



2018/0129(COD)

29.10.2018

AMENDMENTS

53 - 203

Draft report
Daniela Aiuto
(PE628.414v01-00)

Road infrastructure safety management

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

Amendment 53

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

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")¹³. However, progress towards achieving these objectives has stalled in recent years.

¹³ Communication from the Commission "Towards a European road safety area: policy orientations on road safety 2011-2020" (COM(2010) 389 final)

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")¹³. However, progress towards achieving these objectives has stalled in recent years. ***Significant and urgent efforts and measures are needed to save lives and to avoid serious injuries on European Roads.***

¹³ Communication from the Commission "Towards a European road safety area: policy orientations on road safety 2011-2020" (COM(2010) 389 final)

Or. en

Amendment 54

Mark Demesmaeker

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")¹³. However, progress towards achieving these objectives has stalled in recent years.

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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")¹³. 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.

¹³ Communication from the Commission "Towards a European road safety area: policy orientations on road safety 2011-2020" (COM(2010) 389 final)

¹³ Communication from the Commission "Towards a European road safety area: policy orientations on road safety 2011-2020" (COM(2010) 389 final)

Or. nl

Amendment 55

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Inmaculada Rodríguez-Piñero Fernández, Ismail Ertug

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 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. ***Guidelines with precise technical characteristics for the provision and maintenance of "forgiving roadsides" building on the experience of all Member States should be developed by the Commission.***

Or. en

Amendment 56

Maria Grapini

**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, 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 consequences) should reduce the severity of accidents.

Or. ro

**Amendment 57
Olga Sehnalová**

**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 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.

Amendment 58
Olga Sehnalová

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 Council¹⁵ 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.

¹⁵ 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) 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 Council¹⁵ 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.***

¹⁵ 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 59

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

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 extension of the scope of Directive 2008/96/EC **to rural roads**, to motorways and primary roads beyond the TEN-T network should contribute significantly to the improvement of road infrastructure safety across the Union **and the same high level of safety to all road users**.

Or. en

Amendment 60
Matthijs van Miltenburg, Pavel Telička

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 primary roads beyond the TEN-T network **is expected to** contribute significantly to the improvement of road infrastructure safety across the Union.

Or. en

Justification

According to the Commission's proposal and the impact assessment, it is the expected impact of the limited extension of the scope that road infrastructure safety will improve significantly.

Amendment 61
Olga Sehnalová

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 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 **all** primary roads beyond the TEN-T network should contribute significantly to the improvement of road infrastructure safety across the Union.

Or. cs

Justification

Most fatal road traffic accidents occur on roads outside the main motorway network. Therefore, the application of the road infrastructure safety management tool should be expanded to other parts of the road network.

Amendment 62
Claudia Schmidt

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

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 **all** motorways beyond the TEN-T network should contribute significantly to the improvement of road infrastructure safety

infrastructure safety across the Union.

across the Union.

Or. de

Amendment 63
Claudia Schmidt

Proposal for a directive
Recital 6

Text proposed by the Commission

Amendment

(6) *Further, the mandatory application of the procedures of Directive 2008/96/EC to any road infrastructure project outside urban areas which is completed using Union funding should ensure that Union funds are not used to build unsafe roads.*

deleted

Or. de

Amendment 64
Maria Grapini

Proposal for a directive
Recital 6

Text proposed by the Commission

Amendment

(6) Further, the mandatory application of the procedures of Directive 2008/96/EC to any road infrastructure project outside urban areas which is completed using Union funding should ensure that Union funds are not used to build unsafe roads.

(6) Further, the mandatory application of the procedures of Directive 2008/96/EC to any road infrastructure project outside urban areas which is completed using Union funding should ensure that Union funds are not used to build unsafe roads *that might lead to an increase in road accidents.*

Or. ro

Amendment 65

Mark Demesmaeker

Proposal for a directive

Recital 6

Text proposed by the Commission

(6) Further, the mandatory application of the procedures of Directive 2008/96/EC to any road infrastructure project ***outside urban areas*** which is completed using Union funding should ensure that Union funds are not used to build unsafe roads.

Amendment

(6) Further, the mandatory application of the procedures of Directive 2008/96/EC to any road infrastructure project which is completed using Union funding should ensure that Union funds are not used to build unsafe roads.

Or. nl

Amendment 66

Maria Grapini

Proposal for a directive

Recital 8

Text proposed by the Commission

(8) Integrating the best performing elements from the previous "safety ranking and management of the road network in operation procedure" into the new network-wide road assessment procedure should allow better identification of road sections where the opportunities to improve safety are the greatest and where targeted interventions should deliver the biggest improvements.

Amendment

(8) Integrating the best performing elements from the previous "safety ranking and management of the road network in operation procedure" into the new network-wide road assessment procedure should allow better identification of ***extremely dangerous*** road sections where the opportunities to improve safety are the greatest and where targeted interventions should deliver the biggest improvements.

Or. ro

Amendment 67

Merja Kyllönen

Proposal for a directive

Recital 10

Text proposed by the Commission

Amendment

(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.

(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.

Or. en

Justification

Drivers engaged in both national and international transport operations find it often difficult if not impossible to have the necessary breaks, especially in the outermost and/or peripheral regions of the European Union, as there is not enough parking and rest areas that provide appropriate parking spaces, e.g. free from snow and ice in the winter time. It is therefore utmost importance from road safety perspective and in the interests of drivers working conditions, that Member States should provide them.

Amendment 68

Matthijs van Miltenburg, Pavel Telička

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 Council¹⁶ 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*.

¹⁶ Directive 2004/54/EC of the European Parliament and of the Council of 29 April

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 Council¹⁶ 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 *covered by this Directive*.

