

**AMENDMENTS 001-065**

by the Committee on Transport and Tourism

**Report**

**Daniela Aiuto**

Road infrastructure safety management

**A8-0008/2019**

Proposal for a directive (COM(2018)0274 – C8-0196/2018 – 2018/0129(COD))

---

**Amendment 1**

**Proposal for a directive**

**Recital 1**

*Text proposed by the Commission*

(1) It is the strategic objective of the Union to halve the number of road deaths by 2020 compared to 2010 and to move close to zero fatalities by 2050 ("Vision Zero")<sup>13</sup>. However, progress towards achieving these objectives has stalled in recent years.

---

<sup>13</sup> Communication from the Commission "Towards a European road safety area: policy orientations on road safety 2011-2020" (COM(2010)0389)

*Amendment*

(1) It is the strategic objective of the Union to halve the number of road deaths by 2020 compared to 2010 and to move close to zero fatalities by 2050 ("Vision Zero")<sup>13</sup>. However, progress towards achieving these objectives has stalled in recent years. ***Greater efforts are therefore needed at all levels in order to attain the 2020 target.***

---

<sup>13</sup> Communication from the Commission "Towards a European road safety area: policy orientations on road safety 2011-2020" (COM(2010)0389)

**Amendment 2**

**Proposal for a directive**

**Recital 2**

*Text proposed by the Commission*

(2) According to the Safe System approach, death and serious injury in road accidents is largely preventable. It should be a shared responsibility at all levels to ensure that road crashes do not lead to serious or fatal injuries. In particular, well-designed and properly maintained roads should reduce the probability of road traffic accidents, whilst "forgiving" roads (roads laid out in an intelligent way to ensure that driving errors do not immediately have serious consequences) should reduce the severity of accidents.

*Amendment*

(2) According to the Safe System approach, death and serious injury in road accidents is largely preventable. It should be a shared responsibility at all levels to ensure that road crashes do not lead to serious or fatal injuries. In particular, well-designed and properly maintained **and clearly marked and signed** roads should reduce the probability of road traffic accidents, whilst "forgiving" roads (roads laid out in an intelligent way to ensure that driving errors do not immediately have serious **or fatal** consequences) should reduce the severity of **traffic** accidents. ***The Commission should develop guidelines for the provision and maintenance of "forgiving roadsides" building on the experience of all Member States.***

### **Amendment 3**

#### **Proposal for a directive**

#### **Recital 4**

*Text proposed by the Commission*

(4) The road infrastructure safety management procedures implemented on the trans-European network have helped reduce fatalities and serious injuries in the Union. It is clear from the evaluation of the effects of Directive 2008/96/EC of the European Parliament and of the Council<sup>15</sup> that Member States which have been applying road infrastructure safety management ('RISM') principles on a voluntary basis to their national roads beyond the TEN-T network have achieved a much better road safety performance than Member States which do not do so.

*Amendment*

(4) The road infrastructure safety management procedures implemented on the trans-European network have helped reduce fatalities and serious injuries in the Union. It is clear from the evaluation of the effects of Directive 2008/96/EC of the European Parliament and of the Council<sup>15</sup> that Member States which have been applying road infrastructure safety management ('RISM') principles on a voluntary basis to their national roads beyond the TEN-T network have achieved a much better road safety performance than Member States which do not do so. ***It is therefore also desirable for these principles ('RISM') to be applied to other parts of the European road network.***

<sup>15</sup> Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).

<sup>15</sup> Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).

#### **Amendment 4**

##### **Proposal for a directive Recital 5**

###### *Text proposed by the Commission*

(5) A large proportion of road accidents occur on a small proportion of roads where traffic volumes and speeds are high and where there is a wide range of traffic travelling at different speeds. Therefore the limited extension of the scope of Directive 2008/96/EC to motorways and primary roads beyond the TEN-T network should contribute significantly to the improvement of road infrastructure safety across the Union.

###### *Amendment*

(5) A large proportion of road accidents occur on a small proportion of roads where traffic volumes and speeds are high and where there is a wide range of traffic travelling at different speeds. Therefore the limited extension of the scope of Directive 2008/96/EC to motorways and ***other*** primary roads beyond the TEN-T network should contribute significantly to the improvement of road infrastructure safety across the Union.

