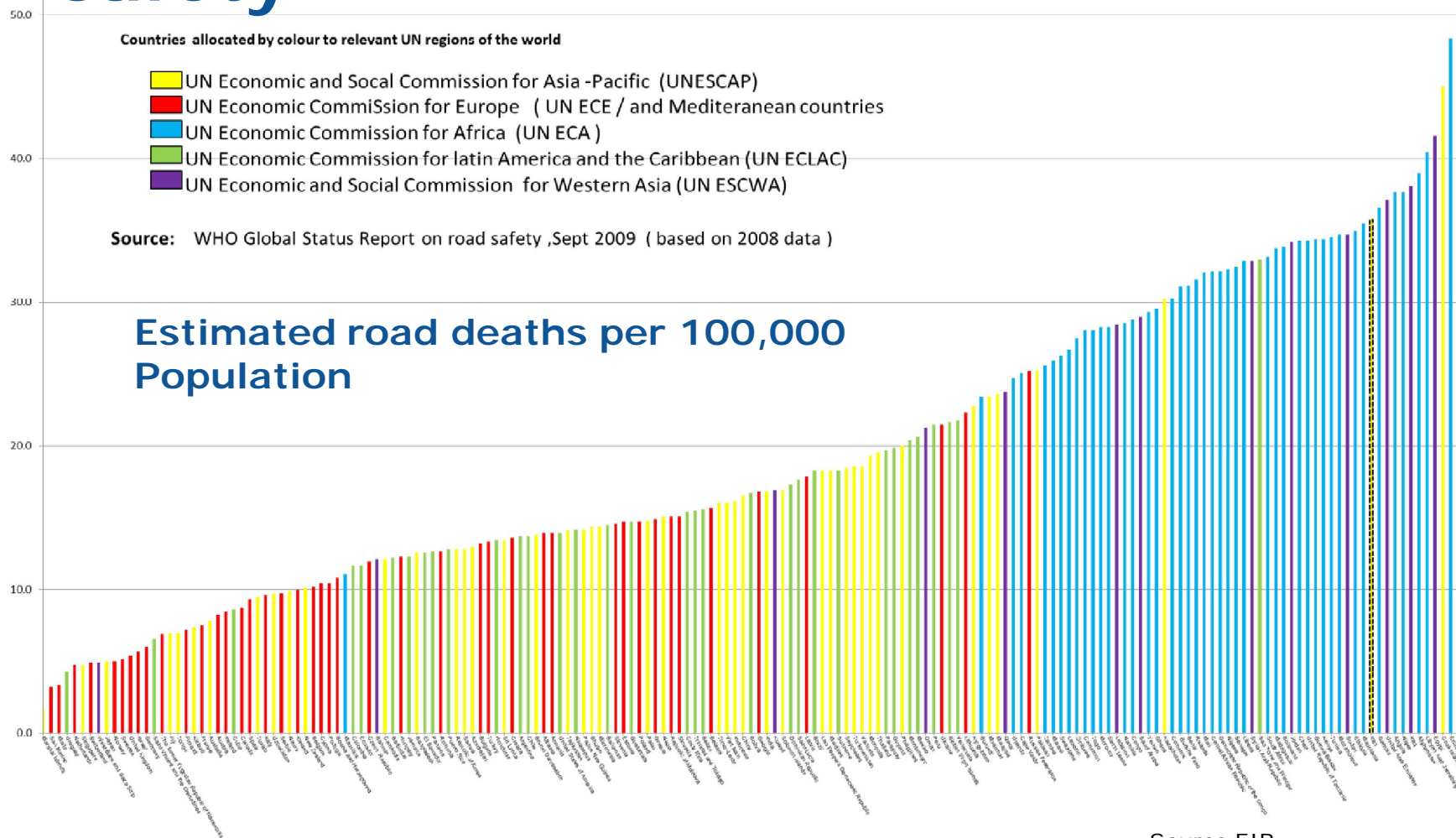


Introduction:

How is doing the EU on road safety?