¹⁶ 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).

2004 on minimum safety requirements for tunnels in the Trans-European Road Network (OJ L 167, 30.4.2004, p. 39).

Or. en

Justification

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

Amendment 69

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

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 pedestrian and cycling infrastructure*** should therefore improve their safety on the road.

Or. en

Amendment 70

Inés Ayala Sender

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

Amendment

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

driver assistance systems or higher levels of automation. In particular, it is necessary to ensure that road markings and signs can be easily and reliably recognised by such vehicles. ***In a similar vein, other regulations, such as Directive 2004/54 on minimum safety requirements for tunnels in the trans-European road network, must be adapted to the new safety and digitisation standards of the transport sector.***

Or. es

Amendment 71

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

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

Amendment

(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 of automation. In particular, it is necessary to ensure that road markings and signs ***are visible under all circumstances and that they*** can be easily and reliably recognised by such vehicles ***and all road users.***

Or. en

Amendment 72

Daniela Aiuto

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

Amendment

(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 of automation. In particular, it is necessary to ensure that ***all European*** road markings and signs, ***including conditional ones***, can be easily and reliably recognised by such vehicles.

Or. en

Amendment 73
Mark Demesmaeker

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

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 equipped with driver assistance systems or higher levels of automation. In particular, it is necessary to ensure that road markings and signs can be easily and reliably recognised by such vehicles.

Or. nl

Amendment 74
Claudia Schmidt

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

Amendment

(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 of automation. In particular, it is necessary to ensure that road markings and signs can be easily and reliably recognised by such vehicles ***on all roads in Europe***.

Or. de

Amendment 75
Inés Ayala Sender

Proposal for a directive
Recital 13 a (new)

Text proposed by the Commission

Amendment

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

Or. es

Amendment 76
Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) 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 within the Union in accordance with the Vienna Convention on Road Signs and Signals of 1968 would be preferable.

Or. en

Amendment 77
Mark Demesmaeker

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.

Or. nl

Justification

Only if the reports are drawn up on the basis of a common methodology can the information be used efficiently by the Commission and Member States.

Amendment 78
Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive

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Recital 16

Text proposed by the Commission

(16) Since the objective of this Directive, namely the establishment of procedures to ensure a consistently high level of road safety throughout the trans-European network and the network of motorways and primary roads across the Union cannot be sufficiently achieved by the Member States, but can rather, as improvement is necessary throughout the Union in order to ensure convergence towards higher standards of road infrastructure safety, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective. As a result of action at Union level, travel throughout the Union should become safer which in turn should improve the functioning of the internal market and support the objective of economic, social and territorial cohesion.

Amendment

(16) Since the objective of this Directive, namely the establishment of procedures to ensure a consistently high level of road safety throughout the trans-European network and the network *of rural roads*, of motorways and primary roads across the Union cannot be sufficiently achieved by the Member States, but can rather, as improvement is necessary throughout the Union in order to ensure convergence towards higher standards of road infrastructure safety, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective. As a result of action at Union level, travel throughout the Union should become safer which in turn should improve the functioning of the internal market and support the objective of economic, social and territorial cohesion.

Or. en

Amendment 79 **Claudia Schmidt**

Proposal for a directive **Recital 16**

Text proposed by the Commission

(16) Since the objective of this Directive, namely the establishment of procedures to ensure a consistently high level of road safety throughout the trans-European network and the network of

Amendment

(16) Since the objective of this Directive, namely the establishment of procedures to ensure a consistently high level of road safety throughout the trans-European network and the network of

motorways *and primary roads* across the Union cannot be sufficiently achieved by the Member States, but can rather, as improvement is necessary throughout the Union in order to ensure convergence towards higher standards of road infrastructure safety, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective. As a result of action at Union level, travel throughout the Union should become safer which in turn should improve the functioning of the internal market and support the objective of economic, social and territorial cohesion.

motorways across the Union cannot be sufficiently achieved by the Member States, but can rather, as improvement is necessary throughout the Union in order to ensure convergence towards higher standards of road infrastructure safety, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective. As a result of action at Union level, travel throughout the Union should become safer which in turn should improve the functioning of the internal market and support the objective of economic, social and territorial cohesion.

Or. de

Amendment 80

Lucy Anderson, David-Maria Sassoli

Proposal for a directive

Article 1 – paragraph 1 – point 1 – introductory part

Text proposed by the Commission

(1) in Article 1, paragraphs 1 to 3 are replaced by the following:

Amendment

(1) in Article 1, paragraphs 1 to 4 are replaced by the following:

Or. en

Amendment 81

Merja Kyllönen

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, **all** motorways, **all** primary roads **and all main rural and main urban roads not covered by the primary road network definition**, under construction or in operation.

Or. en

Amendment 82
Isabella De Monte

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, to motorways and to primary roads, **to bridges and to tunnels**, whether they are at the design stage, under construction or in operation.

Or. it

Amendment 83
Lucy Anderson, David-Maria Sassoli, Inés Ayala Sender, Peter Kouroumbashev

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

Amendment

2. This Directive shall apply to **cover all** roads which are part of the trans-European network, **all** motorways, **all**

roads, *whether they are at the design stage, under construction or in operation.*

primary roads *and all main rural and main urban roads not covered by the primary road network definition.*

Or. en

Amendment 84
Kateřina Konečná

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 *cover all* roads which are part of the trans-European network, *all* motorways, *all* primary roads *and all main rural and main urban roads not covered by the primary road network definition.*

Or. en

Amendment 85
Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

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, to *rural roads*, motorways and to primary roads, whether they are at the design stage, under construction or in operation.

