



*Association Européenne des Concessionnaires  
d'Autoroutes et d'Ouvrages à Péage*

# **NETWORK-WIDE ROAD ASSESSMENT**

ASECAP welcomes the initiative of the European Commission to make road safety one of the top priorities to reduce fatalities and injuries on European road network. They also confirm their commitments toward road safety and support the safe system approach promoted by the EC.

The 3<sup>rd</sup> Mobility Package includes amendments on the road infrastructure safety management directive, including the network-wide road assessment. However, there are several proposed ranking methods of rating infrastructures which considers a significant number of various parameters about operational conditions and infrastructure characteristics.

All efforts to minimize deaths and injuries worldwide are welcome, although several suggested proposals must be very carefully studied, otherwise the application of them can produce the opposite results of the expected ones. Investing in infrastructure improving road safety properly is expected to decrease the number of accidents and their consequences. The correct allocation of funds should result in minimizing the number of accidents, deaths and injuries, which will be succeeded only if a much larger number of parameters are included in the analysis of the road infrastructures.

#### *ASECAP Considerations on Network-wide Road Assessment*

ASECAP recognized that generating homogenous road network all over Europe is a difficult target. Each country has its own road-regulations, various types of road cross section types, differences in vehicle classification, various weather/ environmental conditions and drivers' education and behavior. The type and accuracy of the collected data as well as the specific methodology that the ranking systems will be based on, is critical in order to get the best outcomes.

- Each country's Strategic Plan compliance with RSIM directive (in which the existing network, network future schemes & improvements are proposed) should **take into consideration the accidents analysis since 2011**.
- Categorization of roads with respect to the traffic and geometric characteristics, including cross section type is required. It is important to increase the number of the proposed road categories in order to be able to face in the same way similar cases. These basics are respected in the practice of implemented NSM procedures.
- It is required to hierarchy the road network into urban, suburban and interurban, as well as differentiate toll and not toll network.
- Drivers' behavior varies not only between countries but also between local regions and is heavily dependent on driver's education. A lot of work is required on this topic worldwide. The same type of road improvement may be faced in a different way per country or even per prefecture.
- Any accident may be linked to different and multi-causes. Detailed accident analysis is required to identify the contributory factors and assess the factors which refer to infrastructure characteristics; otherwise the investment will not have the expected results.

According to the above, ASECAP is encouraging the detailed analysis of each accident, before a general assessment of road infrastructure sections takes place. Parameters like the vehicle type, age and classifications, as well as driver's behaviours, education and incomes could lead to very useful inputs on the analysis of the accidents. The road mobility is an open system with a lot of parameters. **The holistic evaluation and deeper analysis of each accident could lead to the better understanding of the reasons that leads in the different type of accidents.**

**The holistic and deep analysis of the accidents and the evaluation of all the findings (accidents parameters) will lead to concrete actions and decisions, towards the "Vision Zero".**

**More specific, ASECAP supports:**

- The Country Strategic Plan to be taken into account, including the timetable of application of this.



- Categorization of roads (national roads or motorways) and classification of vehicles should be defined, based on common methodology.
- Different benchmarks for urban, suburban and interurban, rural should be applied.
- Detailed analysis of accidents defining infrastructure's involvement.
- Feasibility study and Cost Benefit Analysis for each project is required.
- Increase of Drivers' and Pedestrians' education on Safety matters.
- Increase of Police enforcement for not respecting speed limitation, bad driving behaviour (people driving with high alcohol or drug rate, not wearing seat belt...).

Transparent and scientific evaluated methodologies could be considered in high performing road systems as a significant attempt of reducing the number of traffic accidents, death and injuries; however, the existing methodologies need improvements in order to succeed its scope. Some known methodologies are not well focused and designed for high performing motorways and requires further improvements to success the expected outcome. Methodologies should take into consider the different ITS equipment (automatic incident detections, cameras, TMC, ...)

**ASECAP and its members believe and highlight the following points:**

- Network Safety Management (NSM) is state of the art since years on ASECAP member's network.
- European Union legislative framework on road infrastructure safety management ([Directive 2008/96/EC](#)) is fully applied by ASECAP members and part of their daily business.
- All Road Safety Instruments (RSIA, RSI, RSA, NSM) are coherent procedures which provide very effective and efficient tool to continuously improve and quality assure the high-level standards of ASECAP road network operators.
- **ASECAP members want to recall that toll motorways are designed, built and operated with the highest standards to guarantee the best safety conditions.** In the planning stage, the motorway is designed to reduce the number of accidents and avoiding situations of risk to drivers. Geometric characteristics guarantee safe driving by using minimum width limits for curves, separate roads, wide road lanes, cutting out level crossings and so on.
- Toll motorway operators invest massively for road safety. Thanks to the toll system, they are able to implement and deploy the highest safety standards and best safety technologies. **Therefore, any additional investments required to improve road safety in toll motorways should be compensated to guarantee the economic balance of the contract.**

