



The Role of Motorways operators in Road Safety (2000-2010) – Reports on best practices

Implementation of EU
EU Directive 2008/96 on road
infrastructure safety management


ASECAP COPER II - Safety and Environmental
Technical Workshop, Feb. 28th 2010

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EU Directive 2008/96 on road
infrastructure safety management

- The Directive requires the implementation of:
 - Road safety impact assessments
 - Road safety audits
 - Safety ranking and management of the road network
 - Safety inspections
 - Data management
 - Appointment and training of auditors on all Roads of the trans-European road network till 19 December 2010



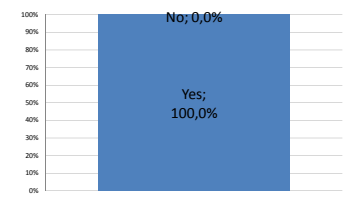
EU Directive 2008/96 on road
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- Workshop ASECAP COPER II, 28 February 2010
 - share knowledge and best practice among their members
 - questionnaire among all ASECAP members
 - now first preliminary results available
 - final results expected in April




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- All answering members believe implementation can be done within the timeframe



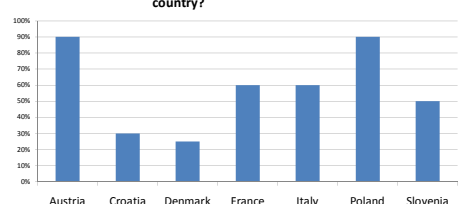
Response	Percentage
Yes	100,0%
No	0,0%




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- Approximate percentage of implementation at the moment

Approximate percentage of implementation done in your country?

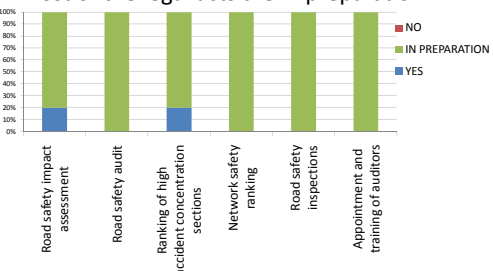


Country	Approximate percentage of implementation
Austria	~90%
Croatia	~30%
Denmark	~25%
France	~60%
Italy	~60%
Poland	~90%
Slovenia	~50%



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- Most of the legal acts are in preparation...



Legal Act	YES (%)	IN PREPARATION (%)	NO (%)
Road safety impact assessment	~15	~85	0
Road safety audit	0	100	0
Ranking of high accident concentration sections	~15	~85	0
Network safety ranking	0	100	0
Road safety inspections	0	100	0
Appointment and training of auditors	~15	~85	0

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-and the work on the guidelines is ahead or there is no need of a guideline

Task	YES (%)	IN PREPARATION (%)	NO (%)
Road safety impact assessment	20	60	20
Road safety audit	35	65	0
Ranking of high accident...	35	65	0
Network safety ranking	20	80	0
Road safety inspectors	35	65	0
Data management	20	60	20
Appointment and training of auditors	35	65	0

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- The existing methods of road infrastructure safety management systems in divergence to the directive are being adapted in all countries

[6] Several Member States already possess well functioning road infrastructure safety management systems. These countries should be permitted to continue using their existing methods, in so far as they are consistent with the aims of this Directive.]

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- Most of the countries decided not to implement road infrastructure safety management systems outside the trans-European road network.
- Austria, France, Portugal and Italy are discussing to include all motorways (no decision yet)

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- There will be full correspondence with the non binding annexes

full correspondence with the criteria set out in the Annexes of the directive?

Annex	YES (%)	NO (%)
Annex I ROAD SAFETY IMPACT ASSESSMENT FOR INFRASTRUCTURE PROJECTS	100	0
Annex II ROAD SAFETY AUDITS FOR INFRASTRUCTURE PROJECTS	100	0
Annex III RANKING OF HIGH ACCIDENT CONCENTRATION SECTIONS AND NETWORK SAFETY	100	0
Annex IV ACCIDENT INFORMATION CONTAINED IN ACCIDENT REPORTS	100	0

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- 60% have existing training curricula for road safety auditors at the moment

Does your country already have an existing training curriculum for road safety auditors ?


Response	Count	Percentage
Yes	3	60%
No	2	40%

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- 40% have an award of a certificate of competence at the moment

Is there an award of a certificate of competence at the moment?

Response	Count	Percentage
Yes	2	40%
No	3	60%

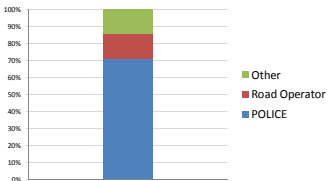
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- No one has periodic further training courses for auditors available at the moment


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- The competent entity for gathering accident data is mostly the police


Who is the competent entity in your Country for gathering accident data?



Entity	Percentage
POLICE	~70%
Road Operator	~15%
Other	~15%

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- Points of discussion:
 - Different phases in the planning process e.g. post-opening audit
 - Less practicable criteria for decisions within motorways e.g. RSIA
 - Certification schemes of the auditors and recognition of certificates of other member states

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- Conclusions:
 - Implementation is in progress
 - For sharing best-practices existing expert-networks e.g. ASECAP should be used
 - Legislation is the most critical part
 - Harmonisation of guidelines and legislation has to be prepared
 - Basic accident data are not yet harmonised



Thank you for your attention.