Europe as leading continent in road safety

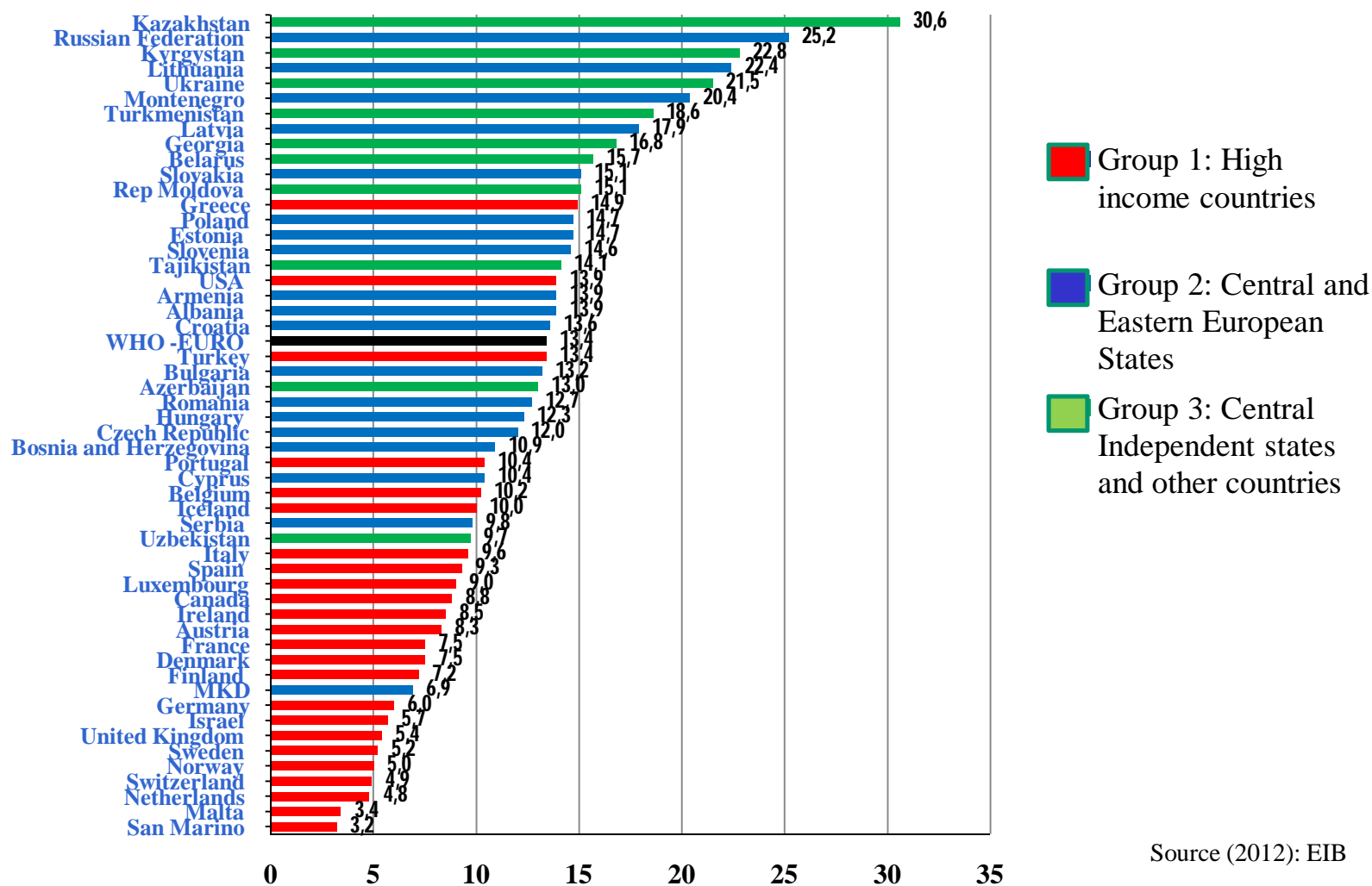


Source EIB



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Deaths / 100,000 population in UNECE countries

