

ASECAP Technical Webinar on Accident Data Analysis, Road Safety Barometers and Observatories

26th of January 2022

Background and objectives of the webinar

The European Commission (EC) is currently implementing the EU Road Safety Framework 2021-2030, with focus on monitoring of fatalities and serious injuries, collection of Key Performance Indicators (KPIs)...

Improving road safety and the decreasing in the number of road casualties requires permanent and continuous actions based on the analysis of solid data.

Data analysis is important for implementing essential countermeasures for road traffic accidents. It allows analysis of historical data and allows the topics to be addressed from a different point of view. Knowledge of data origin, accuracy and expressiveness is a key factor in interpreting KPIs. Close monitoring of the evolution in the number of road casualties, but more important on the development of key performance indicators, will be essential to assist to set up successful road safety strategy but also to measure progresses.

It will be very valuable to have road safety data at ASECAP level to promote the actions performed by the toll motorway companies both amongst the policymakers and to feed the ERSC, European Road Safety Charter, of which ASECAP is signatory since its launching. The webinar, which brought together 90 participants (out of 120 registered), provided ASECAP members the opportunity to exchange on what companies have implemented in terms of road safety data analysis, KPIs, barometers, observatories and actions.

Welcoming remarks – introduction of the subject

António Nunes de Sousa, ASECAP President

António Nunes de Sousa welcomed all the participants to the first ASECAP webinar of the year 2022. Road safety is a priority mission for ASECAP. The social contract of road operators is to keep the traffic moving in the best road safety conditions and reach Vision Zero accidents. The Vision Zero goal is an objective set up by both organizations, the European Commission, and the United Nations as one of their sustainable goals. It is a globally shared vision.

In addition, the European Commission is currently implementing the EU Road Safety Framework 2021-2030, with a focus on monitoring fatalities and serious injuries and collecting KPIs.

Improving road safety and reducing the number of road accidents requires permanent and continuous actions, starting with solid data analysis, which is important to know what essential measures are needed to reduce road accidents. The close monitoring of the evolution of road accident casualties, as well as the development of KPI's, will be essential to set up a successful road safety strategy and also to measure the progress of its implementation. It will be very valuable to have road safety data at the ASECAP level to disseminate the actions performed by the toll motorway companies to policy-makers, as a result of a well-maintained infrastructure and to feed the European Road Safety Charter, of which ASECAP is a signatory since its launch.

This webinar will allow ASECAP members to exchange information on what companies have implemented in terms of road safety data analysis, KPIs, barometers, observatories, and other actions.

The main purpose of today's webinar is to start collecting amongst ourselves what we are doing in this field and be ready to issue recommendations that our sector can promote and highlight at the EU level, demonstrating our involvement in better road safety. Mr. Nunes de Sousa also thanked all COPER II members and , the ASECAP Team and all the speakers for the interesting program developed,

Road safety is a priority mission for ASECAP. The social contract of road operators is to keep the traffic moving in the best road safety conditions and reach Vision Zero accidents.

António Nunes de Sousa

Experts' Presentations

Bernhard Lautner, ASECAP COPER II Vice Chair, ASFINAG, Austria

ASFINAG is operating on about 2249 kilometres of roads with 30 billion kilometres driven per year.

Accident data is used at different levels: first, macroscopic level for network management and networks programme management, second, the microscopic level with road safety inspection and black spot management. The third one is the strategic one with KPIs, MbO and national company/programme management.

The first road safety programme was done in 2010 and was successful in reducing fatalities. When the new road safety programme was launched from 2020 – 2030 the main lesson learnt from the first one is that it's difficult to create and do the measures 10 years in front of the period. So ASFINAG decided to work with a more flexible data driven methodology and therefore the programme was based on the 1st pillar of the philosophy of the safety system and a lot of indicators.

The characteristics for ASFINAG safety approach is the safe system and we are working on all levels with a shared responsibility to minimise all the accident consequences. We structured our road safety programme, and the indicators are a main link between the strategic aims and goals and all the actions and measures we are doing.

We started a hierarchy of safety performance indicators with on top the main goals to reduce the fatalities, the subgoals to reduce the number of accidents and the severity of accidents, and the third level is on partial goals where we try to find key figures and indicators describing the developments and the possibilities of interventions within our safe system areas of infrastructures vehicles and human behaviours.