Amendment 86
Olga Sehnalová

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, to motorways and to **all** primary roads, whether they are at the design stage, under construction or in operation.

Or. cs

Amendment 87
Claudia Schmidt

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 **and** to motorways, whether they are at the design stage, under construction or in operation.

Or. de

Amendment 88
Mark Demesmaeker

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 **and** to motorways, whether they are at the design stage, under construction or in operation.

Or. nl

Amendment 89
Claudia Schmidt

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

deleted

Or. de

Amendment 90
Mark Demesmaeker

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

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.

completed using Union funding in whole
or in part.

Or. nl

Amendment 91

Lucy Anderson, David-Maria Sassoli, Theresa Griffin, Inés Ayala Sender, Peter Kouroumbashev

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 ***and inside*** urban areas and are completed using Union funding in whole or in part.

Or. en

Amendment 92

Merja Kyllönen

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 ***and inside*** urban areas and are completed using Union funding in whole or in part.

Or. en

Justification

Any EU funds destined to support urban mobility should also comply with safety standards and should therefore be identified specifically as promoting safety including, for example, investments in public transport, cycle lanes and pedestrian infrastructure.

Amendment 93 **Kateřina Konečná**

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 ***and inside*** urban areas and are completed using Union funding in whole or in part.

Or. en

Amendment 94 **Massimiliano Salini, Innocenzo Leontini**

Proposal for a directive
Article 1 – paragraph 1 – point 1
Directive 2008/96/EC
Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The road infrastructure and the road infrastructure projects which are not part of the Trans European Network to which the Directive shall also apply, as mentioned in the previous paragraphs, will be identified by the competent authorities of each Member State on the basis of the accident rates standards or traffic forecast.

Amendment 95
Lucy Anderson, David-Maria Sassoli

Proposal for a directive
Article 1 – paragraph 1 – point 1 a (new)
Directive 2008/96/EC
Article 1 – paragraph 4

Text proposed by the Commission

Amendment

(1a) In Article 1 Paragraph 4 is deleted;

Amendment 96
Claudia Schmidt

Proposal for a directive
Article 1 – paragraph 1 – point 2 – point b
Directive 2008/96/EC
Article 2 – point 2 b

Text proposed by the Commission

Amendment

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

Amendment 97
Mark Demesmaeker

Proposal for a directive
Article 1 – paragraph 1 – point 2 – point b
Directive 2008/96/EC
Article 2 – point 2 b

Text proposed by the Commission

Amendment

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

deleted

Or. nl

Amendment 98

Massimiliano Salini, Innocenzo Leontini

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Article 2 – point 2 b

Text proposed by the Commission

Amendment

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

2b. *‘primary road’ means a road that is not a motorway but connects major cities or regions, or both;*

Or. en

Justification

According to the principle of subsidiarity, each Member State designates the primary roads on its territory by following its existing road classification.

Amendment 99

Karoline Graswander-Hainz, Francisco Assis, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Article 2 – point 2 b

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

Amendment

2b. 'primary road' means a road that is not a motorway but connects major cities or regions, or both;

Or. en

Amendment 100
Olga Sehnalová

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Article 2 – point 2 b

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

Amendment

2b. 'primary road' means a road that is not a motorway but **is intended for transport between administrative units and is defined as such by the categorisation of the relevant legislation of a Member State;**

Or. cs

Amendment 101

Karoline Graswander-Hainz, Francisco Assis, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Article 2 – point 2 b a (new)

Text proposed by the Commission

Amendment

2ba. 'rural road' means a road outside urban areas that are not motorways or unpaved roads;^{1a}

Amendment 102
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 2 – point b
Directive 2008/96/EC
Article 2 – point 2 c

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 assessment of the safety of the road network within the scope of this Directive in order to benchmark **high accident concentration sections**, accident and impact severity risk;

Amendment 103
Merja Kyllönen

Proposal for a directive
Article 1 – paragraph 1 – point 2 – point b
Directive 2008/96/EC
Article 2 – point 2 c

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 assessment of the safety of the road network within the scope of this Directive in order to benchmark **high accident concentration sections, in order to benchmark** accident and impact severity risk;

Amendment 104

Lucy Anderson, Karoline Graswander-Hainz, David-Maria Sassoli, Theresa Griffin, Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Article 2 – point 2 c

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 assessment of the safety of the road network within the scope of this Directive in order to benchmark **high accident concentration sections**, accident and impact severity risk;

Or. en

Amendment 105

Massimiliano Salini, Innocenzo Leontini

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Article 2 – point 2 c

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 **analysis**’ means an **objective analysis based on facts** of the safety of the road network within the scope of this Directive in order to **classify** accident and impact severity risk;

(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)

Or. en

Justification

The analysis to be carried out must be based on facts and objective criteria and not be judgmental, as it would be the case for an assessment (act of making a judgement about something).

Amendment 106 **Merja Kyllönen**

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***, in categories according to their objectively measured in-built safety;

Or. en

Amendment 107 **Massimiliano Salini, Innocenzo Leontini**

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 in categories according to their objectively measured ***level related to fatal accident report***;

Or. en

Amendment 108

Merja Kyllönen

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***, or section of road to identify hazardous ***conditions, winter*** conditions, faults and deficiencies that increase the risk of accidents and injuries;

Or. en

Amendment 109

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender

Proposal for a directive

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

Directive 2008/96/EC

Article 4 – paragraph 6 (new)

Text proposed by the Commission

Amendment

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

6. The Commission shall set up guidelines with precise technical characteristics for the provision and maintenance of “forgiving roadsides” (roads laid out in an intelligent way to ensure that driving errors do not immediately have serious consequences) building on the experience of all Member States and promote them amongst auditors and transport planners. The Commission shall provide technical and financial assistance to support Member States in the implementation of the

guidelines.

