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

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

- 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

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

Approximate percentage of implementation at the moment

Most of the legal acts are in preparation...
• ...and the work on the guidelines is ahead or there is no need of a guideline

EU Directive 2008/96 on road infrastructure safety management

• 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.

EU Directive 2008/96 on road infrastructure safety management

• 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)

EU Directive 2008/96 on road infrastructure safety management

• There will be full correspondence with the non binding annexes

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

EU Directive 2008/96 on road infrastructure safety management

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

EU Directive 2008/96 on road infrastructure safety management

• 40% have an award of a certificate of competence at the moment
• No one has periodic further training courses for auditors available at the moment

• 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

• 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.