#### **Amendment 5**

##### **Proposal for a directive Recital 5 a (new)**

###### *Text proposed by the Commission*

###### *Amendment*

***(5a) In order to ensure that such extension of scope has the intended effect, it is logical that other primary roads include those roads that connect major cities or regions belonging to the highest category of road below the category ‘motorway’ in the national road classification;***

#### **Amendment 6**

##### **Proposal for a directive Recital 7**

*Text proposed by the Commission*

(7) Risk-based network-wide road assessment has emerged as an efficient and effective tool to identify sections of the network that should be targeted by more detailed road safety inspections and to prioritise investment according to its potential to deliver network-wide safety improvements. The entire road network covered by this Directive should therefore be systematically assessed to increase road safety across the Union.

*Amendment*

(7) Risk-based network-wide road assessment has emerged as an efficient and effective tool to identify sections of the network that should be targeted by more detailed road safety inspections and to prioritise investment according to its potential to deliver network-wide safety improvements. The entire road network covered by this Directive should therefore be systematically assessed, ***also through data gathered by electronic and digital means***, to increase road safety across the Union.

**Amendment 7**

**Proposal for a directive  
Recital 10**

*Text proposed by the Commission*

(10) The safety performance of existing roads should be improved by targeting investment to the road sections with the highest accident concentration and the highest accident reduction potential.

*Amendment*

(10) The safety performance of existing roads should be improved ***by ensuring for the drivers, especially professional drivers, enough parking and rest areas that provide appropriate parking spaces especially in mountainous and peripheral regions in all weather conditions***, and by targeting investment to the road sections with the highest accident concentration and the highest accident reduction potential.

**Amendment 8**

**Proposal for a directive  
Recital 11**

*Text proposed by the Commission*

(11) Sections of the road network adjoining road tunnels of the trans-European road network covered by Directive 2004/54/EC of the European Parliament and of the Council<sup>16</sup> have a particularly high accident risk. Joint road

*Amendment*

(11) Sections of the road network adjoining road tunnels of the trans-European road network covered by Directive 2004/54/EC of the European Parliament and of the Council<sup>16</sup> have a particularly high accident risk. Joint road

safety inspections of these road sections involving representatives of both the competent road and tunnel authorities should therefore be introduced in order to improve the safety of the road network *as a whole*.

---

<sup>16</sup> Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the Trans-European Road Network (OJ L 167, 30.4.2004, p. 39).

safety inspections of these road sections involving representatives of both the competent road and tunnel authorities should therefore be introduced in order to improve the safety of the road network *covered by this Directive*.

---

<sup>16</sup> Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the Trans-European Road Network (OJ L 167, 30.4.2004, p. 39).

### *Justification*

*The improvement of the safety network can only concern the scope of this Directive, not the network as a whole.*

## **Amendment 9**

### **Proposal for a directive Recital 12**

#### *Text proposed by the Commission*

(12) Vulnerable road users accounted for 46% of road fatalities in the Union in 2016. Ensuring that the interests of these users are taken into account in all RISM procedures should therefore improve their safety on the road.

#### *Amendment*

(12) Vulnerable road users accounted for 46% of road fatalities in the Union in 2016. Ensuring that the interests of these users are taken into account in all RISM procedures *and the development of quality requirements for pedestrians and cyclists infrastructure* should therefore improve their safety on the road.

## **Amendment 10**

### **Proposal for a directive Recital 13**

#### *Text proposed by the Commission*

(13) The design and maintenance of road markings and road signs is an important element in ensuring road infrastructure safety, especially in light of the development of vehicles equipped with driver assistance systems or higher levels

#### *Amendment*

(13) *Minimum performance requirements for* the design and maintenance of road markings and road signs *are* an important element in ensuring road infrastructure safety, especially in light of the development of vehicles

of automation. In particular, it is necessary to ensure that road markings and signs can be easily and reliably recognised by such vehicles.

equipped with driver assistance systems or higher levels of automation. In particular, it is necessary to ensure that ***all European road markings and signs, including conditional ones, respect minimum quality standards and are visible under all circumstances, ensuring that they*** can be easily and reliably recognised by ***all road users and by such vehicles on all roads in Europe. Furthermore, they should be harmonised within the Union, made interoperable with equipment installed on board vehicles of new conception. Similarly, other Regulations, such as Directive 2004/54/EC<sup>1a</sup>, must be adapted to the new safety and digitisation standards of the transport sector.***