On a yearly basis, we did a performance dashboard to see all the developments and achievements, which gives an overview on the definition of the goals and what is the target value. The main goal is to reduce the fatalities; therefore, we have a target to have less than 1 person killed per billion kilometres driven in 2030.

The second subgoal addresses the number of accidents with less than 17 accidents with personal injured per billion kilometres driven.

Coming to the partial goals, the priority is on the road with the annual accident black spots below 30.

The next one is related to the speed: vast majority (at least 85%) of the drivers should always decide for speeds below the speed limit of 130. The next goal is to reduce the accidents in tunnels with a large number of people involved. The next one is on the road surface: with regard to traction and evenness, the so-called functional value should be better than 5 on at least 97% of the roads. The next goal is on the roadside management: no deaths in cases of collision with trees next to the road. On frontal collisions, the aim is to have no frontal collisions by 2030.

The next goal is to have no truck accidents caused by technical defects. The next goal is about alcohol: the number of accidents related to alcohol should sink below 80. Rear-end collisions: the aim is to reduce and minimize these accidents on our motorways. Then, the seat belt: the target should be 99% seatbelt rate with passenger car drivers and 100% seatbelt rate with truck drivers through communication campaigns and enforcement to bring the message to the driver that seatbelts are necessary on the motorways for their safety.

Accident data is not only a statistic report – it is the backbone of Road Safety work and strategic plan.

Bernhard Lautner

Ilaria De Biasi, Head of the European Projects Department, AUTOSTRADA DEL BRENNERO SpA, Italy

The Brennero motorway is located along one of the main transport TEN-T corridors with a strategic position, but with also some difficulties due to the fact that the motorway crosses sensitive regions such as the Alpine ones, and the difficulty to manage the Brennero motorway is that it crosses areas with different microclimates and characteristics. Almost 35% of the traffic is made by trucks and 65% by passenger cars with an increase of 19,4 % in 2020. there is a high volume of traffic with different behavior and conditions, and the over goal is to keep the accident rate as low as possible. In 2021, a global accident rate of 16,01 accidents per 1000 million km driven was recorded, which is even better than the national average. This result is important because it is the sign that the efforts made in road safety by the company are bringing results. The quality of service offered has a positive impact on driver's comfort, which in turn affects driving behavior and consequently traffic efficiency, and in particular user's safety. One of the main causes of accident identified today is due to smartphones mainly with driver distraction. So, what we can do is to approve the quality of what we offer hoping that users pay attention when driving.

Some measures taken have helped to reduce the number of accidents: with overtaking ban for trucks (permanent overtaking ban for HGVs). it has started in 1999 with the introduction of the overtaking ban for trucks over 7,5t on the first 180 km. Then, two years later it has been extended to caravans and trailers and in 2007, it has been extended to the whole motorway split into different stretches. So, we had a ban for trucks over 7,5t 24 hours in the first 90 kilometers which is the most critical area. And in the rest of the motorway, there was a permanent overtaking ban for trucks over 12t from 6 am to 10 pm. This has been and is still a controversial measure but is one that has proved its effectiveness in terms of accident rate reduction.

We also have a ban to stop on emergency lay-bys. A maximum speed limit of 110 km/h for light vehicles in the northern section and 60 km/h for trucks in the northern section have been introduced. There is an obligation to have winter tires or snow chains on board from 15th November to 15th of April, with frequent checks made by the police. We introduced the ban for road works in the busiest periods of the year and no works requiring change of carriageway or traffics/overtaking lane reductions, except for urgent works. This aims at avoiding congestion and consequently lowering the probability to have accidents. In 1993, the company has introduced a special drainage and noise absorbing road surface, except in bridges and viaducts where we use the antiskid Splittmastix asphalt, and which has reduced the number of accident and noise and brings more grip for tires, avoiding aquaplaning phenomenon.

We have designed patented safety barriers, and since the introduction of these barriers, we did not have any vehicles passing over the median. Traffics information variable message signs are also used as informing people in real-time can reduce accidents.

We have launched the European project "BrennerLEC" which finished in September 2021 and was on speed limits regulation during period of high traffic which allow to decrease emissions and increase capacity. We made a 5-year test with dynamic speed limits during heavy traffic conditions, and we demonstrated the benefits on the environment and traffic flows and safety. In heavy traffic conditions, we have achieved a reduction of approximately 10% of journey times with a 10% increase in traffic volumes, and a reduction of the duration of disruptions by 1-2 hours per day. We have observed a significant improvement in safety conditions with accident rate close to zero with dynamic speed limits.