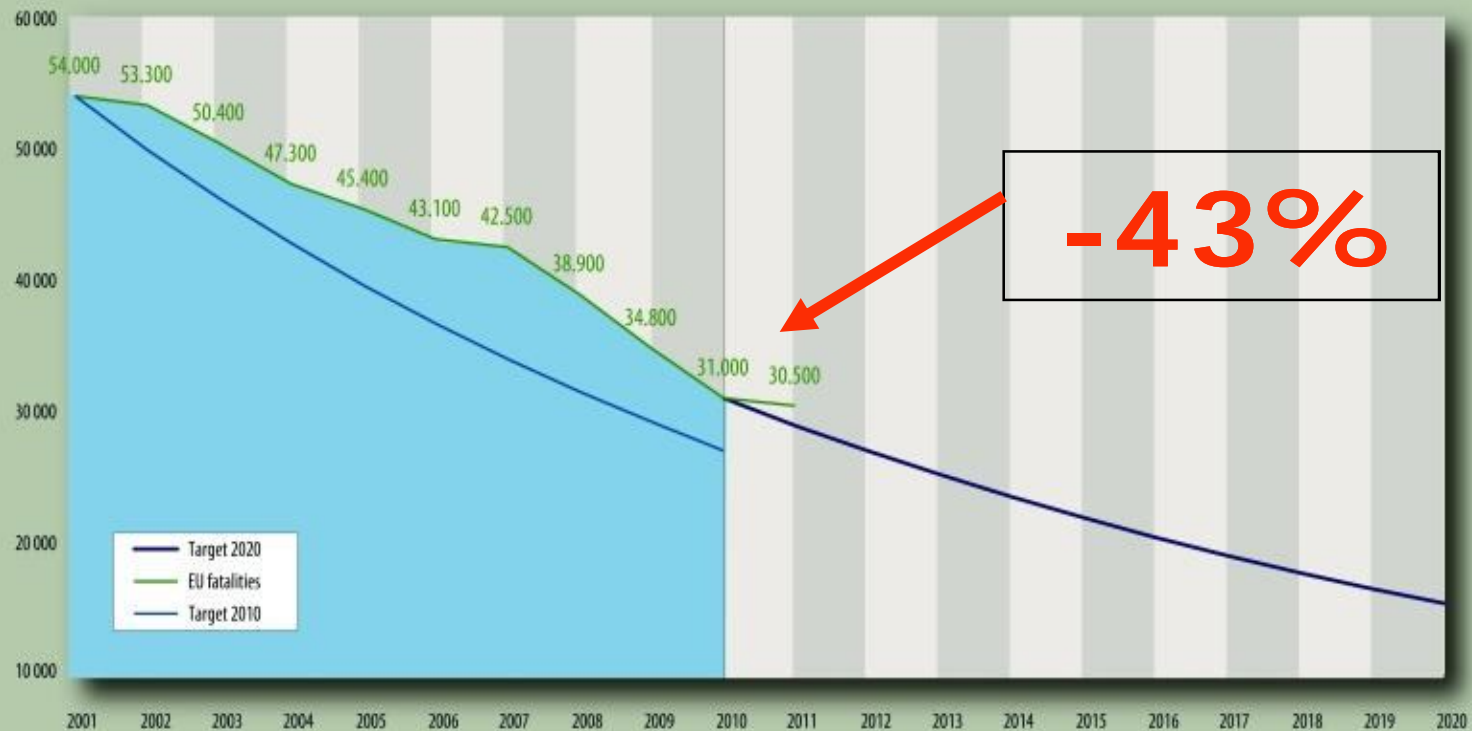


Source (2012): EIB



Fatalities – evolution 2001-2010

Road fatalities in the EU since 2001

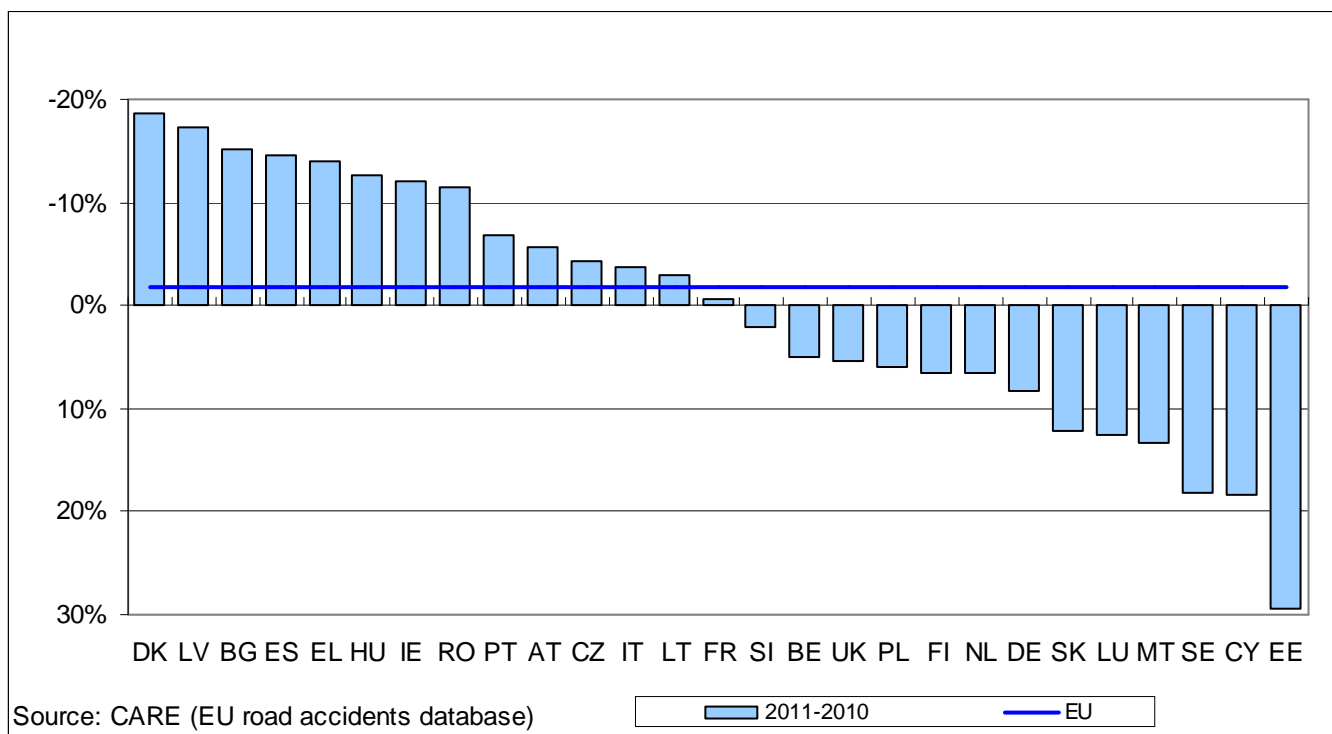


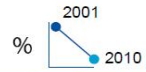
Source: - CARE (EU road accidents database)

<http://ec.europa.eu/roadsafety>

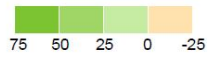
Mobility and
Transport

Provisional data for 2011





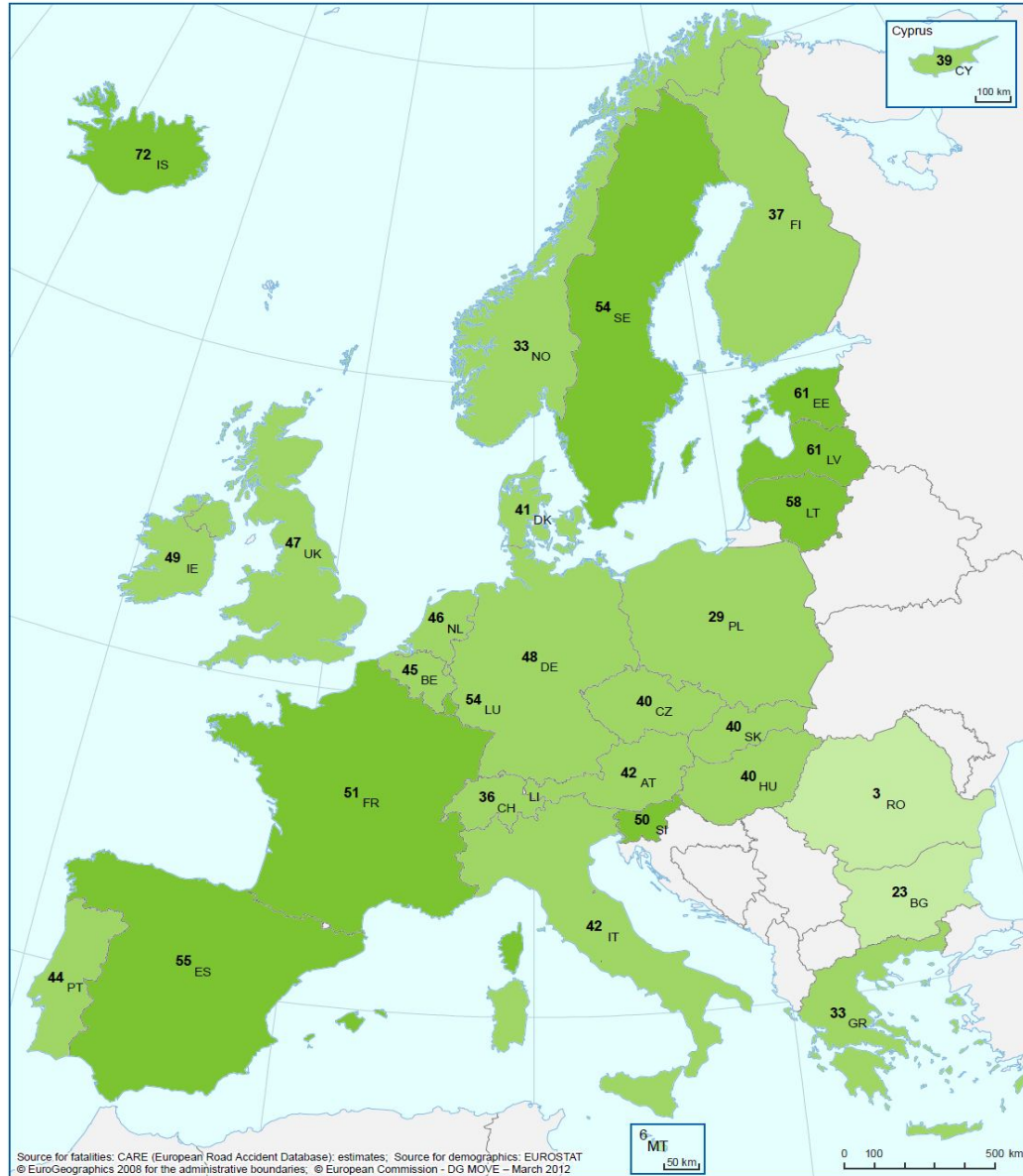
Reduction in Road Deaths 2001–2010 (%)