*<sup>1a</sup> Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the Trans-European Road Network (OJ L 167, 30.4.2004, p. 39)*

## Amendment 11

### Proposal for a directive Recital 13 a (new)

*Text proposed by the Commission*

*Amendment*

***(13a) Improving safety is a priority in rail sector. Of particular importance is support for investment in safety at crossings (i.e. signalling, infrastructure improvement). According to the ERA 2014 report, in 2012, there were 573 significant accidents on the 114 000 level crossings in the Union, resulting in 369 fatalities and 339 people being seriously injured. Consequently, level crossings which pose a high safety risk should be identified at Union level with a view to investing in improving them, and they should eventually be replaced by bridges and underpasses.***

## Amendment 12

### Proposal for a directive Recital 13 b (new)

*Text proposed by the Commission*

*Amendment*

***(13b) High-quality road signs and markings are crucial to support drivers as well as connected and automated vehicles. Minimum performance requirements for road markings and roads signs should be met to facilitate the roll-out of connected and automated mobility systems. A harmonised approach throughout the Union in accordance with the Vienna Convention on Road Signs and Signals of 1968 would be preferable.***

## Amendment 13

### Proposal for a directive Recital 14

*Text proposed by the Commission*

*Amendment*

(14) In order to achieve transparency and improve accountability, key performance indicators should be reported.

(14) In order to achieve transparency and improve accountability, key performance indicators, ***based on a common methodology***, should be reported ***so that road users are informed about the state of the infrastructure and their awareness generally raised.***

## Amendment 14

### Proposal for a directive Recital 17 a (new)

*Text proposed by the Commission*

*Amendment*

***(17a) The Commission should consider revising the Directive 2004/54/EC on minimum safety requirements for tunnels by 2021 and should consider adopting a new legislative proposal on minimum safety requirements for bridges.***

## Amendment 15

### Proposal for a directive

#### Article 1 – paragraph 1 – point 1

Directive 2008/96/EC

Article 1 – paragraph 2

#### *Text proposed by the Commission*

2. This Directive shall apply to roads which are part of the trans-European network, **to** motorways **and to** primary roads, whether they are at the design stage, under construction or in operation.

#### *Amendment*

2. This Directive shall apply to roads which are part of the trans-European network, motorways **and** primary roads, **including sections of road built on bridges and sections of road that pass through tunnels** whether they are at the design stage, under construction or in operation.

## Amendment 16

### Proposal for a directive

#### Article 1 – paragraph 1 – point 1

Directive 2008/96/EC

Article 1 – paragraph 3

#### *Text proposed by the Commission*

3. This Directive shall also apply to roads and to road infrastructure projects not covered by paragraph 2 which are **situated outside urban areas and are completed using Union funding in whole or in part.**";

#### *Amendment*

3. This Directive shall also apply to roads and to road infrastructure projects not covered by paragraph 2 which are **situated outside urban areas and are completed using Union funding in whole or in part.**";

## Amendment 17

### Proposal for a directive

#### Article 1 – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Article 2 – point 2b

#### *Text proposed by the Commission*

2b. ‘primary road’ means a road that **is not a motorway but** connects major cities or regions, or both, **and is defined as a primary road in the EuroRegionalMap**

#### *Amendment*

2b. ‘primary road’ means a road that connects major cities or regions, or both, **belonging to the highest category of road below the category 'motorway' in the**



*produced by the National Mapping and Cadastral Agencies of Europe;*

*national road classification;*

## **Amendment 18**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 2 – point b**

Directive 2008/96/EC

Article 2 – point 2c

*Text proposed by the Commission*

2c. ‘network-wide road assessment’ means an assessment of the safety of the road network within the scope of this Directive in order to benchmark accident and impact severity risk;

*Amendment*

2c. ‘network-wide road assessment’ means an **objective** assessment **based on facts** of the safety of the road network within the scope of this Directive in order to benchmark accident and impact severity risk **and high accident concentration sections**;

## **Amendment 19**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 2 – point c**

Directive 2008/96/EC

Article 2 – point 5

*Text proposed by the Commission*

*(c) point 5 is deleted;*

*Amendment*

*deleted*

## **Amendment 20**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 2 – point d**

Directive 2008/96/EC

Article 2 – point 6

*Text proposed by the Commission*

6. ‘safety rating’ means the classification of parts of the existing road network in categories according to their objectively measured **in-built** safety;

