

SIV SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
 Theoretical principles and practical application in the framework of the European Directive 2008/96/CE
 Catania 24-28 September 2012

The Implementation of the Directive
and
Latest Developments

Hany Cullen
 Chairman CEDR Technical Group Road Safety,
 Senior Project Manager Road Safety,
 National Roads Authority, Ireland
 h.cullen@nra.ie
 www.nra.ie

SIV SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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The work done in CEDR to try to get a common understanding of the Directive requirements.

We tried to highlight where the uncertainties were

Lost in Translation
 Different interpretations in different languages.
 one word missing from article 6 in the English text.

What about the annexes – they are not mandatory.
 What does *shall endeavour* mean.

Preamble 6 - is this an excuse to do nothing?

SIV SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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 Catania 24-28 September 2012

How are people coping with double standards (TERN & non-TERN)
 Directive says concentrate on the Tern –
 but what about the non-TERN, which are usually where the collisions are happening.

RSIA versus feasibility stage RSA.
 Who carries out RSIA?

SIV SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT
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 Catania 24-28 September 2012

RSA
 Certificate of Competence – is this a starting point for a finish?
 Can anyone set up a course?
 How is a course *validated by the member state*

Qualifications for auditors – engineers or technicians.
 Five auditors as trainee, five auditors as member = team leader

SIV SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT
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Network Safety Ranking.
 Three or more collisions in the last three years
 twice the average collision rate for that road type
 (motorway/dual carriageways/single carriageway/urban)

SIV SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT
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Article 6. RSI
 Very confusing
 mixing up RSI / road worker safety / road user safety.

Road safety inspection –
 the definition mentions *maintenance* which is not very helpful.
 who carries it out.
 How do you exercise some measure of control over the report.
 How did you get consistent reports.
 Who does the recommendations

Safety At Road Works.
 Who carries out inspections.
 What do they inspect

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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Herman Moning from CEDR TGRS made a questionnaire.
 All CEDR TGRS countries urged to reply
 Go through all the questions

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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 Catania 24-28 September 2012

1. GENERAL

1.1	Website address or link for general information
1.2	Are the Appendices mandatory ?
1.3	The working area only TEN-roads ?
1.4	Link to EU Directive
1.5	Draft table of Correlation
1.6	status of methodology guide books: is there use mandatory or not ?
1.7	How is the directive implemented in your country ? (what are the legal instruments?)
1.8	Which criteria your country will use to use the Directive for the Infrastructure project or not ? So: 1: what's a substantial modification ? 2: how do you quantify "which affects the traffic flow"?
1.9	Which criteria your country will use to declare the Directive to be valid for the transition of the Infrastructure projects ? So: 1: when a project will start, the Directive will be used or 2: at the 19th of December 2010 all projects will be affected or 3: ??
1.10	
1.11	
1.12	

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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 Catania 24-28 September 2012

2. Road safety impact assessment

2.1	Website address or link for information about RSIA
2.2	Is the procedure prepared?
2.3	Which entity is undertaking road safety impact assessment (RIA)?
2.4	Are there manuals available for undertaking RIA?
2.5	Is there a format available to report the results of a RIA?
2.6	Which procedure exists after the drawn up of the RIA-report?
2.7	How do you handle with the elements of annex 1 in the proces of assessment?
2.8	How do you establish infrastructure which will be influenced by an infrastructure project?
2.9	Which data will you use by undertaking a RIA?
2.10	To what extent do you undertake a RIA by measures of traffic management?
2.11	How do you compare road safety to other criteria like environmental issues and accessibility in the initial planning stage?
2.12	
2.13	

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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3. Road safety audit