Or. en

Amendment 110
Merja Kyllönen

Proposal for a directive
Article 1 – paragraph 1 – point 2 a (new)
Directive 2008/96/EC
Article 4 – paragraph 6 (new)

Text proposed by the Commission

Amendment

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

6. The Commission shall set up guidelines with precise technical characteristics for the provision of “forgiving roadsides” and “self-explaining and self-enforcing roads” in the initial audit of the design phase. The Commission shall provide technical and financial assistance to support Member States in implementation of the guidelines.

Or. en

Justification

Forgiving roads aim to reduce consequences when a collision happens. Different classes of roads should be distinctive in design and function so that they are “self-explaining”. Within each class features e.g. width of carriageway, road markings, signing, and use of street lighting should be consistent throughout a route. The concept is inherent in design for the highest class – motorways. On lower class roads, which are the most dangerous by their characteristics, consistency is often lacking.

Amendment 111
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 2 a (new)
Directive 2008/96/EC

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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 with precise technical characteristics for the provision and maintenance of “forgiving roadsides” building on the experience of all Member States and promote them amongst auditors and transport planners.

Or. en

Amendment 112

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 2 b (new)

Directive 2008/96/EC

Article 4 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

(2b) In Article 4 the following paragraph 7 is added:

6b. The Commission shall set up guidelines for applying progressively the concepts of “self-explaining” and “self-enforcing roads” (roads that are designed for specific purpose or function, e.g. speed limits) in the procedures of road safety infrastructure management.

Or. en

Amendment 113

Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 2 b (new)
Directive 2008/96/EC
Article 4 – paragraph 6 c (new)

Text proposed by the Commission

Amendment

(2b) In Article 4 the following paragraph 8 is added:

6c. The EN12767 standard shall be mandatory for acceptance of road equipment support structures at least on all roads up to 100 km/h.

Or. en

Amendment 114
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 2 c (new)
Directive 2008/96/EC
Article 4 – paragraph 6 d (new)

Text proposed by the Commission

Amendment

(2c) In Article 4 the following paragraph 9 is added:

6d. The Commission shall set up guidelines for applying progressively the concepts of “self-explaining and self-enforcing roads” in the procedures of road safety infrastructure management.

Or. en

Amendment 115
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 2 d (new)

Text proposed by the Commission

Amendment

(2d) In Article 4 the following paragraph 7 is added:

6e. The Commission shall provide technical and financial assistance to support Member States in implementation of the guidelines.

Or. en

Amendment 116
Kateřina Konečná

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 and historic accident data (**ranking of high accident concentration sections**) 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.

Or. en

Amendment 117
Lucy Anderson, Karoline Graswander-Hainz, David-Maria Sassoli, Theresa Griffin, Inés Ayala Sender, Peter Kouroumbashev

Proposal for a directive
Article 1 – paragraph 1 – point 3

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 and historic accident data, **ranking of high accident concentration sections**, 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.

Or. en

Amendment 118
Merja Kyllönen

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

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 and historic accident data (**ranking of high accident concentration sections**) 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

in order to ensure adequate safety levels, but in any case shall be carried out at least every five years.

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.

Or. en

Amendment 119

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

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 ***detailed examination taking into account*** traffic volumes and historic accident data ***in order to classify crashes*** 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 ***and analysis related to accidents***, but in any case shall be carried out at least every five years.

Or. en

Justification

According to the current directive, network-wide security analyses have been mandatory since 2012. The obligation of visual inspection by trained technicians in the context of the network-wide risk assessment leads to a duplication and to increased expenditures without recognizable added value. The well-established road safety review tool (RSI) would be unnecessary in many areas.

Amendment 120

Matthijs van Miltenburg, Pavel Telička

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2008/96/EC

Article 5 – paragraph 2

Text proposed by the Commission

2. In carrying out the network-wide road assessment, Member States **shall** include the elements laid down in Annex III.

Amendment

2. In carrying out the network-wide road assessment, Member States **may** include the elements laid down in Annex III.

Or. en

Justification

Some Member States already have own methods for carrying out a network-wide road assessment. Therefore, and also for the purpose of avoiding administrative burden, Annex III should not be mandatory.

Amendment 121

Merja Kyllönen

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 draw up technical guidelines concerning the harmonised higher standard management of high risk sites. Systematic road safety assessment and inspection of high risk sections shall be undertaken to support corrective interventions.

Or. en

Amendment 122

Lucy Anderson, Karoline Graswander-Hainz, David-Maria Sassoli, Theresa Griffin, Inés Ayala Sender, Peter Kouroumbashev

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

5. Member States shall ensure that ***road users are informed of the existence of a high accident concentration section by appropriate measures. If a Member State decides to use sign posting, this*** shall comply with the provisions of the Vienna Convention ***of*** Road Signs and Signals of 1968.

Or. en

Amendment 123

Maria Grapini

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

5. Member States shall ensure that ***the relevant*** 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 124

Lucy Anderson, Karoline Graswander-Hainz, David-Maria Sassoli, Theresa Griffin, Inés Ayala Sender, Peter Kouroumbashev

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2008/96/EC

Article 5 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. The Commission shall draw up technical guidelines concerning the harmonised higher standard management of high risk sites. Systematic road safety assessment and inspection of high risk sections shall be undertaken to support corrective interventions.

Or. en

Amendment 125

Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2008/96/EC

Article 5 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. The Commission shall draw up technical guidelines concerning the harmonised higher standard management of high risk sites. Systematic road safety assessment and inspection of high risk sections shall be undertaken to support corrective interventions.