*Amendment*

6. ‘safety rating’ means the classification of parts of the existing road network, **including parking areas on roads within the scope of this Directive**, in categories according to their objectively measured safety **level and to their fatal**

*accident report,*

## **Amendment 21**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 2 – point d**

Directive 2008/96/EC

Article 2 – point 7

*Text proposed by the Commission*

7. ‘road safety inspection’ means a targeted on-site inspection of an existing road or section of road to identify hazardous conditions, faults and deficiencies that increase the risk of accidents and injuries;;

*Amendment*

7. ‘road safety inspection’ means a targeted on-site inspection of an existing road, ***including parking areas on roads within the scope of this Directive***, or section of road to identify hazardous ***conditions, including season related*** conditions, faults and deficiencies that increase the risk of accidents and injuries;

## **Amendment 22**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 2 a (new)**

Directive 2008/96/EC

Article 4 – paragraph 6 a (new)

*Text proposed by the Commission*

*Amendment*

***(2a) In Article 4 the following paragraph 6 is added:***

***6a. The Commission shall set up guidelines for the provision and maintenance of “forgiving roadsides” and “self-explaining and self-enforcing roads” in the initial audit of the design phase, building on the experience of all Member States.***

## **Amendment 23**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 3**

Directive 2008/96/EC

Article 5 – paragraph 1

*Text proposed by the Commission*

1. Member States shall ensure that a network-wide road assessment is carried out on the entire road network in operation covered by this Directive. Network-wide road assessments shall comprise a visual inspection, an analysis of traffic volumes **and** historic accident data and an assessment of crash and impact severity risk. Member States shall ensure that the first assessment is carried out by **2025** at the latest. Subsequent network-wide road assessments shall be sufficiently frequent in order to ensure adequate safety levels, but in any case shall be carried out at least every five years.

*Amendment*

1. Member States shall ensure that a network-wide road assessment is carried out on the entire road network in operation covered by this Directive. Network-wide road assessments shall comprise a visual inspection, an analysis of traffic volumes, historic accident data, **ranking high accident concentration sections, data gathered by applying specific monitoring methodologies, relevant reports transmitted by road users as referred to in Article 6f,** and an assessment of crash and impact severity risk, **benchmarking these results.** Member States shall ensure that the first assessment is carried out by **2024** at the latest. Subsequent network-wide road assessments shall be sufficiently frequent in order to ensure adequate safety levels **and analysis related to accidents,** but in any case shall be carried out at least every five years.

**Amendment 24**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 3**

Directive 2008/96/EC

Article 5 – paragraph 2 a (new)

*Text proposed by the Commission*

*Amendment*

**2a. The Commission shall publish guidelines to define a methodology to carry out systematic network-wide road assessments and inspections of high risk sections.**

**Amendment 25**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 3**

Directive 2008/96/EC

Article 5 – paragraph 3

*Text proposed by the Commission*

3. On the basis of the results of the assessment referred to in paragraph 1, Member States shall classify all sections of the road network in ***no fewer than*** three categories according to their in-built safety.

**Amendment 26**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 3**

Directive 2008/96/EC

Article 5 – paragraph 5

*Text proposed by the Commission*

5. Member States shall ensure that appropriate signs are 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.

**Amendment 27**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 4 – point c**

Directive 2008/96/EC

Article 6 – paragraph 3

*Text proposed by the Commission*

3. Member States shall ensure the safety of sections of the road network adjoining road tunnels covered by Directive 2004/54/EC through joint road safety inspections involving the competent

*Amendment*

3. On the basis of the results of the assessment referred to in paragraph 1, Member States shall classify all sections of the road network in three categories according to their in-built safety.

*Amendment*

5. Member States shall ensure that ***road users are informed of the existence of a high accident concentration section and that the relevant and*** appropriate signs ***and markings*** are 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.

*Amendment*

3. Member States shall ensure the safety of sections of the road network adjoining road tunnels covered by Directive 2004/54/EC through joint road safety inspections involving the competent

entities involved in the implementation of this Directive and Directive 2004/54/EC. The joint road safety inspections shall be carried out at least every three years;

entities involved in the implementation of this Directive and Directive 2004/54/EC. The joint road safety inspections shall be ***sufficiently frequent to ensure adequate safety levels, but in any case shall be*** carried out at least every three years;

## Amendment 28

### Proposal for a directive

#### Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6a – paragraph 3

#### *Text proposed by the Commission*

3. Member States shall ensure that remedial action is targeted at road sections with low safety levels and which offer the opportunity for the implementation of measures with high benefit-cost ratios.