EU = 43



data not available

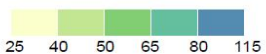


Source for fatalities: CARE (European Road Accident Database); estimates; Source for demographics: EUROSTAT
 © EuroGeographics 2008 for the administrative boundaries; © European Commission - DG MOVE - March 2012

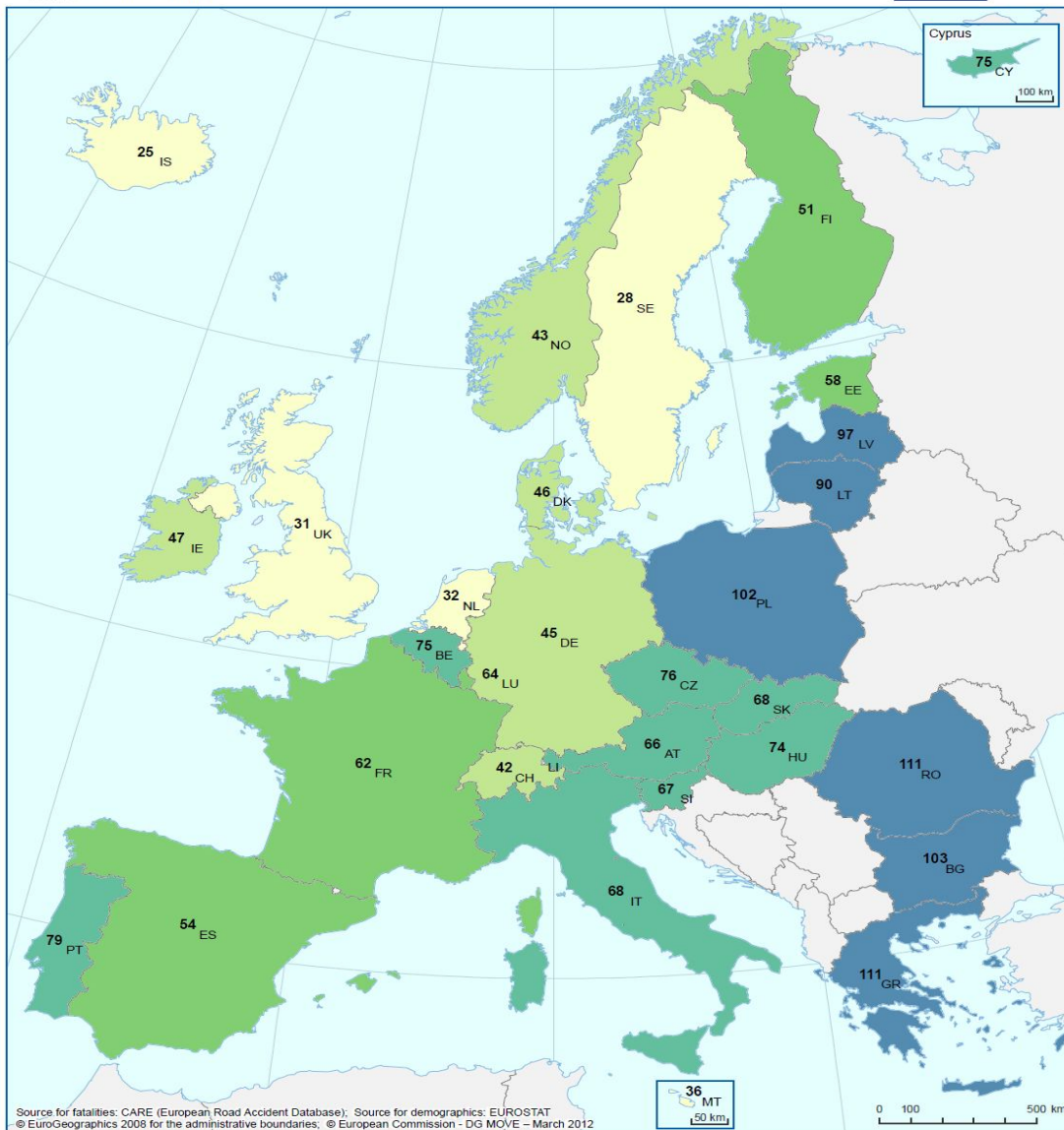
1 person / 1 000 000

Road Deaths per Million Inhabitants 2010