Or. en

Amendment 126

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Ismail Ertug

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2008/96/EC

Article 5 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. Member States shall inform road users of the existence of a high accident concentration sections by appropriate measures.

Or. en

Amendment 127

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2008/96/EC

Article 5 – paragraph 5 b (new)

Text proposed by the Commission

Amendment

5b. The Commission may publish a European map of the road network within the scope of this Directive, accessible online, highlighting the three different categories as referred to in Article 5(3).

Or. en

Amendment 128

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2008/96/EC

Article 5 – paragraph 5 c (new)

Text proposed by the Commission

Amendment

5c. Member States may 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.

Or. en

Amendment 129

Matthijs van Miltenburg, Pavel Telička

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

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.

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 **sufficiently frequent in order to ensure adequate safety levels, but in any case shall be** carried out at least every three years.

Or. en

Justification

This addition is made in order to give the Member States the opportunity and the flexibility to plan the timing of their inspections as fits best in their regular operations.

Amendment 130
Merja Kyllönen

Proposal for a directive

Article 1 – paragraph 1 – point 4 – point c a (new)

Text proposed by the Commission

Amendment

(ca) In Article 6 the following paragraph 4 is added:

4. The Commission shall set up guidelines with precise technical characteristics for the maintenance of “forgiving roadsides” and “self-explaining and self-enforcing roads”. The Commission shall provide technical and financial assistance to support Member States in implementation of the guidelines.

Or. en

Justification

Forgiving roads aim to reduce the consequences when a collision happens. Different classes of roads should be distinctive in design and function so that they are “self-explaining”. Within each class features should be consistent throughout a route. The concept is inherent in design for the highest and safest road class – motorways. Yet on lower class roads, which are the most dangerous by their characteristics, consistency in maintenance is often lacking.

Amendment 131
Isabella De Monte

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 a – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall ensure that the findings of network-wide road assessments carried out pursuant to Article 5 are followed up by **targeted** road safety inspections or by direct remedial action.

1. Member States shall ensure that the findings of network-wide road assessments carried out pursuant to Article 5 are followed up by road safety inspections **intended, inter alia, to check the stability of those bridges and tunnels**, or by direct

remedial action.

Or. it

Amendment 132

Matthijs van Miltenburg, Pavel Telička

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 a – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that the findings of network-wide road assessments carried out pursuant to Article 5 are followed up by targeted road safety inspections or by direct remedial action.

Amendment

1. Member States shall ensure that the findings of network-wide road assessments carried out pursuant to Article 5 are **where necessary** followed up by targeted road safety inspections or by direct remedial action.

Or. en

Justification

This addition is justified since not all findings of network-wide road assessments will need to be followed up.

Amendment 133

Isabella De Monte

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 a – 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 at road sections, **including bridges and tunnels**, with low safety levels and which offer the opportunity for the implementation of measures with high benefit-cost ratios.

Amendment 134
Michael Cramer

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2008/96/EC
Article 6 c – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Neighbouring Member States shall ensure performant coordination and cooperation to be well prepared on emergency services in case of accidents in cross-border tunnels and bridges.

Or. en

Justification

Cross-border tunnels and bridges need good cooperation and coordination on performant emergency services in case of an accident.

Amendment 135
Maria Grapini

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2008/96/EC
Article 6 a – paragraph 4

Text proposed by the Commission

Amendment

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.

4. Member States shall prepare and regularly update, **but within a year at the latest**, 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 **extremely dangerous** road sections with high potential for road safety improvements taking into account

interventions with high benefit-cost ratios.

Or. ro

Amendment 136
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2008/96/EC
Article 6 a – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. Member States shall ensure that the condition of that infrastructure is monitored with all the technology available to them to prevent it from deteriorating, particularly bridge and tunnel infrastructure, where the risk of collapse may have more of an effect on the safety of road users.

Or. it

Amendment 137
Michael Cramer

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2008/96/EC
Article 6 b – paragraphs 1 and 2 (new)

Text proposed by the Commission

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.

1. 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 included in the reporting as referred to in Article 11a;*

2. *The Commission shall develop quality requirements for pedestrian and cycling infrastructure.*

Justification

Vulnerable road users should be clearly described for enabling Member States to take the best possible measures.

Amendment 138

Lucy Anderson, Karoline Graswander-Hainz, David-Maria Sassoli, Theresa Griffin, Inés Ayala Sender, Peter Kouroumbashev

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 b – point (b) new

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

(a) 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.”;

(b) *The Commission shall develop minimum quality and standards requirements at a high level for pedestrian and cycling infrastructure;*

Or. en

Amendment 139

Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 b – paragraph 1 a (new)

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

I. 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.

(1a) *The Commission shall develop*

quality requirements for pedestrian and cycling infrastructure.

Or. en

Amendment 140

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 b – 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. ***The Commission shall develop quality requirements for pedestrian and cycling infrastructure.***

Or. en

Amendment 141

Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 b – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Member States shall ensure that the needs of powered two wheelers (PTWs) are taken into account in the road design and maintenance.

Justification

PTWs represent 17% of the total number of road deaths while accounting for only 2% of the total kilometres driven.

Amendment 142
Merja Kyllönen

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

Text proposed by the Commission

Amendment

1b. The Commission shall develop quality requirements for pedestrian and cycling infrastructure.

Or. en

Justification

To ensure safety of users, the guidelines should cover two main aspects: a) Recommended degree of separation between pedestrians, cyclists and motor vehicles; b) Minimum / recommended design parameters for dedicated facilities, including e.g. visibility splays on crossings, clearance, visibility of obstacles etc.