#### *Amendment*

3. Member States shall ensure that remedial action is targeted ***primarily*** at road sections, with low safety levels and which offer the opportunity for the implementation of measures with high benefit-cost ratios.

## Amendment 29

### Proposal for a directive

#### Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6a – paragraph 3 a (new)

#### *Text proposed by the Commission*

#### *Amendment*

***3a. Member States, shall in any event ensure adequate levels of intervention and maintenance to guarantee the safety of the infrastructure on the whole road network and shall put in place procedures and plans to intervene immediately if the findings of the inspections and of the network-wide road assessment highlight a severe safety risk;***

***Neighbouring Member States shall ensure performant coordination and cooperation of emergency services in case of accidents on cross-border sections of tunnels and bridges.***

## Amendment 30

### Proposal for a directive

#### Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6a – paragraph 4

#### *Text proposed by the Commission*

4. Member States shall prepare and regularly update a risk-based prioritised action plan to track the implementation of identified remedial action. In the preparation of the action plan, Member States shall give priority to road sections with high potential for road safety improvements taking into account interventions with high benefit-cost ratios.

#### *Amendment*

4. Member States shall prepare and regularly update, ***but within a year at the latest after the entry into force of the Directive***, a risk-based prioritised action plan to track the implementation of identified remedial action. In the preparation of the action plan, Member States shall give priority to road sections with high potential for road safety improvements taking into account interventions with high benefit-cost ratios.

## Amendment 31

### Proposal for a directive

#### Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6b – paragraph 1

#### *Text proposed by the Commission*

Member States shall ensure that the needs of vulnerable road users are taken into account in the implementation of the procedures set out in Articles 3 to 6.”;

#### *Amendment*

Member States shall ensure that the needs of vulnerable road users are taken into account in the implementation of the procedures set out in Articles 3 to 6, ***and in the road design and the maintenance. The Commission should develop quality requirements.***

## Amendment 32

### Proposal for a directive

#### Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6c – paragraph 1

*Text proposed by the Commission*

1. Member States shall ensure that road markings and road signs are properly designed and maintained in such a way that they can be easily and reliably recognised by both human drivers and vehicles equipped with driver assistance systems or higher levels of automation.

*Amendment*

1. Member States shall ensure that road markings and road signs are properly designed, ***in accordance with high quality standards and visible under all circumstances, positioned*** and maintained in such a way that they can be easily and reliably recognised by both human drivers and vehicles equipped with driver assistance systems or higher levels of automation.

**Amendment 33**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 5**

Directive 2008/96/EC

Article 6c – paragraph 2

*Text proposed by the Commission*

2. The Commission shall develop ***general*** performance requirements to facilitate the recognition of road markings and road signs. For this purpose, the Commission shall ***adopt an implementing act*** in accordance with ***the procedure referred to in Article 13(2)***;

*Amendment*

2. The Commission shall develop ***minimum*** performance requirements to facilitate the recognition of road markings and road signs ***and to improve their connectivity and their interoperability with C-ITS devices installed on connected and automated vehicles. By 2020 the Commission shall establish common European standards to harmonise road markings and road signs, in line with the provisions of the Vienna Convention on Road Signs and Signals of 1968.***

***In addition, the Commission shall establish a central European register for all road signs and additional symbols used in the EU.*** For this purpose, the Commission shall adopt ***delegated*** acts in accordance with Article ***12a***.

**Amendment 34**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 5**

Directive 2008/96/EC  
Article 6 e (new)

*Text proposed by the Commission*

*Amendment*

**Article 6 e**

**Information and transparency**

- 1. Member States shall ensure that appropriate information is provided at the starting point of each section of the road network in order to inform the road users on the current category of the section, as referred to in Article 5(3);**
- 2. The Commission shall publish an European map of the road network within the scope of this Directive, accessible on-line, highlighting the three different categories as referred to in Article 5(3);**
- 3. Member States shall publish and make accessible to the public all the relevant documents, affecting the safety of the infrastructure, of concession provisions within the framework of public procurements.**

