



Effective and Coordinated Road Infrastructure Safety Operations



ECORoads

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General overview of ECORoads project


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General information about ECORoads

- Consortium
 - ◆ 6 partners
 FEHRL, AIPSS, ASECAP, ERF, ETSC, SEETO
 - ◆ Third parties linked to FEHRL
 AIT, BAST, BRRC, NPRA, UNIZA, ZAG
 - ◆ Third parties linked to AIPSS
 ASTRAL, CTL, NET Engineering, Roma TRE
 - ◆ Third party linked to ETSC
 CDV

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Background

The Sierre coach crash in 2012


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Stakeholder Consultations

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ECORoads project

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The Sierre coach crash

- Collision occurred with the end wall of an emergency parking facility which opened in 1999.
- The end wall was placed at 90 degrees with respect to the direction of the adjacent traffic flow, without any adequate protection from collision.



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The Sierre coach crash

This feature of tunnel design is typical for European tunnels



Typical situation in the majority of European Tunnels

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Background

The Sierre coach crash in 2012

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Stakeholder Consultations

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ECORoads project

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Stakeholder Consultations

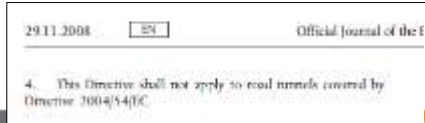
- 1) Online discussion between practitioners and academics
- 2) Petition to European Commissioner for Transport
- 3) Stakeholder workshops

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Stakeholder Consultations

- 1) Online discussion between practitioners and academics
 - "International Road Safety Audit" on LinkedIn – Lance Fogg
 - operations such as RSA during the design process or RSI after opening to traffic, according to the prescriptions of the Directive 2008/96/EC, **could have been beneficial for risk prevention.**



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Stakeholder Consultations

Directive 2004/54/EC, on the other hand, does not deal directly with RSA or RSI inside tunnels.

There is only a general statement about taking "*all aspects of the system composed of the infrastructure, operation, users and vehicles*" into account in Annex 1. Different interpretation and application by Member States may further amplify the gap between the two Directives.

www.eccoroads.org/it/46



Stakeholder Consultations

- 2) Petition to European Commissioner for Transport
 - AIPSS organised a collection of signatures to address a petition to the EC at the beginning of the Decade of Action for Road Safety
 - The aim was to call for an initiative to bridge the gap between the two Directives. Full text available at www.aipss.it/letter_to_the_commissioner.html

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Stakeholder Consultations

Petition to Democratic European Commissioner
CALL FOR HARMONISATION OF EU DIRECTIVES (Directive 2008/96/EC and Directive 2004/54/EC)

We the undersigned, call for response to the recent cases where in some states that caused more than 28 fatal accidents, including 22 fatalities.

An international position's and assistance in road safety field, following discussion and debate about the circumstances and outcome of this collision, whose specific consequences are possible to have been entirely preventable, we call upon the European Commission to commence proceedings aimed at harmonising two existing Directives leading to Tunnel design and management of Road Safety Infrastructure within Member States.



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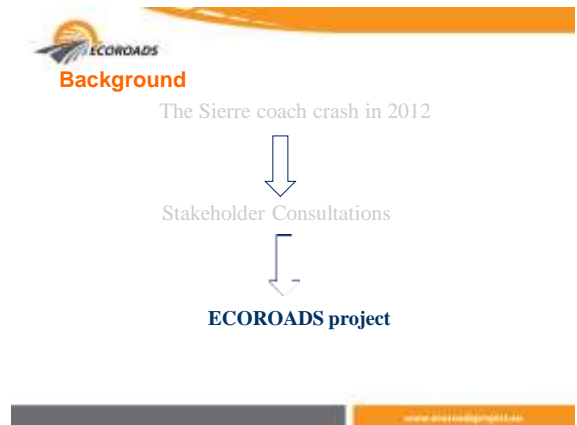
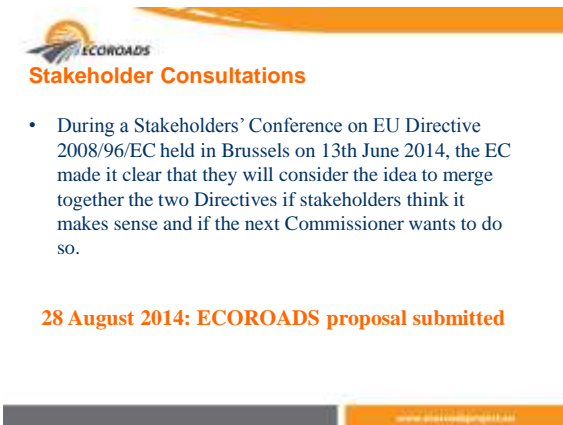
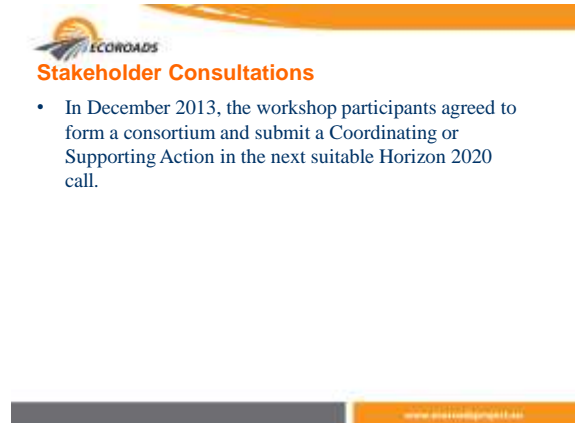
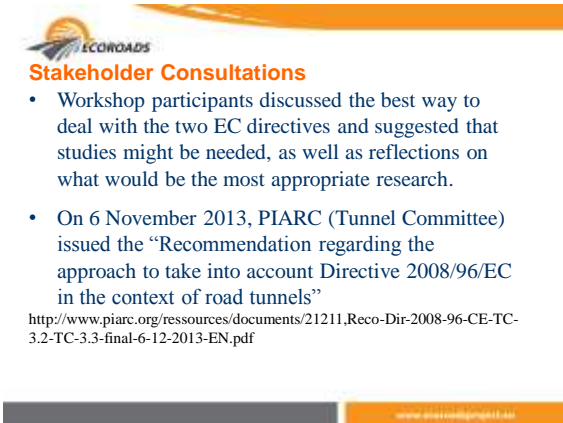
Stakeholder Consultations