EU = 62



data not available



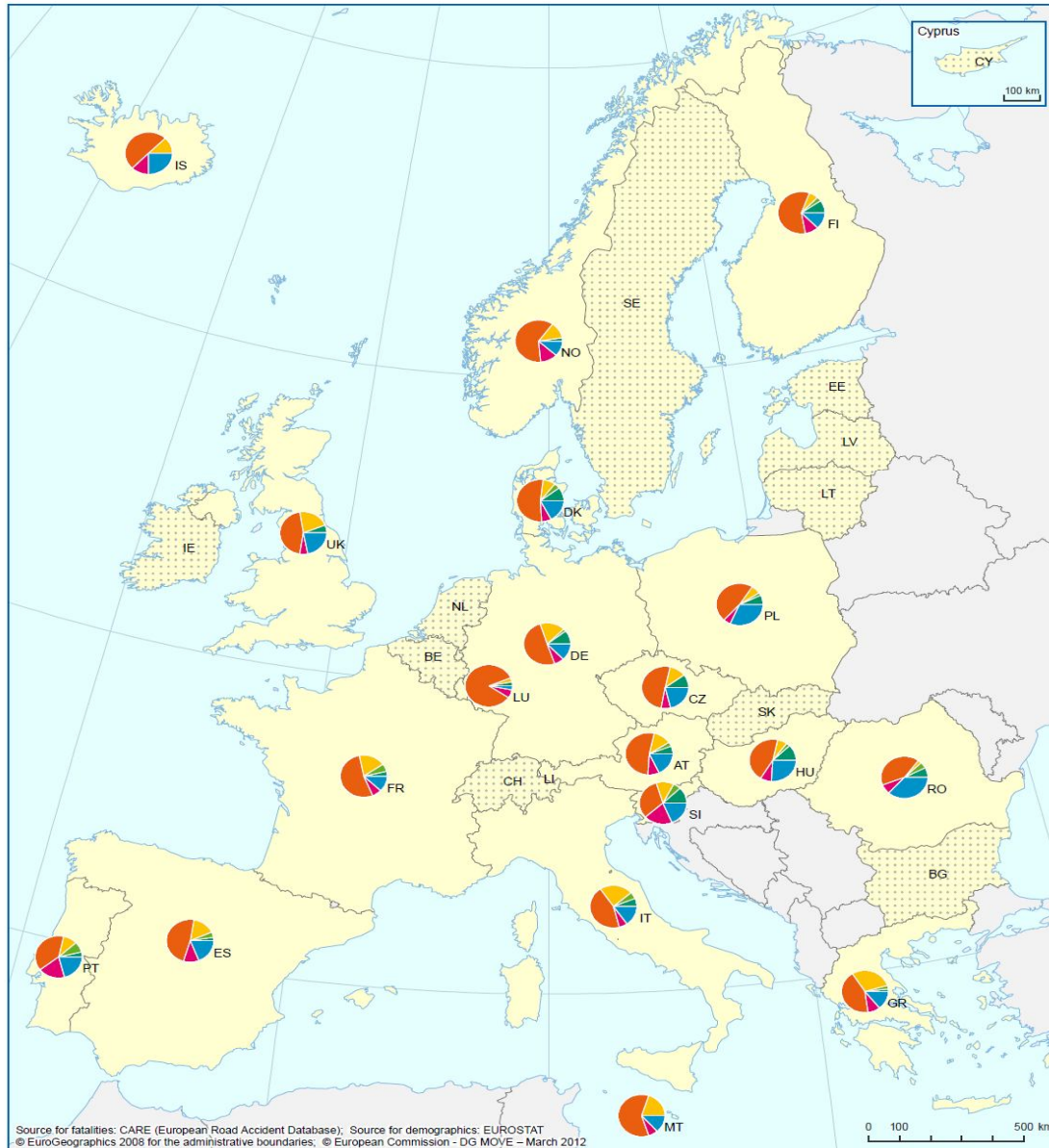
Source for fatalities: CARE (European Road Accident Database); Source for demographics: EUROSTAT
© EuroGeographics 2008 for the administrative boundaries; © European Commission - DG MOVE - March 2012



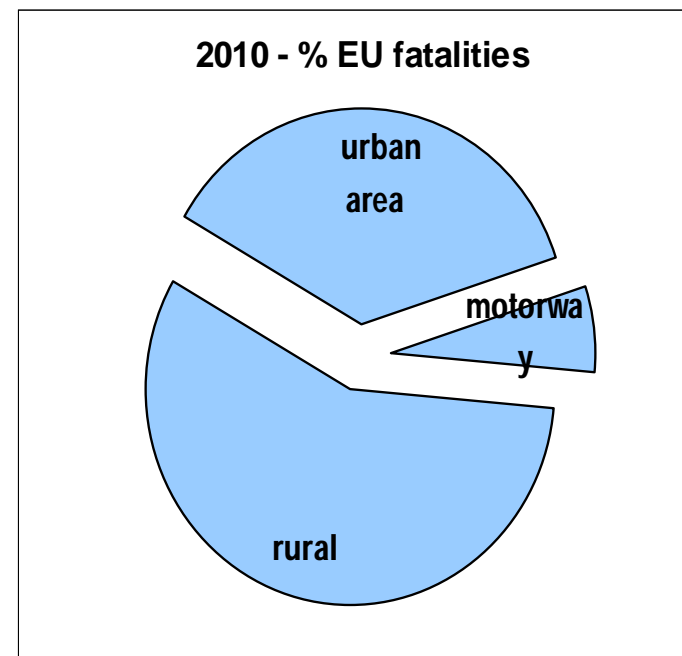
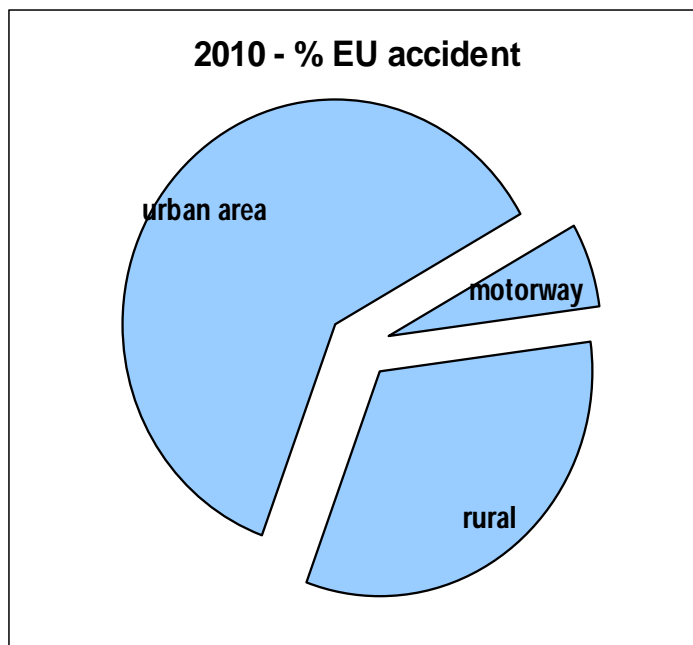
Road Deaths by Transport Mode 2010