We have implemented an automatic system for the management of variable speed limits based on a state machine which automatically calculates speed according to the traffic conditions. When we implemented this measure, there was a reduction in journey times in high traffic conditions, together with a reduction in hours traffic disruption with the same daily flow.

Attention to quality and safety aspects in design and maintenance works is an effort by road operators that certainly has a positive impact on road safety.

Ilaria De Biasi

João Neves, Head of the Traffic Road Safety Unit, ASCENDI, Portugal

The aim of this presentation is to show two practical examples of reports produced by Ascendi where road safety KPIs are calculated and monitored. The two reports are the [Road Safety Yearbook](#) and the [Speed Yearbook](#) available in English on Ascendi's website. Ascendi is a transport infrastructure operator responsible for 868 km of motorway network that developed a Road Safety Action Plan (2020-2023) that aims to reduce the number of victims in its network (-5%/year). The Road Safety Unit directly supports accidents risk mitigation actions, both with studies/reports and with specific local measures. Road Safety data (namely accidents, traffic and speed) are the main source of information for those analysis and studies. Ascendi has 3 main sources of information:

- accident data collected by an Assistance and Surveillance Officer who fills in the accident report with specific information and a brief description of the accident.
- traffic data obtained through electronic and traditional tolls as well as automatic vehicle counting equipment that are spread across the network.
- speed data collected through automatic vehicle counting equipment installed on the network that is stored in a database. This data is used to produce monthly speed reports and provides information for local studies whenever possible and/or necessary.

The first report is the Road Safety Yearbook: since 2018 Ascendi decided to produce and publicly disseminate its Road Safety Yearbook. The Yearbook intends to show the annual trends of road safety indicators, compare them with different years, and disclose the main road safety actions carried out by the company.

The Ascendi's objective is to reduce the number of victims in its network (-5%/year). For example, in 2020, 873 accidents were recorded on the network, of which 265 involved injuries:

- 336 Slightly Injured
- 26 Seriously Injured
- 13 Fatalities

Annual Average Daily Traffic (AADT) was 8.558 vehicles/day, a decrease of 21% compared to the previous year largely due to the covid-19 pandemic. The Road Traffic Injury Rate (RTIR) was 9,75 - below the value presented by APCAP (10,0). Run-off-road represent half of the accidents recorded in 2020, and 22% of the accident causes were assigned to the driver. The report also acknowledges the main Road Safety activities in each year (qualitative information). In 2020 those were:

- Development and implementation of the Ascendi's Safety Barrier Upgrading Program.
- Development of risk mitigation study in the riskiest locations.
- Development, testing and certification an innovative safety barrier solution applied to viaducts and bridges (in partnership with the company Road Steel).
- Setting of the Road Safety GIS module and production of the monthly RS dashboards.

The Speed Yearbook aims to annually characterize the speed on Ascendi's network, namely by quantifying average speed and speeding. The first edition was produced in 2021 and refers to 2020 data – Speed Yearbook 2020. The Average Speed on the network in 2020 was 102,5 km/h and the average speeding reached 36%. Ascendi's motorway network has 107 active AVCs, corresponding to a coverage of about 38%. Speed limits range from 80 km/h to 120 km/h, and higher speeding is in zones where it is set to 100 and 90 km/h.

Data-driven decisions are the way to consistently reduce road accidents. Therefore, collecting information and producing road safety indicators are a key instrument to any road operator.

The public dissemination of this information is an advantage as it quantifies the problem as also opens the way to improvements.

João Neves

Karine Soguet, In charge of statistical analysis, ASFA, France

A common deep and strong knowledge of accident data analysis is important to define road safety strategy and to make progress to reduce fatalities.

ASFA is a national association gathering 25 companies operating and managing 9194 Km of motorway. ASFA priority is road safety. ASFA has a committee dedicated to road safety and has 4 actions to make the motorway safer:

- understand accidents.
- Inform and educate Motorists.
- Make the motorway a safer road infrastructure.
- Act with other safety actors.

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To understand accidents, ASFA has 3 main sources of information:

- ASFA databases: fatal accidents, injuries, staff accidents
- Specific ASFA studies allowing observatory on speed limit, safety belt wearing, distractor at the wheel and wrong way driving.
- Data from Ministry of Transport: database BAAC (ONISR) and ONISR report.

