Basic information

2006/0182(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Road infrastructure safety management Amended by 2018/0129(COD) **Subject** 3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	MARKOV Helmuth (GUE/NGL)	27/08/2007

Committee for opinion	Rapporteur for opinion	Appointed
ITRE Industry, Research and Energy	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2821	2007-10-01
Environment	2898	2008-10-20

European Commission

Commission DG	Commissioner
Energy and Transport	TAJANI Antonio

Key events

Date	Event	Reference	Summary
05/10/2006	Legislative proposal published	COM(2006)0569	Summary
23/10/2006	Committee referral announced in Parliament, 1st reading		
05/06/2007	Vote in committee, 1st reading		Summary
11/06/2007	Committee report tabled for plenary, 1st reading	A6-0221/2007	
09/07/2007	Decision by Parliament		Summary

09/07/2007	Report referred back to committee		
01/10/2007	Debate in Council		Summary
26/02/2008	Vote in committee, 1st reading		Summary
29/02/2008	Committee report tabled for plenary, 1st reading	A6-0050/2008	
18/06/2008	Debate in Parliament		
19/06/2008	Decision by Parliament, 1st reading	T6-0303/2008	Summary
19/06/2008	Results of vote in Parliament		
20/10/2008	Act adopted by Council after Parliament's 1st reading		
19/11/2008	Final act signed		
19/11/2008	End of procedure in Parliament		
29/11/2008	Final act published in Official Journal		

Technical information

Procedure reference	2006/0182(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Amendments and repeals	Amended by 2018/0129(COD)
Legal basis	EC Treaty (after Amsterdam) EC 071-p1
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/6/51735

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE386.517	20/03/2007	
Committee opinion	ITRE	PE382.526	28/03/2007	
Amendments tabled in committee		PE388.478	11/05/2007	
Committee report tabled for plenary, 1st reading/single reading		A6-0221/2007	11/06/2007	
Committee draft report		PE396.738	12/12/2007	
Amendments tabled in committee		PE400.526	04/02/2008	
Committee report tabled for plenary, 1st reading/single reading		A6-0050/2008	29/02/2008	
Text adopted by Parliament, 1st reading/single reading		T6-0303/2008	19/06/2008	Summary

Council of the EU

Document type	Reference	Date	Summary
Draft final act	03652/2008/LEX	19/11/2008	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2006)0569	05/10/2006	Summary
Document attached to the procedure	SEC(2006)1231	05/10/2006	
Document attached to the procedure	SEC(2006)1232	05/10/2006	
Commission response to text adopted in plenary	SP(2008)4439	16/07/2008	

Additional information

Source	Document	Date
National parliaments	IPEX	
European Commission	EUR-Lex	

Final act

Directive 2008/0096
OJ L 319 29.11.2008, p. 0059 Summary

Road infrastructure safety management

2006/0182(COD) - 01/10/2007

The Council reached a general approach on a draft directive on road infrastructure safety management.

Ministers agreed on all outstanding issues, including the choice of a directive as the legal instrument and the legally non-binding status of the annexes. Member States will have 2 years from the entry into force of the draft directive to comply with its provisions.

In June 2007, the European Parliament Committee on Transport and Tourism recommended that the plenary session reject the Commission's proposal. However, it was decided in plenary to send the proposal back to the Committee for further examination.

Road infrastructure safety management

2006/0182(COD) - 19/06/2008 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted, by 498 votes to 8 with 6 abstentions, a legislative resolution amending the proposal for a directive of the European Parliament and of the Council on road infrastructure safety management. The report had been tabled for consideration in plenary by Helmut **MARKOV** (GUE/NGL, DE) on behalf of the Committee on Transport and Tourism.
To recall, on 4 June 2007, the Committee on Transport had voted by a narrow majority to reject the entire Commission proposal, stating that it would not be in line with the subsidiarity principle and less binding measures, such as recommendations, would be more appropriate in this area. The

plenary referred the first report back to the committee on 9 July 2007. On 2 October 2007, the Council agreed on a general orientation on the proposal and endorsed the idea of a directive with non-binding annexes. The amendments adopted are the results of a compromise between Parliament and Council. The main amendments – adopted in 1st reading of the codecision procedure – are as follows:

Annexes: the annexes to the Directive would not be binding and Member States are free to decide which provisions and guidelines to implement. Annexes will be adapted in accordance with the regulatory procedure with scrutiny.