data not available



Accidents and fatalities by Area



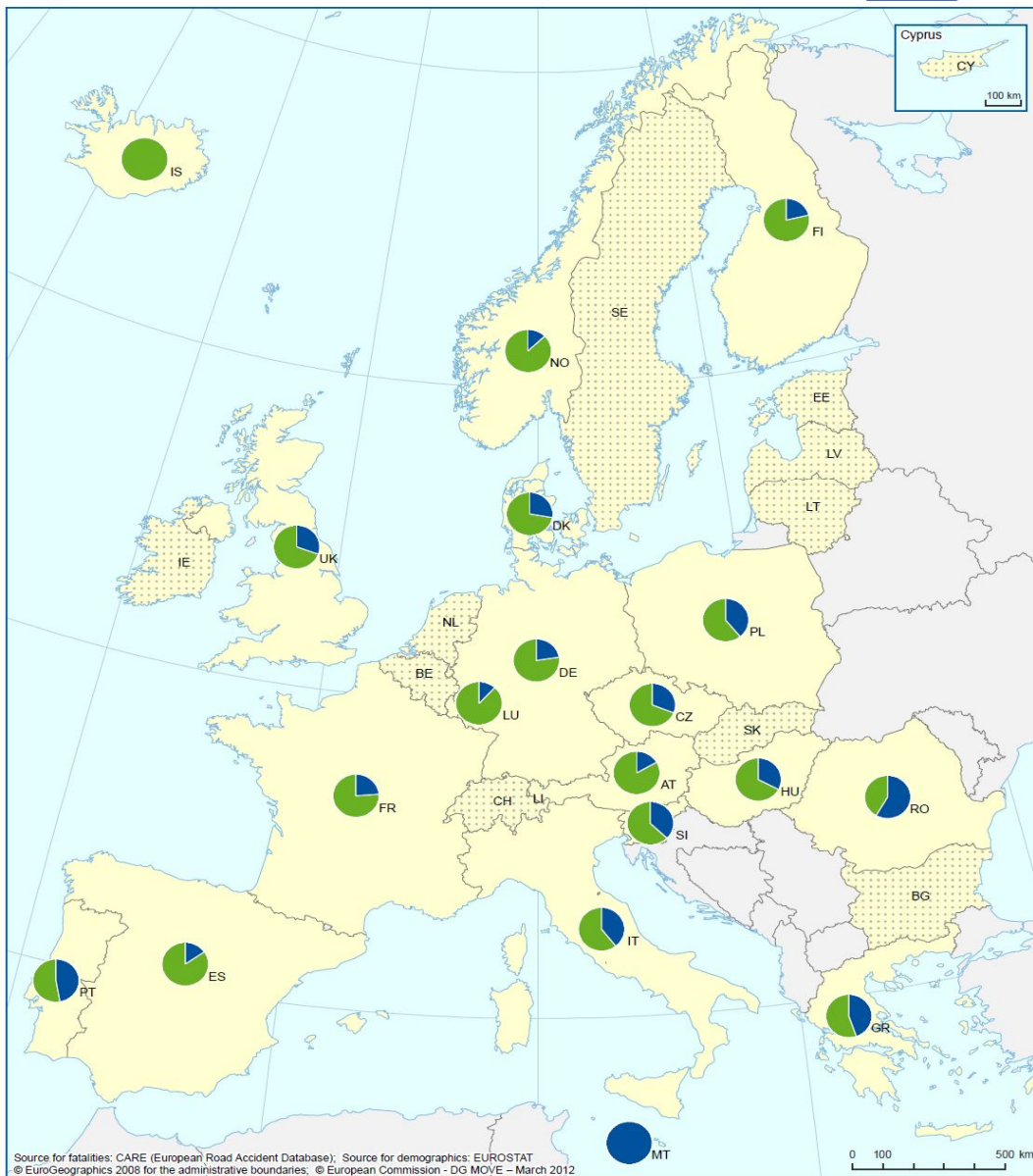
Road Deaths by Area Type 2010



Drivers



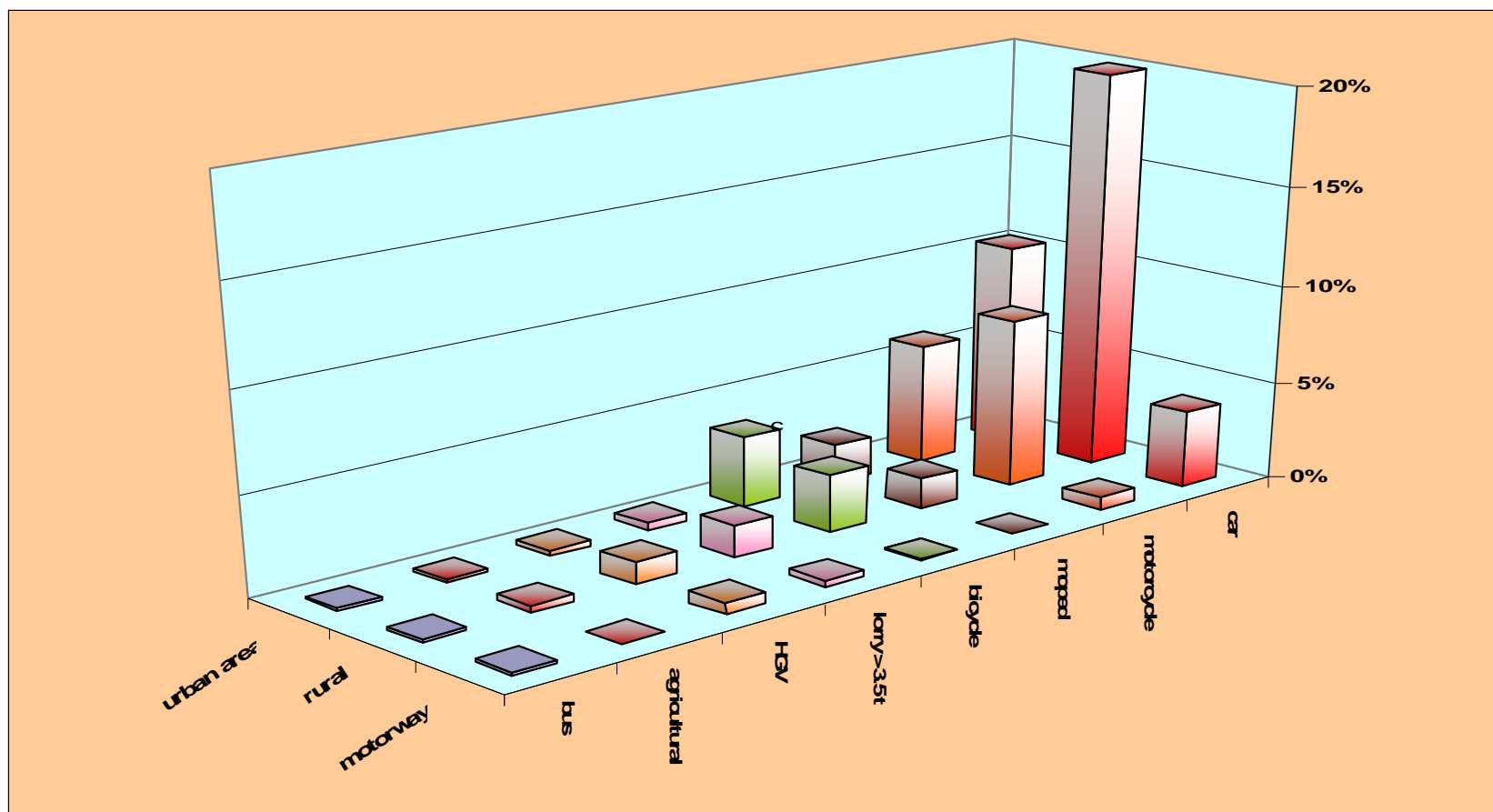
data not available





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