The fatal accident analysis is based on a national scientific guide produced jointly by road safety experts from motorway companies, CEREMA and ASFA. This guide is used by all road safety experts and allows to have a common method for aggregated results. It's periodically improved, completed, and updated with road safety experts.

The different stages in the analysis of fatal accidents:

- Reading and analysis of report made by the Police, interview with Police officers.
- Analysis and knowledge of the location of the accident (photos of the accident and the infrastructure).
- Analysis and identification of different scenarios and factors.
- Information of the analysis sheet.

The analysis sheet is made up of 4 steps:

1. The generalities
2. The accident development
3. Vehicles involved
4. Pedestrian involved

Initiated by motorway safety experts and synthesized and aggregated by ASFA since 1994, the analysis takes into account:

- In-depth on drivers and vehicles
- Cartography at the scale of the accident
- Association of different factors
- Description of the accident

The experts meet regularly to exchange and ensure the results report, establish the sequence of accidents, scenarios, and their factors, improve procedures and tools and propose suggestions to make the joint work more efficient and productive.

ASFA has a method of sequential analysis to precisely understand the course of the accident. ASFA also analyses the accident factors at the origin of the accident with 2 main categories of factors:

1. Endogenous factors (linked to driver behaviour).
2. Exogenous factors (linked to the environment).

Finally, ASFA determines the accident scenarios which are divided into 3 series: (A, B and C): accidents (A), over-accidents (B) and over-incidents (C). The complete analysis of fatal accidents makes it possible to have a more precise knowledge of the accident mechanisms, A complete and homogeneous reporting of the factors and trajectories at the origin of accidents, studies, and syntheses by topic (Sleepiness, Alcohol, Excessive speeding...) and awareness campaigns.

Every month, Customers Safety barometer and Patrol Safety staff barometer are published detailing all material accidents and injuries.

Other ASFA publications: Observatory of car in wrong direction and a quarterly speed observatory from the 17 stations located on the motorways.

A common deep and strong knowledge on accident data analysis is important to define road safety strategy and to measure progresses in order to reduce fatalities and serious injuries.

Karine Soguet

Dimitris Sermpis, Engineer, Traffic Management Centre of Attiki Odos, HELLASTRON, Greece

The objective of this presentation is to give an overview of the KPIs as they are used by the HELLASTRON motorway network representing the road safety levels in the Greek motorway. The road network connecting the various cities of inland Greece has undergone a major reconstruction during the last 20 years resulting in a modern and safe environment for road transport. Hellastron has 8 members for a total of 2145,3 km of network. The Hellastron goals were established in 2014: continuous improvement of services provided to users, promotion of road safety, interoperability of road networks, development of road networks and integration into the Trans-European Networks, addressing issues and promoting technical specifications, technological application and systems and exchange of know-how in the fields of operation and maintenance. The different motorways exhibit different traffic patterns and have different needs which must be considered in designing the overall operational elements of HELLASTRON. One of the most important objectives of HELLASTRON members is to offer to their users a high level of road safety. To meet these objectives, different tools are deployed:

1. The Traffic and Incident Management: Traffic center management have been designed to provide the best road conditions. The operation guidelines have been established based on the specific needs of each one of the members of HELLASTRON.
2. Road Maintenance: 3 kind of road maintenances - routine/emergency/heavy
3. Public awareness: specific campaigns which are designed and implemented to raise public awareness.

Greece is a country exhibiting a high number of accidents and fatalities, but in the past years we have seen an improvement in the statistics. This is a consequence of several different factors including the mobility reduction because of the financial crisis, improvement of driver's behavior, but also because we have improved the national road network. There has been a reduction in the number of fatalities in Greece, especially from 2017 to 2019 with only a small peak observed in 2016. In comparison to other countries, between 2010 and 2019, Greece had a significant reduction of fatalities and has succeeded to meet the EU expectations of 50% reduction.

In order to monitor road safety, HELLASTRON has a dedicated task force with the aim of collecting relevant data. It has been established in March 2015:

- 1 Representative from each Member.
- Data exchange which are collected annually.
- Data aggregation for ASECAP.
- Common Database which is updated every year.

All selected data must be calculated by each Member following the same guidelines.