Scope: the Directive requires the establishment and implementation of procedures relating to road safety impact assessments, road safety audits, the management of road network safety and safety inspections by the Member States. The Directive shall apply to roads which are part of the trans-European road network, whether they are at the design stage, under construction or in operation. Member States may also apply the provisions of the Directive, as a set of good practices, for national road transport infrastructure not included in the TEN-T network that was constructed using Community funding in whole or in part.

Road safety impact assessment for infrastructure projects: this shall be carried out at the initial planning stage before the infrastructure project is approved. In that connection, Member States shall endeavour to meet the criteria set out in Annex I.

Road safety audits for infrastructure projects: when carrying out road safety audits the Member States shall endeavour to meet the criteria set out in Annex II.

Safety ranking and management of the road network in operation: Member States shall ensure that the classification of high accident concentration sections and the classification of the safety of the road network in operation is carried out at least on the basis of three-yearly reviews of the operation of the road network. In that connection, Member States shall endeavour to meet the criteria set out in Annex III. Corresponding signs must be in place to warn road users of road infrastructure segments that are undergoing repairs and which may thus jeopardise the safety of road users. These signs shall also include signs visible during both day and night time and set up at a safe distance and shall comply with the provisions of the Vienna Convention on Road Signs and Signals of 1968.

Data management: for each fatal accident occurring on the trans-European road network, an accident report is drawn up by the competent entity. Member States shall endeavour to include in this report each of the elements listed in Annex IV.

Guidelines: guidelines, if they do not already exist, must be adopted within 3 years of entry into force of the Directive, in order to support the competent entities in the application of the Directive.

Exchange of best practices: a new Article states that, in order to improve the safety of roads within the EU are not part of the Trans-European road network, the Commission shall establish a coherent system for the exchange of best practice between the Member States, covering, inter alia, existing road infrastructure safety projects and proven road safety technology.

Constant improvement of safety management practices: the Commission must facilitate the exchange of knowledge and best practices between Member States, making use of the experience gained in existing relevant international fora, with a view to achieving a constant improvement of safety management practices concerning road infrastructures in the EU. Insofar as the adoption of specific measures is required, such measures shall be adopted in accordance with the regulatory procedure with scrutiny. Where appropriate, relevant non-governmental organisations, active in the field of safety and in the management of road infrastructures, may be consulted on matters related to technical safety aspects.

Lastly, Parliament made some amendments to the Annexes the annexes should include additional references concerning climatic conditions and seismic activity, the presence of sufficient safe parking areas and lay-bys, vulnerable road users (pedestrians, cyclists and motorcyclists), the use and testing of intelligent road signs, safety barriers and signposting of roadworks, to improve the quality of safety measures.

Road infrastructure safety management

2006/0182(COD) - 05/10/2006 - Legislative proposal

PURPOSE: to improve the management of road infrastructure.

PROPOSED ACT: Directive of the European Parliament and of the Council.

BACKGROUND: in its efforts to halve the number of road fatalities by 2010, the European Commission is presenting two Directives. The first, the one discussed here, concerns improved road infrastructure management. The second, requires heavy vehicles to be equipped with “blind spot mirrors” in order to reduce the number of accidents. For a summary of the second proposed Directive see COD/2006/0183.

In its 2001 White Paper on European Transport Policy for 2010, the European Commission announced that it would be preparing proposals for improved road infrastructure safety. The European Parliament has also invited the Commission to provide guidelines for high-risk spot management and road safety audits. Infrastructure safety, alongside driver and vehicle safety, acts as a vital third pillar to a comprehensive road safety programme. Much progress has been made in terms of vehicles safety with car occupants running a much lower risk of death or injury in case of an accident than was the case ten years ago. Similarly, test and training requirement have been gradually increased to ensure that European drivers can cope with the dangers of road traffic. The same can not be said for road safety infrastructure.

