

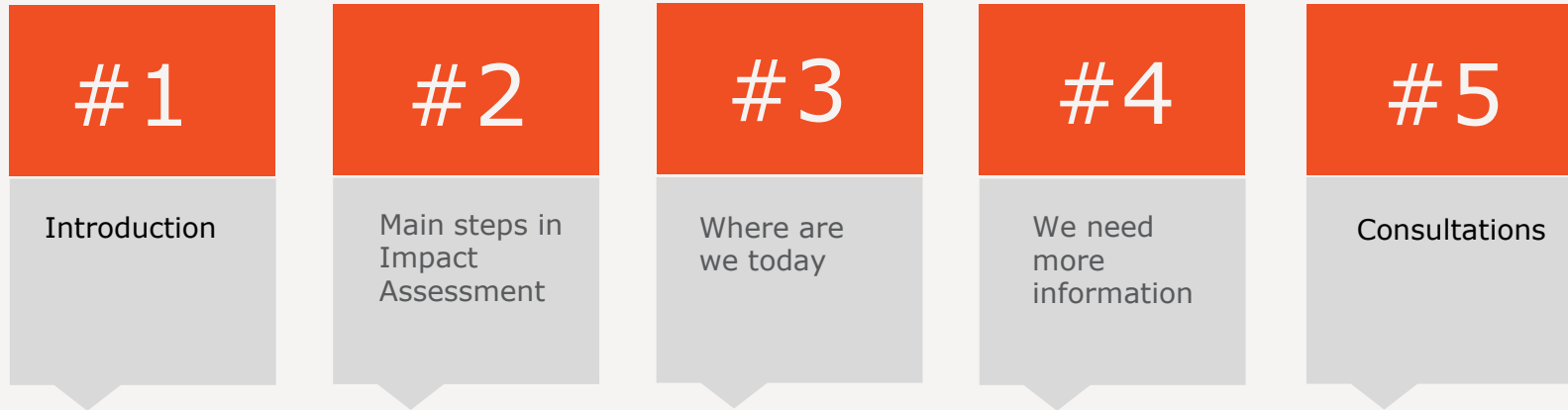
Overview presentation at ECOROAD final conference, Brussels 10 May 2017

Impact assessment support study for the revision of the Directive 2008/96/EC on **road infrastructure safety management** and Directive 2004/54/EC on minimum safety requirement for **road tunnels** in the trans-European network

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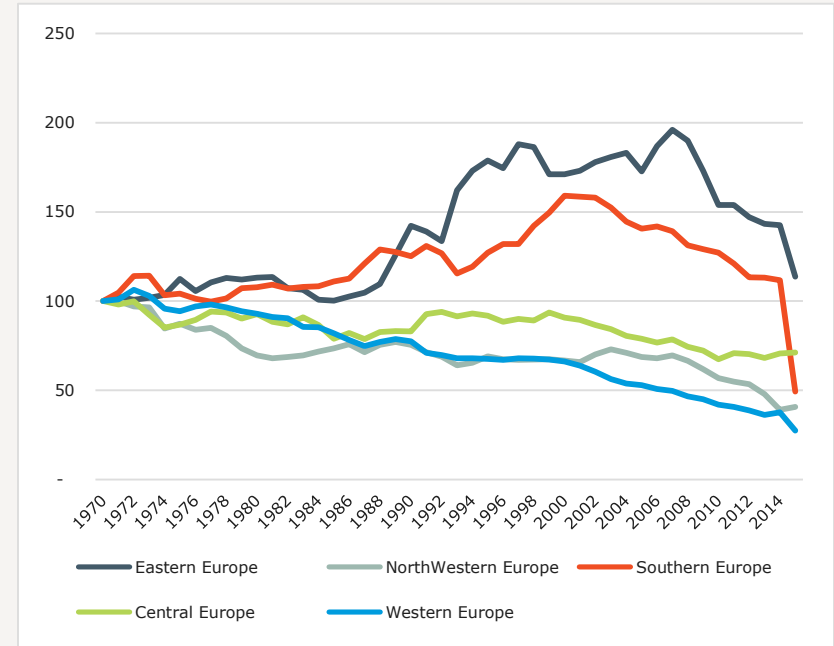
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Content



Introduction

- Directives part of the EC policy orientation to improve road safety
 - 50% reduction in road fatalities by 2020
- 2015 evaluation highlighted recent years' decline in number of fatalities and injuries on the European roads
 - But not as fast as desired
- European road safety work is on track
 - Road safety policies are still relevant
- To reach target additional efforts must be made on national and EU level
- Target only addresses part of the problem; i.e. not:
 - Vulnerable road users
 - *Injuries* do not decline as rapid as *fatalities*
 - Data and monitoring is lacking



Introduction - Directive 2008/96/EC on road infrastructure safety management

Evaluation report in December 2014

- › Evaluate how the directive has been put into practise
- › How has the directive been able to respond to the problems
 - › Triggered new way of thinking
 - › Procedures are now in place
 - › "Common language"
- › Identify areas where improvements can be made:
 - › Limitation in scope
 - › Limited impact in planning stage
 - › Not very precise or detailed in requirements
 - › Do not really trigger behavioural change in the approach used to select safety equipment etc.
 - › Not triggered (more) exchange of best practices

Final Report

**SPECIFIC CONTRACT
MOVE/A3/350-2010 IMPACT ASSESSMENTS AND
EVALUATIONS (EX-ANTE, INTERMEDIATE AND EX-POST) IN
THE FIELD OF TRANSPORT**

**Study on the effectiveness and on the improvement of the EU
legislative framework on road infrastructure safety
management (Directive 2008/96/EC)**

**PRELIMINARY ANALYSIS OF SOME CRUCIAL AREAS FOR ROAD
SAFETY AND FOR SAFETY OF ROAD INFRASTRUCTURE**

European Commission
Directorate-general for Mobility and Transport

Date: December 2014



Introduction – Directive 2004/54/EC on minimum safety requirements for road tunnels...