Amendment 143

Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Lucy Anderson

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2008/96/EC
Article 6 c – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall ensure that road markings and road signs are properly designed and maintained in such a way that

1. Member States shall ensure that road markings and road signs are properly designed, ***visible under all circumstances***

they can be easily and reliably recognised by both human drivers and vehicles equipped with driver assistance systems or higher levels of automation.

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.

Or. en

Amendment 144
Maria Grapini

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2008/96/EC
Article 6 c – 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, ***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.

Or. ro

Amendment 145
Claudia Schmidt

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2008/96/EC
Article 6 c – 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

Amendment

2. The Commission shall develop general performance requirements to facilitate the recognition of road markings and road signs. ***In addition, the Commission shall establish a central***

act in accordance with the procedure referred to in Article 13(2).

European register for all road signs and additional symbols used in the EU. For this purpose, the Commission shall adopt an implementing act in accordance with the procedure referred to in Article 13(2).

Or. de

Amendment 146

Lucy Anderson, Karoline Graswander-Hainz, David-Maria Sassoli, Theresa Griffin, Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 c – 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 quality and standards*** requirements ***at a high level*** 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).

Or. en

Amendment 147

Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 c – 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

Amendment

2. The Commission shall develop ***minimum*** 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).

Commission shall adopt an implementing act in accordance with the procedure referred to in Article 13(2).

Or. en

Amendment 148

Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Lucy Anderson

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 c – 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. For this purpose, the Commission shall adopt an implementing act in accordance with the procedure referred to in Article 13(2).

Or. en

Amendment 149

Merja Kyllönen

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 c – 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. For this purpose, the Commission shall adopt an implementing act in accordance with the procedure referred to in Article 13(2).

Justification

Minimum standards should lead to EU Member States adopting the standards of the best performers rather than an average which could be the result of “general performance requirements”.

Amendment 150

Michael Cramer

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 96/2008/EC

Article 6 c – 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 general performance requirements to facilitate the recognition of road markings and road signs. For this purpose, the Commission shall ***propose a delegated act*** in accordance with Article ***12a***.

Justification

Minimum standards are not only a technical or administrative matter, but should be submitted to a political check by the Parliament.

Amendment 151

Daniela Aiuto

Proposal for a directive

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

Directive 2008/96/EC

Text proposed by the Commission

Amendment

***(5a) the following Article 6f is inserted:
Article 6f***

Control of the stability and structural integrity of the road infrastructure

1. Member States shall take the necessary measures to ensure that constant monitoring and control of the stability and structural maintenance of the road infrastructure, in particular for bridges and tunnels, is carried out on the road network in order to identify road safety features and to prevent subsidence and accidents.

2. Member States shall use specific methodologies for the monitoring referred to in paragraph 1, including those based on remote sensing and satellite control.

3. Member States shall provide for measures for the in situ verification of materials and for the assessment of the resilience of materials, in particular under more severe and damaging environmental conditions.

4. Member States shall ensure structural safety with regard to the most frequent and rare external actions, such as earthquakes, subsidence, floods, landslides with rapid and slow movement, through a constant and appropriate level of monitoring.

Or. en

Amendment 152

Lucy Anderson, David-Maria Sassoli

Proposal for a directive

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

Text proposed by the Commission

Amendment

(5a) In Article 9 paragraph 1 is replaced by the following:

1. The Commission shall ensure that, common Union training curricula for road safety auditors are adopted within 3

years after coming into force of this Directive.

Or. en

Amendment 153
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 5 a (new)

Text proposed by the Commission

Amendment

(5a) In Article 9 paragraph 1 is added:

1. The Union shall ensure that, common Union training curricula for road safety auditors are adopted by 18 months after coming into force of this Directive.

Or. en

Amendment 154
Daniela Aiuto

Proposal for a directive
Article 1 – paragraph 1 – point 5 b (new)

Text proposed by the Commission

Amendment

(5b) the following Articles 8a, 8b and 8c are inserted:

Article 8a

National bodies responsible for road safety monitoring

1. Each Member State shall designate a national body responsible, either new or existing one, for road safety monitoring, which shall take the necessary measures to ensure compliance with this Directive.

2. This body shall be an impartial

authority with functional and organisational independence.

3. The national body may have competence in other monitoring areas.

4. The national body shall ensure the respect of the provisions as referred to in Articles 5, 6, 6a, 6b, 6c, 6f

5. The national body may, in the exercise of its functions, request relevant information from the competent authorities, road infrastructure managers and any interested third parties within the territory of the Member State concerned.

6. The information requested shall be provided within a reasonable period set by the national body and not exceeding one month. In duly justified cases, the national body may extend the time limit for the provision of information by a maximum of two weeks.

7. Member States shall inform the Commission of the body designated in accordance with this Article.

Article 8b

Report on the application of this Regulation

By 31 October of [insert year calculated 24 months after entry into force of the Directive], and every two years thereafter, the national body designated pursuant to Article 8a shall publish a report on its activity during the previous two calendar years, containing in particular a description of the actions taken to implement this Directive.

Article 8c

Cooperation between national bodies

The national bodies referred to in Article 8a shall, in the case of cross-border sections, exchange information on their respective activities and decision-making principles and practices. The Commission shall assist them in this task.

Amendment 155

Karoline Graswander-Hainz, Francisco Assis, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug

Proposal for a directive

Article 1 – paragraph 1 – point 6

Directive 2008/96/EC

Article 9 – paragraph 1

Text proposed by the Commission

Amendment

(5a) In Article 9, paragraph 1 is replaced by the following:

1. Within 2 years after coming into force of this Directive, the Commission shall adopt, by means of implementing acts in accordance with the procedure referred to in Article 13(2) common training curricula for road safety auditors based on best practice in Member States; In order to ensure that the needs of the most vulnerable roads users are taken into account, pedestrian and cycling infrastructure should be included as new part of training curricula.

