

Research, Equipment and Innovation to enhance Road Safety

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Asecap Road Safety Event – Prague – March 1, 2010




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- The European Union Road Federation (ERF):
 - Non-profit European Association
 - Represents public and private entities linked with Road Infrastructure
 - European platform of dialogue
 - Expresses the views of the Road Infrastructure Sector
 - Promotes research
 - For a safer, more sustainable and efficient mobility

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- The needs in terms of Road Safety (1) - RSAP
 - Clear figures
 - Comparable statistics
 - Common definition (fatalities, serious injuries)

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- The needs in terms of Road Safety (2) - RSAP
 - Clear Management Plan
 - Country specific objectives
 - Regular monitoring of the progresses


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- The role of the Road Infrastructure
 - The 3rd Pillar (Driver, Vehicle, *Infrastructure*)
 - Too often overlooked
 - Efficient and low-cost measures
 - Immediate effect

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- The Challenges
 - Europe's Ageing Population
 - By 2060 over 30% of the population will be 65 or more
 - Increased mobility
 - Vulnerable road users (cyclists, pedestrians, PTWs...)



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- Major areas in the Road Infrastructure:
 1. Road Restraint Systems
 2. Road Surface
 3. Road Markings
 4. Road Signs
 5. Road Management and Maintenance
 6. ITS

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1. ROAD RESTRAINT SYSTEMS (1)

- Common testing Methods in Europe (EN 1317)
 - But, national decision on the level of protection
 - Different protection levels across Europe in similar conditions
 - Need for harmonisation
 - The Road Infrastructure Sector pleads for an harmonised implementation



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1. ROAD RESTRAINT SYSTEMS (2)

- Proper installation and maintenance (common guidelines supported by manufacturers)
- Vulnerable Road Users
 - PTW (adaptation of barriers to the PTW (EN 1317 Part 8)
 - Test procedures definition (e.g. with dummies)
- Heavier Vehicles (e.g. EMS)



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2. ROAD SURFACE (1)

- Main interface road/vehicle
- Skid Resistance (high friction solutions)
- All weather conditions (porous surfaces)



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2. ROAD SURFACE (2)

- Longer life cycle and less environmental impact
 - Recycling
 - More sustainable
 - Less maintenance (less safety risk)



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3. ROAD MARKINGS (1)

- First and Main Visual Reference on the Road
- Must be visible
- In all weather conditions (WNV)



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3. ROAD MARKINGS (2)

- Retro-reflectivity (for all users)
- High performance systems
- Quality, Performance Standards
- Lower maintenance (less risks)



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4. ROAD SIGNS (1)

- Visibility (night and day)
- Conspicuousness
- In adverse conditions



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4. ROAD SIGNS (2)

- For all users (cars, trucks...)
- Ageing population
- In all weather conditions
- High performance systems
- Variable message signs



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5. ROAD MANAGEMENT AND MAINTENANCE (1)

- Road Management (the road is a space to share)
 - Clear Vision at all stages
 - Planning
 - Design
 - Construction
 - Operation
 - Maintenance



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5. ROAD MANAGEMENT AND MAINTENANCE (2)

- Road Maintenance
 - More performant materials and systems
 - Reduction of the maintenance operations
 - Minor risk of accident
 - Harmonisation of regulations in Work Zones areas



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6. ITS (1)

- Role of Galileo and ICT technologies
 - Dynamic Traffic Management
 - Smoother traffic flow
 - Logistics
 - Transport of sensitive goods
 - Tracking and Tracing
 - Position and Status
 - Dangerous goods
 - Life stock



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6. I T S (2)

- EGNOS / GALILEO
 - Accuracy
 - Reliability
 - Consistency
 - Integrity



- Projects (Mentore, Scutum)
- Road User Charging (GINA)

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• CONCLUSIONS

– The Road Infrastructure Sector

- is fully committed to R & D
- provides **now** plenty of cost/benefit solutions
- Is a **major contributor** to the improvement of Road Safety

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IRF 16th World Meeting
Lisbon - 25 to 28 May 2010

www.irf2010.com



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THANK YOU
FOR YOUR ATTENTION



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