**ASECAP members road network only record 8 % of road fatalities occurred on motorways<sup>1</sup>. Our motorways are specially designed and built according to the highest quality and technological standards, in order to guarantee to all drivers 24/7 the best safety conditions, appropriate speed limit, high levels of service and driving comfort in all weather conditions.**

**ASECAP operators are safeguard the effective application of the foreseen Road Safety Inspection (RSI), Road Safety Audit (RSA) and Safe System approach. Based on their strong experience, ASECAP members would like to share their knowledge, to amend network assessment methodologies which could include elements and characteristics of road infrastructure safety management that are specific to motorways.**

<sup>1</sup> European Commission - Fact Sheet, La Valette, 28 March 2017

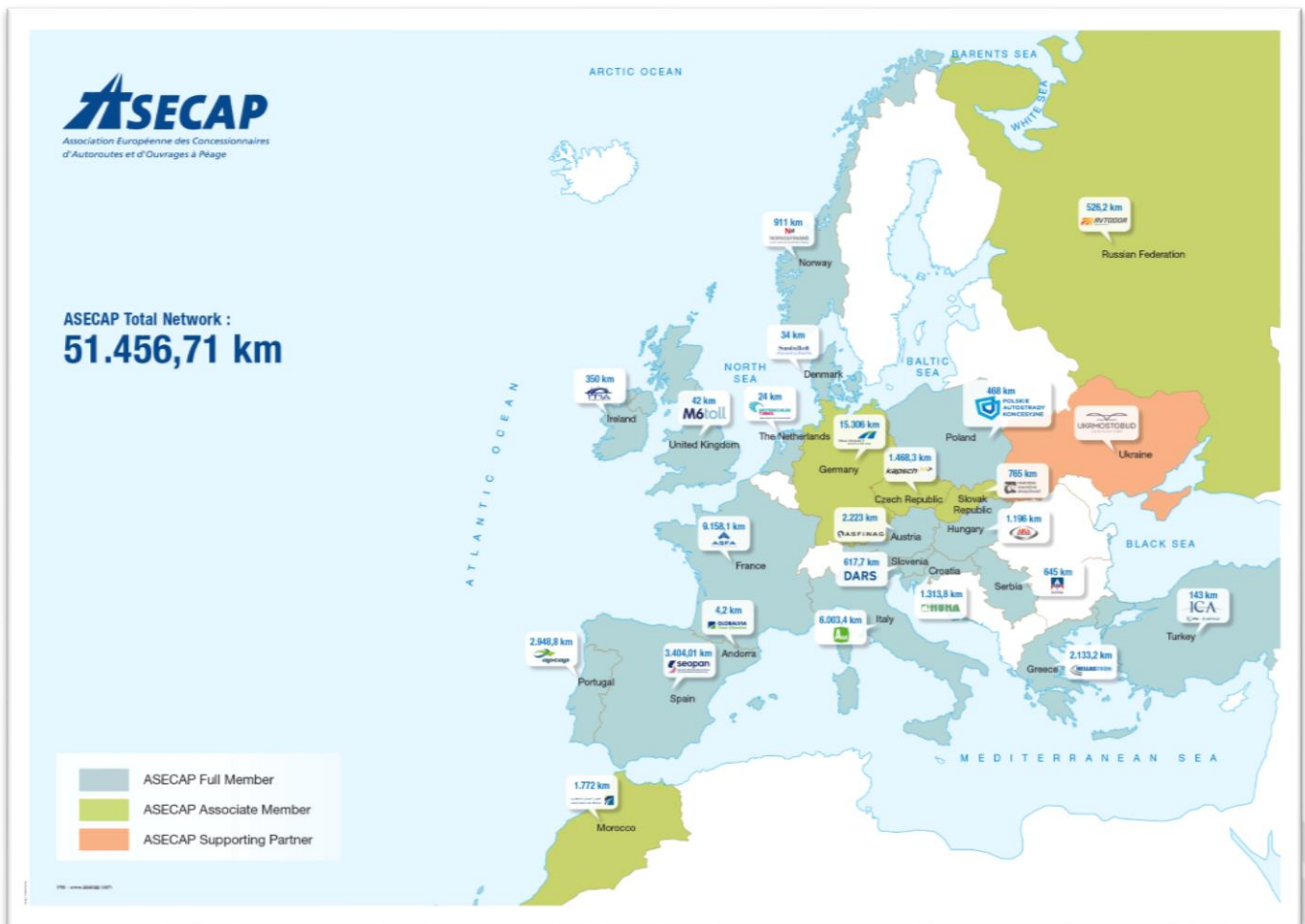


**About ASECAP:**

*ASECAP is the European Association of Operators of Toll Road Infrastructures, whose members' networks today span more than 51.456,71 km of motorways, bridges and tunnels across 24 countries.*

*ASECAP's purpose is to defend and develop the system of motorways and road infrastructures in Europe applying tolls as a means to ensure the financing of their construction, maintenance and operation, with high level safety standards.*

*ASECAP members are operating the safest category of roads, with 64% reduction of the fatality rate since 2001, supported by 7 Billion Euros investments per year.*





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