- 3.1 Website address or link for information about RSA
- 3.2 What are the average costs per km of 1 stage of an audit?
- 3.3 Where do the auditors work?
- 3.4 Who can deliver checklists for the 4 stages of an Audit
- 3.5 Has somebody a format for the Audit report?
- 3.6 Which public body is allowed to give the accreditation for the education of the Auditors
- 3.7 Is it useful to have separate Auditors for Motorways and 80-km roads?
- 3.8 How you will organize the transition from old certificates to the new certificates for auditors?
- 3.9 Article 9 states that Certification is just initial training. What additional measures do you propose to enable an auditor to become a team leader.
- 3.10 Which are the curricula for the training for road safety auditors?
- 3.11 What is the degree of the training for road safety auditors? Bachelor / master?
- 3.12 How many days does a training last?
- 3.13 Which procedure will follow after the drawn up of the RSA-report at the different stages?
- 3.14 What is the composition of an audit team, looking at the experience of the participants?
- 3.15 Is it useful to have separate auditors for study stage and for operational stage on the field?

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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4. Road safety inspection

- 4.1 Website address or link for information about RSI
- 4.2 Is the procedure prepared?
- 4.3 Which entity is undertaken RSI?
- 4.4 What are the contents of the course for road safety inspectors?
- 4.5 On which level occurs the education of road safety inspectors?
- 4.6 At which moment do you undertake RSI (periodic, in combination with maintenance activities, etc.)?
- 4.7 How are RSI and RSA fase 4 connected?
- 4.8 Cost/km
- 4.9 How is the instrument implemented in the country technically/legally?
- 4.10 What technical/legal problems are encountered in the implementation?
- 4.11 Are there existing guidelines? Do they need to be changed or do new guidelines have to be developed?
- 4.12 Has the national law to be changed?
- 4.13

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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Catania 24-28 September 2012

5. Network safety management

- 5.1 Website address or link for information about NSM
- 5.2 Is the procedure prepared?
- 5.3 How do you inform road users of the existence of high accident concentration sections?
- 5.4 How do you establish high accident concentration sections?
- 5.5 What is the composition of the expert teams in terms of experience, education, knowledge?
- 5.6 What will be done with the report of the expert team? Which procedures will be followed?
- 5.7 Do you make public a report of the expert team?
- 5.8 What is the frequency of ranking high accident concentration sections to inform road users?
- 5.9 How do you connect this with the three year ranking of high accident concentration sections (Article 5(1))?
- 5.10 What is in your opinion the connection between network safety management and road safety inspections?

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6. Other subjects

6.1	Website address or link for information about other subjects
6.2	Which aspects are included in the calculation of the average social costs of fatal and severe accidents?
6.3	Which competent entity is drawing up the accident reports for fatal accidents?
6.4	Which procedures are existing after the accident report is drawn up?
6.5	How do you draw up reports of fatal accidents which aren't registered?
6.6	Special road safety issues
6.7	

SIIV **SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT**
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 Catania 24-28 September 2012

Number	QUESTION	Austria	Iceland	Ireland
1 GENERAL				
1.1	Website address or link for general information		Not available. Iceland is not a member of the European Union. However Iceland is a member of EEA (European Economic Area). It has already been decided that the directive on Road Infrastructure Safety Management will be a part of the EEA agreement and by that action the adoption process begins. The first step in the adoption process is to have the directive translated into Icelandic.	No
1.2	Are the Appendices mandatory?	No, but we try to transpose also the annexes in national law (differences are very small and without changing the targets of the directive)	No, but when establishing new zoning procedures for Road Safety Impact Assessment and good Road Safety Inspection the Icelandic Road Administration referred to the appendices in the directive	No, not mandatory

SIV
Road Safety Management

SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT
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Catania 24-28 September 2012

