



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

ASECAP Statement on the provisional agreement by the European Council and the European Parliament on the RISM

ASECAP welcomes 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:

1. Network-wide road safety assessment

All efforts to minimize deaths and injuries worldwide are welcome, although several suggested proposals must be very carefully studied, otherwise the application of them can produce the opposite results of the expected ones.

ASECAP is encouraging the detailed analysis of each accident, before a general assessment of road infrastructure sections takes place. The analysis to be carried out must be based on facts and objective criteria and not be judgmental. There is a difference between an analysis and assessment. Analysis is defined as the carefully study of something to learn about its parts, what they do and how they are related to each other. Assessment is defined as the act of making a judgment about something.

Parameters like the vehicle type, age and classifications, as well as driver's behaviors, education and incomes could lead to very useful inputs on the analysis of the accidents. The road mobility is an open system with a lot of parameters. The holistic evaluation and deeper analysis of each accident could lead to the better understanding of the reasons that leads in the different type of accidents.

2. Road Safety Audits and Inspections

Road safety audits and road safety inspections should be based on objective approach. On this point ASECAP would like to underline that all Road Safety Instruments (RSIA, RSI, RSA, NSM) already in place on our network, apply coherent procedures which provide very effective and efficient tool to continuously improve and quality assure the high-level standards of ASECAP road network operators. ASECAP would like to stress that any change on current procedure may jeopardize the proven efficiency of existing tools.

3. Road markings and signs

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.

ASECAP members are willing to share their knowledge and help contributing to define methodologies, specifications and guidance that the European Commission will develop in application of the revised RISM directive.

ASECAP is the European Association of Operators of Toll Road Infrastructures, whose members' networks today span more than 50,266 km of motorways, bridges and tunnels across 22 countries.