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



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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

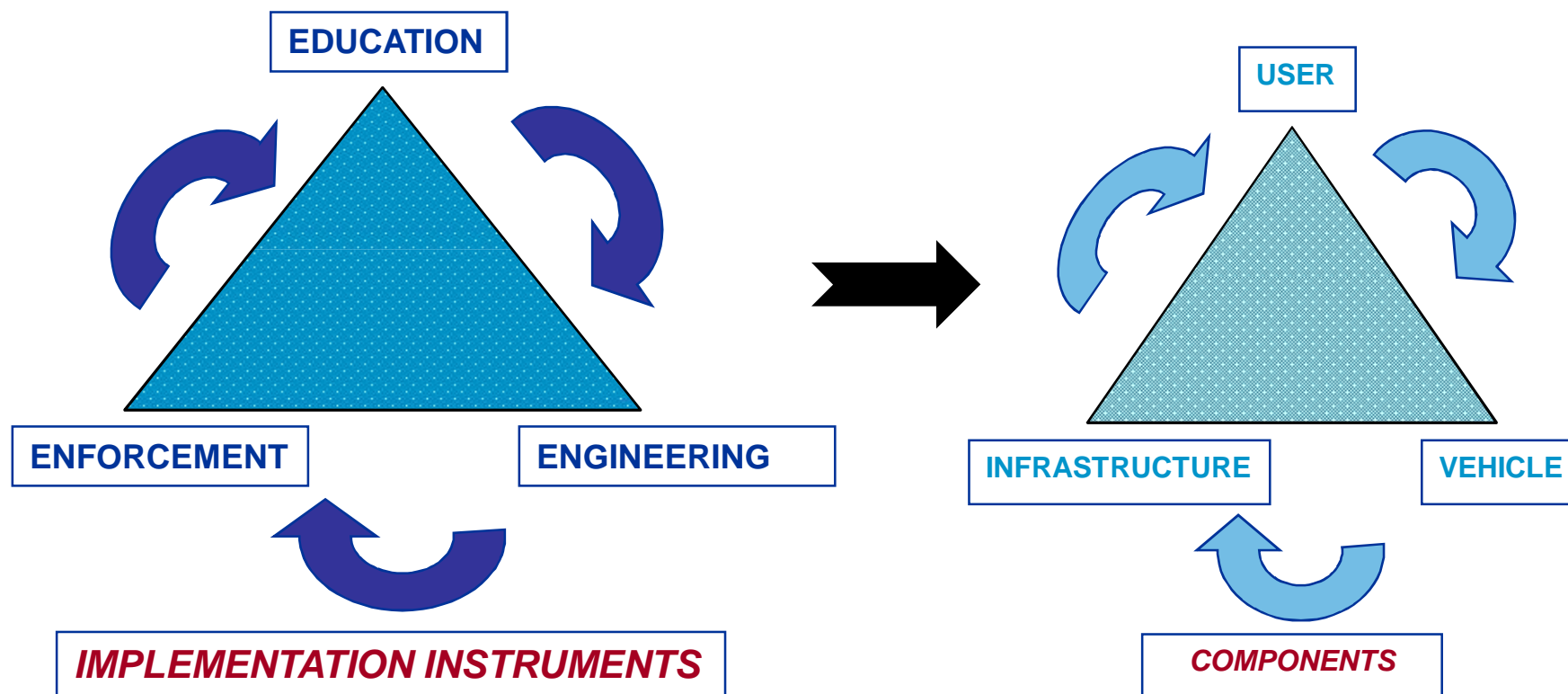
Safer vehicles

Intelligent Transport Systems (ITS)