Number	QUESTION	Austria	Iceland	Ireland
1. GENERAL				
1.3	The working area only TEN roads?	No decision yet if only TEN or whole motorway network (costs are currently being calculated)	Mandatory for TEN roads. For other roads RSI and RIA should be done if the cost of the road project exceeds a certain amount. Black spot management and RSI should be performed for all national roads	Yes - only TEN roads
1.4	Link to EU Directive			EU Road Infrastructure Safety Management Directive
1.5	Draft table of Contents	in preparation		See map of table of Contents sheet 13/2/2010 (not enclosed)
1.6	Status of methodology guide books: is there any mandatory or not?		Has not been decided. However the Icelandic Road Administration is working on its own handbook on Road Safety Inspections	Not yet decided. However, DARS standard will be used for RSI and it is mandatory.
1.7	How is the directive implemented in your country? (if any are the legal instruments?)	change in the Roads Act, new decrees on safety management to the Roads Act, new decree for the training and certification of auditors	The national law has not to be changed as in the Icelandic Road Act (from 2007) it says that the Minister of Transport can enact a regulation on Road Infrastructure Safety Management	The EOI 2009096 to unite the 2009090 instrument is regulation that will be signed into law by the Minister for Transport. The details of this is not yet agreed. Meetings with DoT ongoing Management

SIV
Road Safety Management

SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT
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Catania 24-28 September 2012

Number	QUESTION	Austria	Iceland	Ireland
2. Road safety impact asses				
2.1	Website address or link for information about RSI		Not available.	Road Safety Impact Assessment (RSIA) (H.Moring Dec. 05) Road Safety Impact Assessment and Accident Prediction Model - Tools, Recommendation and Implementation Aspects (Report Sept 07)
2.2	Is the procedure prepared?	Yes	Yes, the Icelandic Road Administration has established a new working procedure for Road Safety Impact Assessment (which was former the first stage of Road Safety Audit)	Draft documents have been prepared. Is available.
2.3	Which entity is undertaking road safety impact assessment (RSIA)?	ASFINAG (motorway operator)	Road Designers and Road Safety specialists from the Icelandic Road Administration and also in some cases representatives of local authorities. Consultants (ingeniering firms) can also	RSIA should be undertaken by members of the scheme design team.

SIV
Road Safety Management

SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT
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Number	QUESTION	Austria	Iceland	Ireland
2. Road safety impact asses				
2.4	Are there manuals available for undertaking RIA?	No	Not yet.	Draft RSI guidelines prepared. Is available
2.5	Is there a format available to report the results of a RIA?	No	A format is being prepared	Draft RSI guidelines prepared. Is available.
2.6	Which procedure exists after the draw up of the RIA-report?	part of the legal procedure.		This RIA report will become part of a larger Scheme Constraints study. It will also act as a source of information for the independent "Stage F" RSA
2.7	How do you handle with the elements of annex 1 in the process of assessment?	Most of the elements are transposed into national law.	Annex 1 was the basis for the new working procedure on RSI that the Icelandic Road	We used Annex 1 as a "ROAD MAP" to prepare our draft RSI.

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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Catania 24-28 September 2012

CEDR TGRS have modified the original spreadsheet and we are now using it to monitor the implementation of the Directive throughout our member countries.

Standards and Guidelines are being exchanged and the spreadsheet twice a year a regular meetings.

22

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
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The questions asked in this new spreadsheet include:

- Progress (in implementing the Directive into law)**
- Standards/Guidelines**
- Curricula**
- Requirements and certification**
- Network the directive applies to**
- Admittance of standards and guidelines to Brussels**
- Feedback from Brussels Y/N**
- General remarks**

23

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SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
Theoretical principles and practical application in the framework of the European Directive 2008/96/CE
Catania 24-28 September 2012