Amendment 156

Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández

Proposal for a directive

Article 1 – paragraph 1 – point 6

Directive 2008/96/EC

Article 10

Text proposed by the Commission

Amendment

In order to improve the safety of Union roads, the Commission shall establish a

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 technology.

system for the exchange of *information and* best practices between the Member States, covering, inter alia, existing road infrastructure safety projects and proven road safety technology. *Facilitating the exchange of experience on Safe System methodologies between practitioner and the information exchange for road safety auditors should be encouraged.*

Or. en

Amendment 157
Daniela Aiuto

Proposal for a directive
Article 1 – paragraph 1 – point 6
Directive 2008/96/EC
Article 10

Text proposed by the Commission

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 technology.

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 technology, *including systems to identify road signs both by drivers and vehicles equipped with driver assistance devices.*

Or. en

Amendment 158
Mark Demesmaeker

Proposal for a directive
Article 1 – paragraph 1 – point 8
Directive 2008/96/EC
Article 11

Text proposed by the Commission

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 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.

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, and the safety rating of the road sections assessed by category of road users.

Or. nl

Justification

Only if the reports are drawn up on the basis of a common methodology can the information be used efficiently by the Commission and Member States.

Amendment 159
Maria Grapini

Proposal for a directive
Article 2 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [OP: please insert the DATE calculated **18** months following the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Amendment

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [OP: please insert the DATE calculated **24** months following the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Or. ro

Amendment 160
Merja Kyllönen

Proposal for a directive
Annex I – paragraph 1 – point 1
Directive 2008/96/EC
Annex I – section 2 – point e

Text proposed by the Commission

Amendment

In section 2, the following 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;

Or. en

Justification

Pedestrian and bicycle flows should not only be estimated as a part of the network-wide road assessments (annex III), when the road is already in operation, but also in the early stages of designing a new road (e.g. when considering different variants).

Amendment 161

Karoline Graswander-Hainz, Francisco Assis, Miltiadis Kyrkos, Lucy Anderson, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin

Proposal for a directive

Annex I – paragraph 1 – point 1

Directive 2008/96/EC

Annex I – section 2 – point e

Text proposed by the Commission

Amendment

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

Or. en

Amendment 162

Merja Kyllönen

Proposal for a directive

Annex I – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Annex II – section 1 – point n

Text proposed by the Commission

Amendment

(n) provisions for *vulnerable road users*:

(n) (n) *separation of pedestrians and cyclists from high speed motor traffic or existence of direct alternative routes on lower class roads,*

(o) *density and location of crossings for pedestrians and cyclists across the new road,*

(p) provisions for *powered two-wheelers*

(q) *provisions for pedestrians and cyclists on affected roads in the area.*

Or. en

Justification

Instead of general “provisions” the annex should address directly two main issues: cycle and pedestrian traffic ALONG (n) and ACROSS (o) the road. (p) can be specified by motorcyclists’ organisation.

Amendment 163
Kateřina Konečná

Proposal for a directive
Annex I – paragraph 1 – point 2 – point b
Directive 2008/96/EC
Annex II – section 1 – point n

Text proposed by the Commission

Amendment

(n) provisions for *vulnerable road users*:

(n) (n) *separation of pedestrians and cyclists from high speed motor traffic or existence of direct alternative routes on lower class roads,*

(o) *density and location of crossings for pedestrians and cyclists across the new road,*

(p) provisions for *powered two-wheelers,*

(q) *provisions for pedestrians and cyclists on affected roads in the area.*

Amendment 164

Karoline Graswander-Hainz, Francisco Assis, Lucy Anderson, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin

Proposal for a directive

Annex I – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Annex II – section 2 – point n

Text proposed by the Commission

Amendment

(n) *provisions for vulnerable road users:*

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

Or. en

Amendment 165

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin

Proposal for a directive

Annex I – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Annex II – section 1 – point n – point 1

Text proposed by the Commission

Amendment

i) *provisions for pedestrians,*

i) *density and location of crossings for pedestrians and cyclists across the new road,*

Or. en

Amendment 166

Merja Kyllönen

Proposal for a directive

Annex I – paragraph 1 – point 2 – point b

Directive 2008/96/EC

Annex II – section 1 – point n – point i

Text proposed by the Commission

Amendment

i) *provisions for pedestrians,*

i) *delete*

Or. en

Amendment 167

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin

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 *pedestrians and cyclists on affected roads in the area.*

Or. en

Amendment 168

Merja Kyllönen

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) *delete*

Or. en

Amendment 169

Merja Kyllönen

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

iii) *provisions for powered two-wheelers.;*

iii) *delete*

Or. en

Amendment 170

Michael Cramer

Proposal for a directive

Annex I – paragraph 1 – point 2 – point b

Directive 2008/96/EC

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

Text proposed by the Commission

Amendment

iiia) density and location of crossings for pedestrians and cyclists,

Or. en

Justification

For a well-planned safety management it is necessary to include the density and location of crossings.

Amendment 171

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – 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**);

Or. en

Amendment 172
Kateřina Konečná

Proposal for a directive
Annex I – paragraph 1 – point 3
Directive 2008/96/EC
Annex II a – 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 **users**);

Or. en

Amendment 173
Michael Cramer

Proposal for a directive
Annex I – paragraph 1 – point 3
Directive 96/2008/EC
Annex II a – 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 **users**);

Or. en

Justification

The notion users is broader, it includes e.g. pedestrians. which is not the case with 'drivers'.