**Amendment 35**

**Proposal for a directive**  
**Article 1 – paragraph 1 – point 5**  
Directive 2008/96/EC  
Article 6 f (new)

*Text proposed by the Commission*

*Amendment*

**Article 6 f**

**Voluntary reporting**

- 1. Member States shall establish a national system for the purpose of voluntary reporting accessible on-line to all road users, to facilitate the collection of details of occurrences transmitted by road users and vehicles, and of any other safety-related information which is perceived by the reporter as an actual or potential hazard to road infrastructure**



*safety;*

**2. Member States shall ensure that the details and information as referred to in paragraph 1 are collected within a national database, processed, analysed in due time and, if relevant, evaluated to carry out the procedures as defined in Articles 5, 6 and 6a;**

## **Amendment 36**

### **Proposal for a directive**

**Article 1 – paragraph 1 – point 5 b (new) – point a (new)**

Directive 2008/96/EC

Article 9 – paragraph 1

*Text proposed by the Commission*

*Amendment*

1. Member States shall ensure ***that, if they do not already exist, training curricula for road safety auditors are adopted by 19 December 2011.***

***(5b) Article 9 is amended as follows:***

***(a) paragraph 1 is replaced by the following:***

1. Member States shall ensure ***to adopt training curricula for road safety auditors. The Commission should develop minimum requirements based on Member States best practices. In order to ensure that the needs of the most vulnerable road users are taken into account, pedestrian and cycling infrastructure should be part of training curricula for road safety;***

## **Amendment 37**

### **Proposal for a directive**

**Article 1 – paragraph 1 – point 6**

Directive 2008/96/EC

Article 10 – paragraph 1

*Text proposed by the Commission*

*Amendment*

In order to improve the safety of Union roads, the Commission shall establish a system for the exchange of best practices between the Member States, covering, inter alia, existing road infrastructure safety projects and proven road safety

In order to improve the safety of Union roads, the Commission shall establish a system for the exchange of ***information and*** best practices between the Member States, covering, inter alia, ***training curricula for road safety,*** existing road

technology.;

infrastructure safety projects and proven road safety technology, *including systems to identify road signs both by drivers and vehicles equipped with driver assistance devices. Facilitating the exchange of experience on Safe System methodologies between practitioner and the information exchange for road safety auditors should be encouraged.*

## Amendment 38

### Proposal for a directive

#### Article 1 – paragraph 1 – point 8

Directive 2008/96/EC

Article 11a – paragraph 1

#### *Text proposed by the Commission*

1. Member States shall provide a report to the Commission by 31st October [OP: please insert the YEAR calculated 24 months following the entry into force] and every three years thereafter on the percentage of the road network assessed by network-wide road assessment in the preceding three years, and the safety rating of the road sections assessed by category of road users.;

#### *Amendment*

1. Member States shall provide a report to the Commission by 31st October [OP: please insert the YEAR calculated 24 months following the entry into force] and every three years thereafter, *based on a common methodology*, on the percentage of the road network assessed by network-wide road assessment in the preceding three years, *the state of progress towards the achievement of the targets set at national level in terms of reduction of fatalities and accidents, the update of national guidelines, including particularly the improvements in terms of technological progress and of protection of vulnerable users*, and the safety rating of the road sections assessed by category of road users;

## Amendment 39

### Proposal for a directive

#### Article 1 – paragraph 1 – point 8

Directive 2008/96/EC

Article 11a – paragraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

***1a. On the basis of an analysis of the national reports, in the first instance by [xx/xx/xxx - 24 months after the MS report submission deadline] and two years thereafter, the Commission shall draw up and submit a report to the European Parliament and to the Council on the implementation of the Directive, in particular with regard to the elements as referred to in paragraph 1, and on possible further measures, including a revision of this Directive and possible adaptations to technical progress.***

#### **Amendment 40**

##### **Proposal for a directive**

##### **Article 1 – paragraph 1 – point 10**

Directive 2008/96/EC

Article 12a – title

*Text proposed by the Commission*

*Amendment*

##### ***Delegated acts***

##### ***Exercise of the delegation***

#### **Amendment 41**

##### **Proposal for a directive**

##### **Article 1 – paragraph 1 – point 10**

Directive 2008/96/EC

Article 12a – paragraph 2

*Text proposed by the Commission*

*Amendment*

2. The power to adopt delegated acts referred to in Article 12 shall be conferred on the Commission for ***an indeterminate*** period of ***time*** from [date of entry into force of this Directive].