- 3) Stakeholder workshops

Following the reply from the Vice President Siim Kallas in 2013, the EESC hosted two workshops dedicated to this topic



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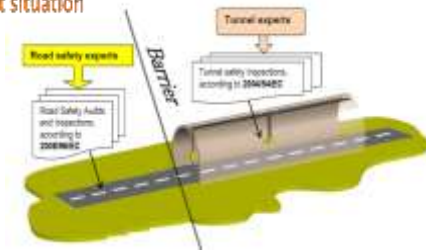


Objective

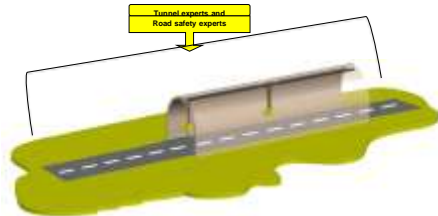
The general objective of the ECORoads project is to overcome the barrier established by the formal interpretation of the two Directives 2008/96/EC (on road infrastructure safety management) and 2004/54/EC (on tunnels), that in practice do not allow the same Road Safety Audits/Inspections to be performed inside tunnels.



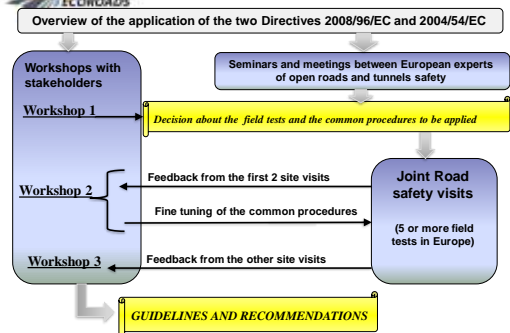
Current situation



ECORoads approach



How to achieve the objectives



14 applications arrived within the deadline for the first selection

BAB_A71 Germany	Demir Kapija - Macedonia (SEETO)	DOBROVSKEHO Tunnels Brno (CZ)	KATLANOVO - Macedonia (SEETO)	Kennedytunnel , Antwerp, Belgium
KLIMKOVICE Tunnel Ostrava (CZ)	KRRABE - Albania (SEETO)	MURRIZE - Albania (SEETO)	Prima Porta - Rome, Italy	PROGON (RSA) - Serbia (SEETO)
ROZAJE (RSA) Montenegro (SEETO)	STRAZEVICA (RSA) Serbia (SEETO)	UNIZA (Set of tunnels, including RSA Slovakia)	VEGVESEN- Norway	

Application dossiers available at
http://www.fehr.org/index.php?m=32&id_directory=7860
 Public, but registration is needed



Ranking criteria

Completeness of the site description: from 1 to 5 points

Relevance to the project: from 1 to 5 points

Organisation (logistics, safety, etc.) : from 1 to 5 points

Estimated costs of the inspection (travels, accommodation, duration) : from 1 to 3 points



First votation : 3 compulsory SEETO sites

Ranking Criteria	KATLANOVO - Macedonia (SEETO)	KRRABE - Albania (SEETO)	STRAZEVICA (RSA) Serbia (SEETO)
Relevance to the project (1-5 points)	33	37	38
Completeness of the description of the site (1-5 points)	32	36	34
Organisation of the inspection (transport and safety measures) 1-5 points	29	34	29
Estimated costs of the inspection (travels, accommodation, duration) 1 -3 points	15	18	19
TOTAL	109	125	120

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Second votation : Eu sites

Additional criterion: different characteristics respect to the already pre-selected SEETO sites

Ranking Criteria	BAB_A71 Germany	Kennedytunnel, Antwerp, Belgium
Relevance to the project (1-5 points)	37	35
Completeness of the description of the site (1-5 points)	37	37
Organisation of the inspection (transport and safety measures) 1-5 points	36	36
Estimated costs of the inspection (travels, accommodation, duration) 1 -3 points	17	21
TOTAL	127	129

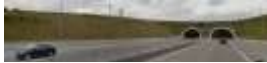
3 other sites at 124 and 126 points !!

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14 candidatures from 10 Countries

- Albania (pre-selected)
- Belgium (Flanders) (pre-selected)
- Czech Republic
- Germany (pre-selected)
- Italy
- Republic of Macedonia (pre-selected)
- Montenegro
- Norway
- Serbia (pre-selected)
- Slovakia



The project will try (within the limit of the assigned budget) to extend the number of the test sites

Candidatures remain open up to mid 2016,

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Thank you for your attention!

To be invited at the workshops or to submit a test site candidature:

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