Evaluation report June 2015

- › How have MS implemented Directive
- › Status in implementation
 - › Transposition into national legislation complete
 - › Most countries with 2014 deadline are in place
 - › 2019 deadline countries will face some challenges
- › Main conclusions:
 - › positive influence on road tunnel safety management
 - › legislation well aligned with the problems aimed to address
 - › but the job of bringing all TEN-T road tunnels over 500m into compliance with its requirements is far from complete



Impact assessment – what we are trying to do

> Problem definition

- > We aim at identifying and documenting problems related to the two directives
- > e.g. problems that directives aim at tackling, but fail to do
- > what are causing these problems (drivers and root causes)
- > Baseline

> Formulate objectives

- > What do we want to obtain with respect to the problems, drivers and root causes

> Develop options

- > To address problems, drivers and root causes
- > Aiming at obtaining objectives

> Analyse impacts from options

- > What are the changes triggered by the options
 - > Economic, social and environmental impacts
 - > on fatalities and injuries
 - > administrative costs and other costs

> Compare options

- > Using CBA, MCA and other tools for comparison

> Monitor development in achievement of objectives

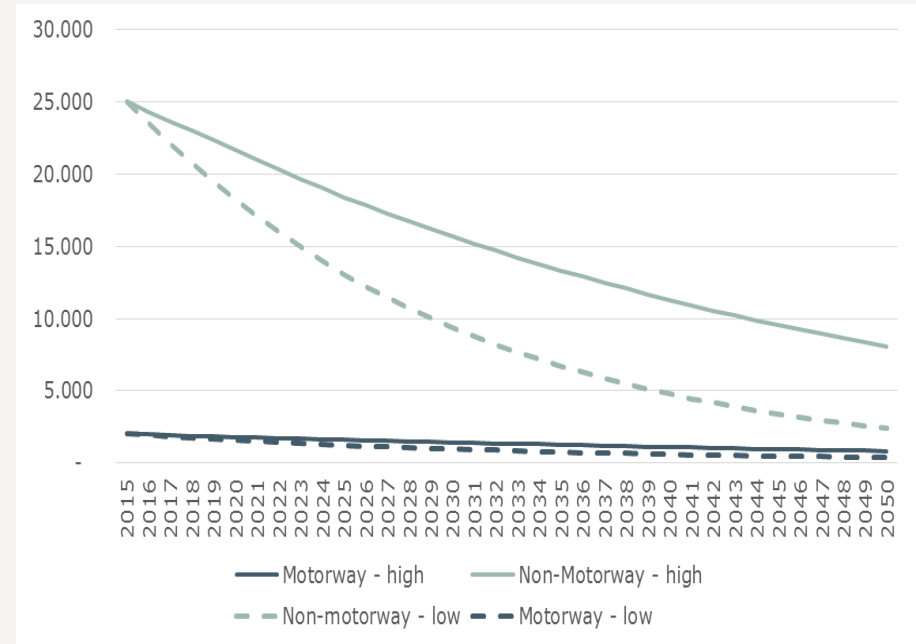
Where are we in the project? – identifying problems

- > Challenging task in defining the right problems
- > Documentation of what constitute a problem
 - > what is the problem
 - > why is it a problem
 - > how big is the problem
- > Many problems are also driving other problems
- > What is driving the identified problems
 - > Things that prevent a reduction in the problems
 - > What are the root causes leading to the driver
- > Used the evaluations as first steps

| Problem | Driver | Sub-drivers | Root causes |
|--|---|---|-----------------------------------|
| sub-optimal safety performance of road and tunnel infrastructure | Ineffective application of EU road infrastructure safety management and tunnel safety legislation | RISM and tunnel procedures are not fully applied | High refurbishment costs.... |
| | Gaps and lack of clarity in legislation | Road authorities do not have to implement the recommendations following the RISM procedures | No minimum requirements |
| | | No minimum safety standards | General requirements in directive |

Where are we in the project?

- > Working with three overall problem areas
 - > sub-optimal safety performance of road and tunnel infrastructure
 - > Unnecessary administrative burden
 - > No internal market for road infrastructure safety management
- > Establishing the documentation and the related objectives
- > Initial discussions of options
- > Setting up baseline
- > Setting up analysis framework



But we really need validation and further
documentation



Stakeholder consultations

Two sets of consultations are now being initialised

1. Open public consultation

- > "Your voice in Europe"
- > Will open within short time

2. Targeted stakeholder consultation

- > Have sent questionnaire out to a long list of stakeholders
- > Some of you may have received it as well
- > We use this for data collection, confirmation and validation of preliminary elements

We have

Questions aimed at experts and authorities

Example

Targeted stakeholder consultation questionnaire

- 1.1 Introduction
- 1.2 General introduction to the study
 - 1.2.1 RISM Directive 2008/96/EC
 - 1.2.2 Tunnel Directive 2004/54/EC
- 1.3 **General questions**
- 1.4 Questions regarding **potential issues** with current legislation
- 1.5 **Baseline** – no EU policy change
- 1.6 Formulation of **options**
- 1.7 **Effects and impacts** of policy options
- 1.8 Closure

| Problems | Rating on a scale of 1 (not at all relevant) to 5 (very relevant) | Rating on a scale of 1 (not at all important) to 5 (very important) in terms of EU action |
|---|---|---|
| 1. Sub-optimal safety performance of road and tunnel infrastructure | | |
| 2. Unnecessary administrative burden | | |
| 3. No internal market for road infrastructure safety management | | |

If you have not received
the questionnaire please
contact me:

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