The purpose of this proposal, therefore, is to ensure that safety is integrated into all phases of planning, design and the operation of the road infrastructure spanning the Trans-European Network (TEN-T). Along with economic and environmental considerations, safety will play a vital component to the preparation of new infrastructure. The proposed Directive will ensure that managers are given the correct guidelines, training and information needed to guarantee safety on the road network.

CONTENT: the proposed Directive explicitly limits the requirements to a minimum. The comprehensive road safety programme centres on four proposed procedures. They are:

- Road safety impact assessments. These will help decision makers make the right choices when deciding on the development of new roads or major changes to the operation of existing roads, particularly so for adjacent networks.

- Road safety audits. These will offer independent control and recommendations for technical verification concerning the design of either new roads or the reworking of existing roads.

- Network safety management. The aim here is to target roads with a high concentration of accidents.
- Safety inspections. These will form a regular part of road maintenance.

According to Commission estimates, around 7000 injuries could be avoided and around 600 lives every year could be saved if the proposed measures to the Trans-European road network are applied.

Road infrastructure safety management

2006/0182(COD) - 19/11/2008 - Final act

PURPOSE: to improve the management of road infrastructure in the European Union.

LEGISLATIVE ACT: Directive 2008/96/EC of the European Parliament and of the Council on road infrastructure safety management

CONTENT: following agreement in 1st reading with the European Parliament, this Directive requires the establishment and implementation of procedures relating to road safety impact assessments, road safety audits, the management of road network safety and safety inspections by the Member States. This Directive applies to roads which are part of the trans-European road network, whether they are at the design stage, under construction or in operation. Member States may also apply the provisions of the Directive, as a set of good practices, to national road transport infrastructure, not included in the trans-European road network, which was constructed using Community funding in whole or in part.

The main points of the directive are as follows :

Road safety impact assessment for infrastructure projects: Member States must ensure that a road safety impact assessment is carried out for all infrastructure projects. This assessment will be carried out at the initial planning stage before the infrastructure project is approved. In that connection, Member States shall endeavour to meet the criteria set out in Annex I.

Road safety audits for infrastructure projects: road safety audits must be carried out for all infrastructure projects. When carrying out road safety audits Member States shall endeavour to meet the criteria set out in Annex II.

Safety ranking and management of the road network in operation: Member States shall ensure that the ranking of high accident concentration sections and the network safety ranking are carried out on the basis of reviews, at least every 3 years, of the operation of the road network. In that connection, they shall endeavour to meet the criteria set out in Annex III. Appropriate signs must be in place to warn road users of road infrastructure segments that are undergoing repairs and which may thus jeopardise the safety of road users. These signs shall also include signs which are visible during both day and night time and set up at a safe distance and shall comply with the provisions of the Vienna Convention on Road Signs and Signals of 1968.

Safety inspections: safety inspections must be undertaken in respect of the roads in operation in order to identify the road safety related features and prevent accidents. The inspections shall comprise periodic inspections of the road network and surveys on the possible impact of roadworks on the safety of the traffic flow.

Data management: for each fatal accident occurring on roads which are part of the trans-European road network, an accident report must be drawn up by the competent entity. Member States shall endeavour to include in that report each of the elements listed in Annex IV. It was agreed between Parliament and Council that the annexes to the Directive would not be binding and Member States are free to decide which provisions and guidelines to implement. Annexes will be adapted in accordance with the regulatory procedure with scrutiny.

Guidelines, if they do not already exist, must be adopted within 3 years of entry into force of the Directive, in order to support the competent entities in the application of the Directive.

Lastly, in order to improve the safety of roads within the EU are not part of the Trans-European road network, the Commission shall establish a coherent system for the exchange of best practice between the Member States, covering, inter alia, existing road infrastructure safety projects and proven road safety technology.

ENTRY INTO FORCE: 19/12/2008.

TRANSPOSITION: 19/12/2010.