Amendment 174

Lucy Anderson, David-Maria Sassoli, Inés Ayala Sender

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – 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 *users*);

Or. en

Amendment 175

Merja Kyllönen

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – 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 *users*);

Or. en

Amendment 176

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – section 1 – point g

Text proposed by the Commission

Amendment

(g) existence of pedestrian crossings.

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

Amendment 177
Michael Cramer

Proposal for a directive
Annex I – paragraph 1 – point 3
Directive 96/2008/EC
Annex II a – section 2 – point g

Text proposed by the Commission

Amendment

(g) existence of pedestrian crossings.

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

Or. en

Justification

This addition creates better coherence through the entire text of the Directive.

Amendment 178
Kateřina Konečná

Proposal for a directive
Annex I – paragraph 1 – point 3
Directive 2008/96/EC
Annex II a – section 2 – point g

Text proposed by the Commission

Amendment

(g) existence of pedestrian crossings.

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

Or. en

Amendment 179
Merja Kyllönen

Proposal for a directive
Annex I – paragraph 1 – point 3
Directive 2008/96/EC
Annex II a – section 2 – point g

Text proposed by the Commission

Amendment

(g) existence of pedestrian crossings.

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

Or. en

Amendment 180
Merja Kyllönen

Proposal for a directive
Annex I – paragraph 1 – point 3
Directive 2008/96/EC
Annex II a – section 6 – point b

Text proposed by the Commission

Amendment

(b) roadside hazards and distance from carriageway edge;

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

Or. en

Amendment 181

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin, Peter Kouroumbashev

Proposal for a directive
Annex I – paragraph 1 – point 3
Directive 2008/96/EC
Annex II a – section 6 – point b

Text proposed by the Commission

Amendment

(b) roadside hazards and distance from carriageway edge;

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

Or. en

Amendment 182

Kateřina Konečná

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – 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;

Or. en

Amendment 183

Merja Kyllönen

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – section 6 – point fa

Text proposed by the Commission

Amendment

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

Or. en

Amendment 184

Matthijs van Miltenburg, Pavel Telička

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III

Text proposed by the Commission

Amendment

ELEMENTS *OF* NETWORK-WIDE ROAD ASSESSMENTS

ELEMENTS ***WHICH MAY BE INCLUDED IN*** NETWORK-WIDE ROAD ASSESSMENTS

Or. en

Amendment 185

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 2 – point d

Text proposed by the Commission

Amendment

(d) observed bicycle volumes;

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

Or. en

Amendment 186

Merja Kyllönen

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 2 – point d

Text proposed by the Commission

Amendment

(d) observed bicycle volumes;

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

Or. en

Amendment 187

Kateřina Konečná

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 2 – point d

Text proposed by the Commission

Amendment

(d) observed bicycle volumes;

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

Or. en

Amendment 188

Claudia Schmidt

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 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

Or. de

Amendment 189

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin, Peter Kouroumbashev

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

Amendment

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

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

Or. en

Amendment 190

Merja Kyllönen

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);

Or. en

Amendment 191
Kateřina Konečná

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

Or. en

Amendment 192
Michael Cramer

Proposal for a directive
Annex I – paragraph 1 – point 4
Directive 96/2008/EC
Annex III – section 9 – point d

Text proposed by the Commission

(d) bicycle facilities;

Amendment

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

Or. en

Justification

This addition makes the description more complete.

Amendment 193

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – paragraph 9 – point d

Text proposed by the Commission

Amendment

(d) bicycle facilities;

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

Or. en

Amendment 194

Kateřina Konečná

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 9 – point d

Text proposed by the Commission

Amendment

(d) bicycle facilities;

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

Or. en

Amendment 195

Merja Kyllönen

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 9 – point d

Text proposed by the Commission

Amendment

(d) bicycle facilities;

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

Amendment 196
Merja Kyllönen

Proposal for a directive
Annex I – paragraph 1 – point 4
Directive 2008/96/EC
Annex III – section 9 – point f

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 197
Michael Cramer

Proposal for a directive
Annex I – paragraph 1 – point 4
Directive 96/2008/EC
Annex III – section 9 – point f

Text proposed by the Commission

Amendment

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

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

Or. en

Justification

The addition creates more coherence through the entire text of the Directive.

Amendment 198
Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin, Peter Kouroumbashev

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 9 – point f

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 199

Kateřina Konečná

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 9 – point f

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 200

Karoline Graswander-Hainz, Lucy Anderson, Francisco Assis, Miltiadis Kyrkos, Michael Detjen, David-Maria Sassoli, Nicola Caputo, Isabella De Monte, Ismail Ertug, Inmaculada Rodríguez-Piñero Fernández, Inés Ayala Sender, Theresa Griffin, Peter Kouroumbashev

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – section 9 – point fa (new)

Text proposed by the Commission

Amendment

(fa) existence of alternative routes for pedestrians and cyclists in case of no

separated facilities.

Or. en

Amendment 201
Merja Kyllönen

Proposal for a directive
Annex I – paragraph 1 – point 4
Directive 2008/96/EC
Annex III – section 9 – point fa (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 202
Michael Cramer

Proposal for a directive
Annex I – paragraph 1 – point 4
Directive 2008/96/EC
Annex III – section 9 – point fa (new)

Text proposed by the Commission

Amendment

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

Or. en

Justification

This additional aspect is crucial for good safety management.

Amendment 203
Daniela Aiuto

Proposal for a directive
Annex I – paragraph 1 – point 4
Directive 2008/96/EC
Annex III – section 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.**

Or. en