



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

REVISIONS THE 2 ROAD SAFETY DIRECTIVES

TUNNEL DIRECTIVE 2004/54/EC

(MINIMUM SAFETY REQUIREMENTS FOR TUNNELS IN THE TRANS-EUROPEAN ROAD NETWORK)

RISM DIRECTIVE 2008/96/EC

(ON ROAD INFRASTRUCTURE SAFETY MANAGEMENT OF TENS)

POSITION PAPER

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EC is re-examining the two safety directives Tunnel Directive 2004/54/EC (minimum safety requirements for tunnels in the Trans-European Road Network) and RISM Directive 2008/96/EC (on road infrastructure safety management of TENs). European Commission is currently assessing both the above Directives and has launched a public consultation.

ASECAP carried out recently an internal study to analyse the current situation concerning the implementation of both Safety Directives amongst its members examining as well the associated risks and opportunities for possible changes in the present legal system in force.

Findings of the study

Based on the ASECAP data gathered, ASECAP members apply the EU law in force, regarding the above two directives and their annexes, being in permanent full cooperation with their national authorities and EU Institutions;

ASECAP members want to highlight that the two Safety Directives cover two different environments, the tunnels (technical) and open roads (managerial). The RISM deals mostly with infrastructure management procedures like Road Safety Audits and Road Safety Inspections. The Tunnel Directive is a very technical one;

ASECAP members recognize the sensitivity and the complexity in the two Directives. Therefore, ASECAP considers preferable a prudent well focused approach regarding several topics in the Directives which demand a coordinated understanding by the various entities involved;

ASECAP members consider essential to maintain a certain degree of flexibility in the two Safety Directives. Thus, any possible amendments in each Directive should take into account the different infrastructure environments in each directive;

ASECAP members want to draw attention of the Commission that any possible changes in the Directives should be well focused. It should not lead to an increasing complexity of procedures and costs that might threaten to compromise the existing high safety standards;

ASECAP members point out the need to have a cost-benefit analysis prior to any amendments of both directives;

Under this approach, it is to be understood that ASECAP members might be ready to consider - where appropriate- well-measured actions/amendments that could be always undertaken towards potential improvements.

From that perspective, ASECAP members promote the exchange of knowledge and best practice regarding the application of the two directives.



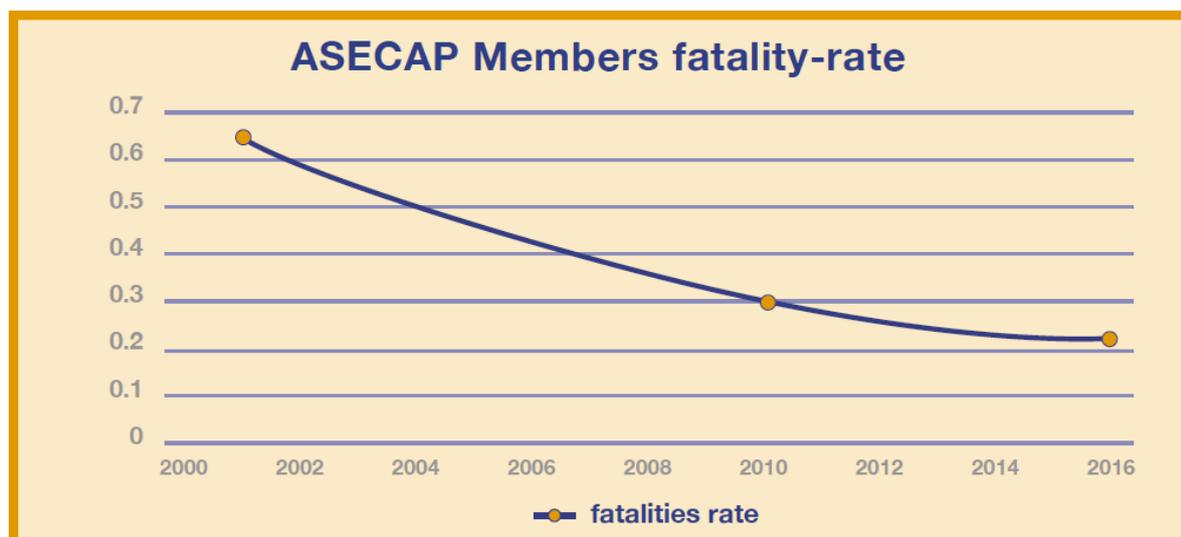
Conclusion

The procedures of the Directives are applied by ASECAP members and are part of their daily work. The gathered data by ASECAP members, applying the two directives, are satisfactory and thus there is no need to exclude parts of the existing legislation in force. Maintaining the existing framework of the two Directives is considered desirable by ASECAP members. However, ASECAP members are ready to contribute with their *know-how* should the policy makers consider potential improvements (modifications) to the Directives that will have positive impact on road safety.

The final recommendation is that there is no need to amend the two directives, as each of them covers properly the two infrastructure environments (“open roads” and “tunnels”). The 2 directives are different by nature. Each of them covered well their perimeter. Tunnel-Directive is more technical, RISM-Directive is more organisational. Thus, it is difficult to compare the Directives and a harmonization seems to be hardly possible.

About ASECAP:

ASECAP is the European Association of Operators of Toll Road Infrastructure, Bridges and Tunnels. It is the sole pan-European organization that brings together operators responsible for the management of more than 50.000 km of motorways, bridges and tunnels, in 22 countries. The network of ASECAP's members constitutes a large part of the Trans-European Road Network connecting cities, airports and ports. Priority is road safety. All the actions undertaken by the motorway operators in the last decades show strong improvement. The fatality rate has been divided by 3 since 2001.



	2001	2010	2016
Number of fatalities	1129	755	447
Fatality rate	0.65	0.30	0.23



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