2. The power to adopt delegated acts referred to in Article ***6c and in Article*** 12 shall be conferred on the Commission for a period of ***5 years*** from [date of entry into force of this Directive]. ***The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five year period. The delegation of power shall be tacitly extended for periods of an identical***

*duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.*

## Amendment 42

### Proposal for a directive

#### Article 1 – paragraph 1 – point 10

Directive 2008/96/EC

Article 12a – paragraph 3

#### *Text proposed by the Commission*

3. The delegation of power referred to in Article **12** may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

#### *Amendment*

3. The delegation of power referred to in Article **6c and in Article 12** may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

## Amendment 43

### Proposal for a directive

#### Article 1 – paragraph 1 – point 10

Directive 2008/96/EC

Article 12a – paragraph 6

#### *Text proposed by the Commission*

6. A delegated act adopted pursuant to Article 12 shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended

#### *Amendment*

6. A delegated act adopted pursuant to **Article 6c and** Article 12 shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That

by two months at the initiative of the European Parliament or of the Council.;

period shall be extended by two months at the initiative of the European Parliament or of the Council.;

#### **Amendment 44**

##### **Proposal for a directive**

##### **Annex I – paragraph 1 – point 1 a (new)**

Directive 2008/96/EC

Annex I – section 2 – point e

*Present text*

*Amendment*

(e) traffic (e.g. traffic volume, traffic categorisation by type);

**(1a) In section 2, the point (e) is amended as follows;**

(e) traffic (e.g. traffic volume, traffic categorisation by type), **including estimated pedestrian and bicycle flows determined from adjacent land use attributes;**

#### **Amendment 45**

##### **Proposal for a directive**

##### **Annex I – paragraph 1 – point 2 – point b**

Directive 2008/96/EC

Annex II – section 1 – point n – point ii

*Text proposed by the Commission*

*Amendment*

ii) provisions for cyclists,

(ii) provisions for cyclists, **including the existence of alternative routes or separations from high speed motor traffic,**

#### **Amendment 46**

##### **Proposal for a directive**

##### **Annex I – paragraph 1 – point 2 – point b**

Directive 2008/96/EC

Annex II – paragraph 1 – point n – point iii a (new)

*Text proposed by the Commission*

*Amendment*

**(iii a) density and location of crossings for pedestrians and cyclists;**

## Amendment 47

### Proposal for a directive

#### Annex I – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Annex II – paragraph 1 – point n – point iii b (new)

*Text proposed by the Commission*

*Amendment*

***iii b) provisions for pedestrians and cyclists on affected roads in the area;***

## Amendment 48

### Proposal for a directive

#### Annex I – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Annex II – paragraph 1 – point n – point iii c (new)

*Text proposed by the Commission*

*Amendment*

***(iii c) separation of pedestrians and cyclists from high speed motor traffic or the existence of direct alternative routes on lower class roads;***

## Amendment 49

### Proposal for a directive

#### Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex IIa – section 1 – point c

*Text proposed by the Commission*

*Amendment*

(c) self-explaining alignment (i.e. "readability" of the alignment by ***drivers***);

(c) self-explaining alignment (i.e. "readability" of the alignment by ***road users***);

## Amendment 50

### Proposal for a directive

#### Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex IIa – section 1 – point g

*Text proposed by the Commission*

- (g) existence of pedestrian crossings.

*Amendment*

- (g) existence of pedestrian **and cycling** crossings.

## **Amendment 51**

### **Proposal for a directive**

#### **Annex I – paragraph 1 – point 3**

Directive 2008/96/EC

Annex IIa – section 3 – point e

*Text proposed by the Commission*

- (e) road/ rail level crossings.

*Amendment*

- (e) road/rail level crossings (**noting particularly type of crossing and if they are manned, unmanned, manual, or automated**).