The road network under operation has a length of 2.145km and includes:

- More than 20 Traffic Management Centers operating 24/7.
- Management of more than 100.000 incidents on an annual basis.
- More than 150 Patrol Vehicles drove more than 25 million kilometers monitoring the HELLASTRON network (1,7 times the perimeter of the Earth each day!).
- The average response time for incidents ranges from 6 minutes at urban areas to 20 minutes at non-urban areas.

Coming to the road safety KPIs. HELLASTRON is collecting data about fatal injuries and damage-only accidents. Rates between 2017 and 2020 show an increase in the majority of the KPIs in 2018 compared to 2017, and a reduction in 2020, due to COVID 19 pandemic and should not be considered as representative as we are in a different reality. The figures in 2019 have a complex profile because we had a reduction of fatal accidents compared to 2018 and a reduction in the number of injured accidents, but an increase in the number of injured and injuries rate. The KPIs which are relevant to the maintenance, are relevant to road safety. There is a reduction in the restoration time between 2017 and 2019, and a small increase in restoration time in 2020. This is due to the reduction of personal during the COVID 19.

The next steps consist in producing a common emergency phone number, common radio frequency for incidents informant, common traffic management center and national access point. Finally, 2 members from HELLASTRON (Attica Tollway, Egnatia Odos) are part of a joint initiative of European Member States and road operators for testing and implementing C-ITS services in light of cross-border harmonization and interoperability.

Road Operations: A customer centered approach always enhances road safety.

Dimitris Sermpis

Olivier Quoy, Executive Director, ATLANDES (A63), France

The A63 motorway is 100 km, but it's strategic as it's linking Portugal and Spain to the north and East of Europe, with a high traffic of about 9 000 trucks per day on yearly average. It's also a road to the sun for holidays with a summer peak up to 80 000 cars/day.

The work of maintenance and operation is done by Egis with 100 employees, including 50 people who are patrolling and going on the road in case of accident.

Speaking about risk in operation, collisions with patrol vehicle are the main issue. Looking at the statistics, most of the time, vehicles involved are trucks. Part of the company work is basically looking for data, and not only for behavior. When looking at the location of those accidents, it is observed that there are mainly on emergency lane or on the right lane. From 2020-2021, there were more accidents and collisions with light vehicles, which seems to be a new trend. It seems that driver behavior may have changed because of the pandemic. Company will look and investigate more. It has been observed that in the end the rate of trucks involved in accidents is not higher than their share in the global traffic. So, it's difficult to say that truck drivers for instance would be more, or less compliant with the regulation.

In case of ATLANDES network, the main cause of accident is the lack of awareness in a context, a landscape which is really all the same. So, drowsiness comes quite quickly as it's a straight line.

Looking at the traffic risk analysis, truck traffic is concentrated on the right lane, as are patrol interventions.

If a collision arrives with patrol vehicle is very likely that it's a truck. It doesn't mean that the behavior of truck drivers is different. One of the topics is inter-distance: when we are in a straight line, and steady flow traffic conditions, distance between trucks is the key and we used to monitor that with some very detailed data coming from weigh in motion devices that are on the motorway. The situation seems to get better when regarding the compliance with the 50 meters distance regulation showing a rate which is a little bit growing from 2016 to 2020.

When we look into details in the inter-distance distribution, we see that from 2018, there is a peak. It shows that automation is getting more used and can help in compliance with the regulation, it also shows that adapting cruise control is also developing and can be of help. We are convinced that the main issue is to get in touch with truckers which on the A63 are mainly foreigners. So we were looking for a positive communication, personal commitment to safety, involving staff and reaching foreign truck drivers, and that's how we came to the concept of *He / She works / I Care*.

The idea is that *He/She works* is the staff working on the road and the *I care* is the truck driver invited to commit himself/herself to road safety.

The covid pandemic has reversed the concept: with the *He/She works* being the truck driver, who must deliver food/goods despite the pandemic, and the *I care* being our staff, who must maintain rest areas, facilities, etc.

The project is a good opportunity to bring together wide range of stakeholders and give a human face to the roads. The next event will take place on the 10th of March 2022 which is the 5th edition. Croatia and Portuguese networks have participated already. Olivier Quoy invited all other ASECAP members to join the event to have a European wide communication toward staff workers awareness by associating truck drivers.

Getting in touch with our customer and to commit truck drivers to safety!

Olivier Quoy

Q&A

Federico Di Gennaro: the EU RISM Directive will introduce the concept of "Risk-based network-wide road safety assessment". How will this new framework impact on your procedures and infrastructure management?