Emergency and post-injuries services

Vulnerable road users

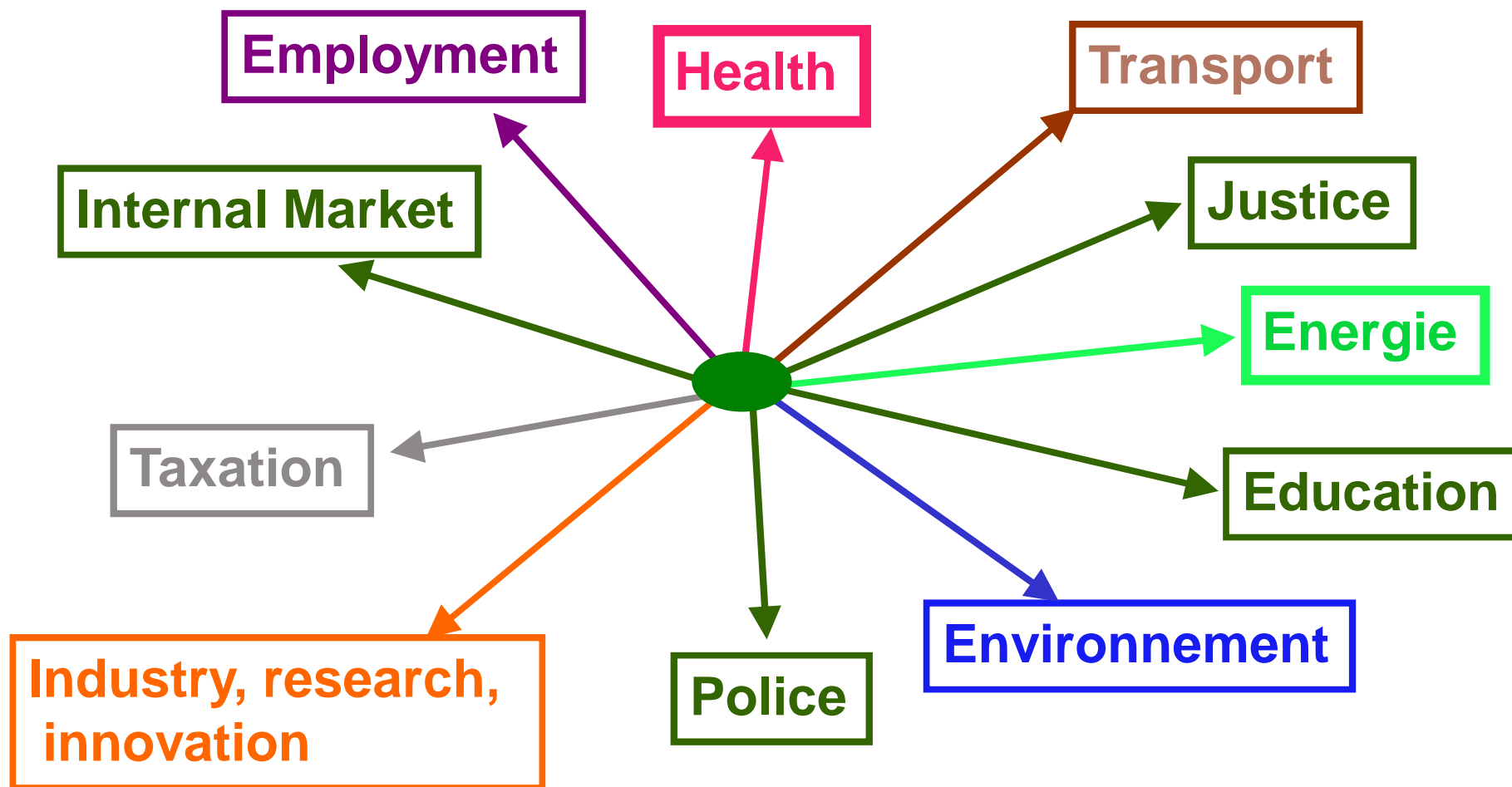
INTEGRATED APPROACH





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INTEGRATION OF POLICIES





“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 practises 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

France	Italy
<p>Recognition of RSA certificates issued from other EU countries (case by case exam)</p>	<p>The RSA certificate enables ALSO to safety inspection on road tunnel</p>
<p>At least 2 days (three modules of 2 days). Three different certificate covering a) designing, b) pre opening c) early operation</p>	<ul style="list-style-type: none"> - Class 180 Hrs with compulsory attendance. - Different modules covering all the road safety audit cycle - Practical activities
<p>Validity: 5 years. 1 day of refreshment course</p>	<p>Validity 3 years. A registry is managed by the Minister of Transport. 30hrs of refreshment course</p>



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Example: curricula for Road Safety Auditors

Slovakia	Estonia
<i>Mutual recognition: NA</i>	<i>No recognition: NA</i>
<i>Training: 50 Hours minimum Vocational training covering both legal-administrative and technical classes. Written and oral exams</i>	<i>Training: 29 lesson of 45 minutes + 7 hours of onsite assessment covering legal-administrative and environmental subjects. Written and practical questions</i>
<i>Validity: N.A.</i>	<i>Validity: Na</i>



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)]*



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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 TTI : 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*



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ROAD SAFETY

European Commission > Transport > Road Safety

<http://ec.europa.eu/roadsafety>



MOTORCYCLING INTO THE 21ST CENTURY
OCTOBER 3rd - COLOGNE, GERMANY



USERS

- Children
- Cyclists
- Elderly drivers
- Motorcyclists and mopeds users
- Novice drivers
- Pedestrians
- Professional drivers



TOPICS

- Behaviour
- Infrastructure
- Vehicles
- Dangerous goods
- Questions and Answers
- Public consultations



SPECIALISTS

ENGLISH ONLY

- EU road safety policy
- Road safety knowledge base
- Projects
- Statistics
- Toolbox (Manuals and best practices)
- Fundings



What's new

Publications

Second European Motorcyclists' Forum - 03/10/2012
14/09/2012

Call for proposals with a view to obtaining grants in the field of road safety for the organisation of a youth forum for road safety (DG MOVE/C4/SUB/01-2012) – English only

05/09/2012

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STATISTICS

The EU publishes various statistics and other data on road safety



More

GOING ABROAD

Traffic rules at a glance



Mobile version

More

USEFUL LINKS



Policy orientations on road safety 2011-2020
[737 KB]



European Road Safety Charter



Road Safety Knowledge Base



Driving licence



Thanks for your attention !

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