## **Amendment 52**

### **Proposal for a directive**

#### **Annex I – paragraph 1 – point 3**

Directive 2008/96/EC

Annex IIa – section 6 – point b

*Text proposed by the Commission*

- (b) roadside hazards and distance from carriageway edge;

*Amendment*

- (b) roadside hazards and distance from carriageway **or cycle path** edge;

## **Amendment 53**

### **Proposal for a directive**

#### **Annex I – paragraph 1 – point 3**

Directive 2008/96/EC

Annex IIa – section 6 – point f a (new)

*Text proposed by the Commission*

*Amendment*

- (fa) maintenance, especially in winter conditions, of parking areas;**

## Amendment 54

### Proposal for a directive

#### Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex IIa – section 7 a (new)

*Text proposed by the Commission*

*Amendment*

#### **7a. Bridges and tunnels:**

**(a) presence and number of bridges;**

**(b) presence and number of tunnels;**

**(c) existence of sensors for remote control of the structural performance and of the stability of the infrastructure;**

**(d) visual elements representing hazards for the safety of the infrastructure.**

## Amendment 55

### Proposal for a directive

#### Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 2 – point d

*Text proposed by the Commission*

*Amendment*

(d) observed bicycle volumes;

(d) observed bicycle volumes **on both sides, noting “along” or “crossing”**;

## Amendment 56

### Proposal for a directive

#### Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 3 – point a

*Text proposed by the Commission*

*Amendment*

(a) Number **and** location of fatalities by road user group

(a) Number, location **and cause** of fatalities by road user group



## Amendment 57

### Proposal for a directive

#### Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 4 – point d

*Text proposed by the Commission*

(d) presence of ITS devices: queue alerts, variable message signs;

*Amendment*

(d) presence of ITS devices: queue alerts, variable message signs, ***sensors to monitor the structural performance;***

## Amendment 58

### Proposal for a directive

#### Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 6 a (new)

*Text proposed by the Commission*

*Amendment*

***6a. Bridges and tunnels:***

***(a) presence and number of bridges, including their relevant information;***

***(b) presence and number of tunnels, including their relevant information;***

***(c) existence of sensors for remote control of the structural performance and of the stability of the infrastructure;***

***(d) visual elements representing hazards for the safety of the infrastructure.***

## Amendment 59

### Proposal for a directive

#### Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 7 – point e

*Text proposed by the Commission*

(e) presence of road-rail crossings.

*Amendment*

(e) presence of road-rail crossings, ***(noting particularly type of crossing and if they are manned, unmanned, manual, or***

*automated).*

## **Amendment 60**

### **Proposal for a directive**

#### **Annex I – paragraph 1 – point 4**

Directive 2008/96/EC

Annex III – section 9 – point a

*Text proposed by the Commission*

(a) pedestrian crossings (surface crossings and grade separation);

*Amendment*

(a) pedestrian **and cycling** crossings (surface crossings and grade separation);

## **Amendment 61**

### **Proposal for a directive**

#### **Annex I – paragraph 1 – point 4**

Directive 2008/96/EC

Annex III – point 9 – point a a (new)

*Text proposed by the Commission*

*Amendment*

**(aa) cycling crossings (surface crossings and grade separation);**

## **Amendment 62**

### **Proposal for a directive**

#### **Annex I – paragraph 1 – point 4**

Directive 2008/96/EC

Annex III – point 9 – point d

*Text proposed by the Commission*

(d) bicycle facilities;

*Amendment*

(d) bicycle facilities **and their type (cycle paths, cycle lanes, other);**

## **Amendment 63**

### **Proposal for a directive**

#### **Annex I – paragraph 1 – point 4**

Directive 2008/96/EC

Annex III – point 9 – point f

*Text proposed by the Commission*

(f) pedestrian crossing **facility** on entry arm of minor road joining network.

*Amendment*

(f) pedestrian **and cycling** crossing **facilities** on entry arm of minor road joining network.

## **Amendment 64**

### **Proposal for a directive**

**Annex I – paragraph 1 – point 4**

Directive 2008/96/EC

Annex III – point 9 – point f a (new)

*Text proposed by the Commission*

*Amendment*

**(fa) existence of alternative routes for pedestrians and cyclists in case of no separated facilities.**

## **Amendment 65**

### **Proposal for a directive**

**Annex I – paragraph 1 – point 4**

Directive 2008/96/EC

Annex III – point 9 a (new)

*Text proposed by the Commission*

*Amendment*

**9a. Pre/post crash systems for traffic injury and gravity mitigation elements:**

**(a) Network operational centres and other patrolling facilities;**

**(b) Mechanisms to communicate to the road users of the driving conditions to prevent accidents or incidents;**

**(c) AID Automatic Incident Detection systems: sensors and cameras;**

**(d) Incident Managements systems;**

**(e) Systems to communicate with emergency bodies.**