Bernhard Lautner: the revision of the directive was 2 years ago and there was extensive discussion within all the ASECAP experts. It was a great decision for ASECAP to start its own study to integrate the directive and to develop a methodology focusing on our motorways. We are ready now as the study is completed and we are in discussion the Commission and the EU, and this is a big step to go forward in this open item and to succeed.

It's important that ASECAP publishes this study again to all the members.

Alessandro Musmeci: in Italy the motorway network is the safest road system, with the best results compared to urban and extra-urban areas, demonstrating the commitment of the Concessionaires in road safety (actually reported in your presentations). Unfortunately, beyond the 2020 results conditioned by the lockdown, we have been experiencing in the last years a slowdown in the trend of improvement. Where do you see the possibility for further improvement, considering the responsibility of the driver (i.e., distraction, use of mobile phone, etc.)? Only in C-ITS?

Joao Neves: speaking for Ascendi, not all the concessionaires have the data and the treatment system set on. So it's important to start by having really good data or at least with smaller systems, and then have the ambition to improve it. We have different concessions, and each concession has its own specificities, so it's a question of analysing globally the trends and the numbers, but then going really deep down into the problem of each concession in each highway.

Ilaria De Biasi: one solution would be to organize campaigns, and this is what we are doing to raise awareness on the use of mobile phone. The stakeholders can help in raising awareness to convince users to have good behavior. There is big difference between Italian drivers and foreign drivers, especially German and Austrian who have a better compliance to driving rules in the summer. Cooperative systems are surely the most efficient way to bring to zero the human errors, although it'll take time. Finally, improving the quality of service is also important.

Dimitris Sermpis: I strongly believe in the new CITS services and also what we are now trying to do with the C-Roads Platform for example is to see that all the people driving in to the motorway receive the information through the VMS, and what we are trying to do is to have customized information to the drivers in specific areas without them waiting to reach the VMS because there's probably something going on which causes a disturbance in traffic.

Malika Seddi: the CITS will be one of the directions which will be improved but also the connection with the vehicles. EC is promoting the concept of "forgiving road" and "safe system approach" in order to prevent driver failures. The idea is to combine CITS, the cars and raising awareness among drivers.

Bernhard Lautner: we are working in a good position as the motorways are among the safest roads, so we have to strength the idea of the shared responsibility. ITS can help to get into the car's information, and this is the key for the future to be always in contact with all the partners.

Joao Neves: you've shown the statistics on accident causes. We have a real problem related with that because almost 90% of our causes are "undetermined".

Karine Soguet: the factors are specified in the police reports and motorway companies reports.

Malika Seddi: there are several sources of data accident collection, some are from the national database, and some are collected through the template that has been finalized at common level with the safety experts from motorways and the CEREMA who helped to develop this guide. And they are looking in deep analysis into the data collected to have an in-depth knowledge of all the data collected. There is a group of experts meeting on a regular basis in ASFA and looking in details into all the data they have based on the sheet information which is provided through the different channels; and they make this exercise to look into the details, analyze and exchange so that sometimes they have different perceptions and can discuss it in order to have at the end a common analysis and understanding of the data analysis, and produce the report.

Joao Neves: can you please develop more on the topic of "common traffic centre" (that you've shown us in your presentation)?

Dimitris Sermpis: we would like to have a traffic management centre with access to all the CCTV cameras of all the HELLASTEON members. This would play a more central role, giving more central directions on the work in case of emergency. What we need is a common traffic management center with access to all CCTV cameras.

Antonio Azeredo: Which are the most recent experiences or processes to minimize the number of wrong way vehicles, which most of the times end up in front-end collisions?

Ilaria De Biasi: we experienced drunk or old people in the wrong way. We have implemented a detection system for wrong way vehicles. It's effective as most of them stopped (except for drunk driver) so less efficient with drunk people.

Malika Seddi: ASFA has a wrong way driving monitoring to explore the location that is not well identified. It's people usually who are drunk but also old people and the system that is put in place is the ITS system (cameras) to quickly alert people. We do have a report made a few years ago in ASECAP which will be updated and shared among members.

Bernhard Lautner: we are following concept of positive guiding to marking and signing. It's not possible to avoid any wrong way driving. There are measures but it's impossible to stop all the wrong way drivers.

