

## *12<sup>th</sup> ASECAP Road Safety Conference*

### **Why should we be all involved in saving lives?**

ASECAP celebrates its 12<sup>th</sup> Annual Road Safety Conference, taking place in the European Parliament, in Brussels on the 18<sup>th</sup> of March 2019. ASECAP and its members consider Road Safety as their key mission and the cornerstone of their operations ensuring that “toll roads remain the safest roads in Europe”.

Given that road safety is a shared responsibility it involves all stakeholders. Road safety is the result of the efficient and close interaction between the infrastructure, the vehicle and the driver. ASECAP supports Commission Zero Vision plan which implies to act on the 3 pillars.

According to EU statistics, there are still 25.500 people who lost their lives, 135.000 seriously injured (EU 2016 figures). Facts and figures show that 95 % of fatal accidents are caused by human behavior. Trend of safety improvement is not following Commission expectations. One of the main causes identified so far by the toll road experts is “DISTRACTION” due to the use of mobile devices.

There are therefore Actions needed:

- on driver education, awareness
- on people at risk like the employees working on the network to make the road safer who are vulnerable users
- proposed smart safety solutions on vehicle
- legislative measures
  - black box inside the vehicle to record to identify the causes of accidents
  - strengthen the fines for people using mobile phone

**Illustrations with the MoU signed today with IRF and tomorrow Joint workshop with PIARC and ASECAP road safety experts.**

Moreover, as already states, after a good trend in reducing the number of fatalities in the European road which was positive results to reach the EU goals to have the number of deaths, there is a slow and even an increase of the figures related to road safety. In order to reach “Zero Vision” target of the Commission promoted by a safe system approach, transition period (prior to full deployment of autonomous vehicles) will require further adaptations.

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.

Specifications will be required to ensure readability and detectability of road signs and marking for human drivers and automated driver assistance systems. ASECAP experts, with high level knowledge on road infrastructure maintenance and operations, are willing to participate to the expert groups that will be set up by the EC and to provide their experience to prepare next generation of signings.

**ASECAP members are strongly committed to road safety and willing to share their knowledge with other experts and the European Commission.**

ASECAP would like to take also the opportunity to congratulate the provisional agreement reached by the European Council and the European Parliament on the proposal to strengthen road infrastructure management to reduce road fatalities and serious injuries.

The proposal introduces a network-wide road safety assessment as well as the opportunity to establish common specifications including different elements aiming at ensuring the operational use of their road markings and signs in order to foster the effective readability and detectability of road signs and marking for human drivers and automated driver assistance systems. ASECAP would like to highlight 3 points: Network-wide road safety assessment, Road Safety Audits and Inspections, Road markings and signs

*Reference:* <http://www.asecap.com/press-releases.html?download=337:statement-road- infrastructure-safety-management-rism>

ASECAP would like also to recall the following point. Every year, thanks to sustainable funding based on user/pay principle, concessionaire companies invest more than 7 billion euros to improve, enlarge and upgrade their motorway network. Furthermore, concessionaires face a yearly cost of 5 billion euros in operation and road maintenance. Thus, by using the toll concession system, governments are saving every year more than 12 billion euros that can be allocated to any other social priorities.



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