Country	Progress (in implementing the directive into law)	Standards/Guidelines	Curricula	Requirements and certification
Danish (Vallonia)	Directive has already been implemented into law. (Dec. 2010)	Guidelines are completed and approved. (Jan. 2012)		Auditors must have attended a course (DISH) and also it is of importance that they have relevant experience. The minister of transport is giving the certification.
Cyprus	Already implemented in February 2011	Road Safety Audit' Guidelines: completed in June 2012. Road Safety Inspectorate Guidelines completed in July 2012. RISA and NISU Guidelines will be completed by October 2012.	Formulated and included in the Road Safety Audit' Guidelines.	Formulated and included in the Road Safety Audit' Guidelines. The first group of Engineers from the Public Works Department were issued in auditors in December 2011.
Estonia	Have changed the Road Law. The Road Administration and municipalities are the competent entities that will perform the instruments of the directive.	Have guidelines at the moment but they will be changed in the light of the new law. Guidelines for RISA also need to be done.	Work for the curricula for RISA is almost completed.	Requirements to auditors in the law. A master's degree in road design. Training for 20 hours and experience of 5 years. Auditors have to renew certificates every 5 years. Auditors holding old certificates must renew them within 3 years.

24

SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT
Theoretical principles and practical application in the framework of the European Directive 2008/96/CE
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Country	Progress in implementing the directive into law	Standards/Guidelines	Curricula	Requirements and certification	Network the Directive applies to
Ireland	On September 5th 2011 the Minister of the Interior issued signed a regulation on Road Safety Management. Several legislative and social measures have effect on October 1st 2011. This year the Directive has not formally been implemented in Ireland. The national law had to be changed as in the Icelandic Road Act 2007 to cater for the Minister of the Road to issue a Regulation of Road Infrastructure Safety Management.	Guidelines are available for RSA, RSA and FSI but guidelines for <i>strong road/road management or the development of operation</i> must be written.	According to the new regulation the National Road Administration is responsible for the curriculum. RSC Co-ordinator has now given a course on RSA in Ireland. A few courses have started in Ireland. A course of representatives from TSD in Ireland is planned for November 2012.	In order to get a certification as an auditor the person in question must get appropriate training in accordance with the curriculum. Administrators must practice use the procedures described in the Directive for projects on those national roads that are TEER roads.	TEER network according to the new regulation. The Icelandic Road Administration will practice use the procedures described in the Directive for projects on those national roads that are TEER roads.
Ireland	SI 412 of 2011 was signed into law last week September 2011 that implementing the Directive in Ireland.	Standards and Guidelines for RSA, FSI, RSI and MDO are now in place and a copy of standards and guidelines were published in SI 412 on 14th March 2012. For more info visit http://www.nra.ie/regprosys/PublicationInfo/01613231en.pdf	Curriculum agreed and on NPUL website. Fourth Part of Competence for auditors completed June 2012.	The course lasts 2 days a week for 5 weeks. Those who attend the course need to have an engineering degree (EMS Consulting is giving the course for auditors in cooperation with University College Dublin who are giving the certificate).	The directive will apply to the TEER network but the NPUL will implement it on the whole national road network.
Italy	The directive has been transposed into law through Legislative Decree n. 36 of March 30th 2011 published in the Official Journal on 11th April 2011. Additional information from Italian Highway Law 2010, On August 19th, 2011 the Italian Road Code n. 3075/10 was adopted in Directive by the different members of the Ministry of the Environment and Transport and the responsibility set in the Italian transportation.	The Directive is available for RSA, FSI, RSI and MDO are now in place and a copy of standards and guidelines were published in SI 412 on 14th March 2012. For more info visit http://www.nra.ie/regprosys/PublicationInfo/01613231en.pdf	The Directive is available for RSA, FSI, RSI and MDO are now in place and a copy of standards and guidelines were published in SI 412 on 14th March 2012. For more info visit http://www.nra.ie/regprosys/PublicationInfo/01613231en.pdf	By the end of 2011 the Ministry of Infrastructure together with the Ministry of Education will have to define the requirements concerning the training of auditors and inspectors. A course of 100 hours is planned. An engineering degree is a prerequisite for attending the course. Auditors must have worked as engineers for 5 years. The Ministry of Infrastructure is the Ministry of Education will give the certificate.	TEER road network colour will be updated to include information by 2016.

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Chairman CEDR Technical Group Road Safety.
Senior Project Manager Road Safety,
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