Joao Neves: we have a specific measure. We still need to improve our data collection system as we do not have any automatic equipment to detect the wrong ways and it's very important to understand the problem. What we have in terms of recording the number of accidents of this type is the information collection on cameras or by workers

and users. And most of the time, we do not have confirmation of it (no visual confirmation). We will start improving capacity of recording the number of wrong way drivers.

Olivier Quoy: it's difficult to fully avoid wrong way but we can take actions. Videos can help but difficult to have a 100% detection and it's a topic on which we must work.

Malika Seddi: we had a good overview on data collection analysis done for some countries national wide. have you developed a common way of analysis shared by the different motorway operators in your country?

Bernhard Lautner: for Austria, it's a little bit difficult as we only have one operator. The company must share knowledge like that. One problem in Austria is the small number of accidents; difficult to gather information from a small number, and it could be useful to share data to fight some effects or results.

Emanuela Stocchi: In AISCAT, we have a specific committee on that with a common way to collect and analyze data. We could address to each of the ASECAP countries and ask them to provide a sort of template to inspire the work of COPER II, that could be an initial point.

Romano Colucci: Do vehicle constructors have easy access and indeed require access to accident data in order to get inspired to improve intrinsic vehicle safety?

Bernhard Lautner: the information is public in Austria. But detailed data is not opened but we are sharing a lot of data information with other stakeholders. We are really opened to do this.

Antonio Azeredo: we can introduce the insurance companies. He representatives of insurance companies can present their approach about the data to the vehicle constructors.

Bernhard Lautner: insurance companies are not very opened to share that information.

Joao Neves: In Portugal we have the national authority which publishes the official number for road safety indicators. We have our national association where we collect information from members making it available to the public.

Malika Seddi: on the ASFA website you have all the reports mentioned by Karine. Information is shared on ASFA website where and detailed report made on a yearly basis are posted. On a monthly basis, ASFA issued report on the number of accidents and fatalities of customer and one dedicated on staff accident on the network and the statistical data.

Wrap-up & conclusions

Emanuela Stocchi, ASECAP COPER II Chair

We had lots of food for thoughts today for continuing our work in the COPER II. We heard about the analysis and studies carried out by ASFA, with the publications that Karine Soguet has mentioned, but also the interesting focus on the Road safety and the Speed Yearbooks presented by João Neves. We learnt about the approach presented by Dimitris Sermpis from HELLASTRON to set-up common goals for the Association, including a Road Safety goal, as well as the work initiated by ASFINAG with the adoption of a Road Safety Program that Bernhard Lautner was presenting, a program with a 2030 horizon, likewise the objectives highlighted by the European Commission with its Road Safety Action Plan. And then the projects and the initiatives presented by Ilaria De Biasi and Olivier Quoy related to the truck drivers, underlining the importance of reaching out to these users and to commit them to road safety as a shared responsibility. We must now work on these data, inputs and information we have collected today to improve the work of the COPER II with reference to the accident data analysis and up-date accordingly the ASECAP publications.

Bernhard Lautner, ASECAP COPER II Vice-Chair

Today was a good and fruitful meeting showing how much experience is within the ASECAP members. Sharing this information among experts will be a part of further development. We should strengthen this point and go further in details in ASECAP.

Malika Seddi, ASECAP Secretary-General & CEO

Malika Seddi thanked all the speakers and the moderator, Ms Emanuel Stocchi. We had a significant amount of knowledge and examples of good practices, and this is also what ASECAP is aimed at, being a platform for the members. We have collected very interesting presentations from which the ASECAP Secretariat will produce a detailed report to be shared among the members. This is also a good input that we can share with the Commission as their action plan is focusing on what we have discussed today, and it's a good way to promote what we are doing and how we are doing it, demonstrating that we are not the safest roads by chance, but because we are making a lot of efforts in doing so. To build on what Olivier Quoy said, we could also make a day where we could have organizations joining (trucks organizations, the Commission) to also focus on a good exchange which could be fruitful for truckers and drivers to secure the staff, a good demonstration for vulnerable users. "He works/he care" day could be somehow same type of event like Edward Day which is the day without death on the road. This initiative could be set up on a yearly basis as it's already the case in other countries. This could be a good promotion and campaign that ASECAP could do towards the staff working on the motorway. We will have another road safety event with external stakeholders, and it will be this year in Italy. The date will be finalized soon, and we invite all of you to join the event.