



**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")<sup>13</sup>. However, progress towards achieving these objectives has stalled in recent years.

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<sup>13</sup> 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")<sup>13</sup>. 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.***

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

##### *Amendment*

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

*2020 target.*

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

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<sup>13</sup> 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.

Or. cs

**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 Council<sup>15</sup> that Member States which have been applying road infrastructure safety management ('RISM') principles on a voluntary basis to their national roads beyond the TEN-T network have achieved a much better road safety performance than Member States which do not do so.

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

*Amendment*

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

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

Or. cs

**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

PE629.598v01-00

*Amendment*

(5) A large proportion of road

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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.

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

Or. de



**Amendment 63**  
**Claudia Schmidt**

**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*

*deleted*

Or. de

**Amendment 64**  
**Maria Grapini**

**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 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*

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

*Amendment*

(10) The safety performance of existing roads should be improved ***by ensuring for the drivers, especially professional drivers, enough parking and rest areas that provide appropriate parking spaces***

*especially in mountainous and peripheral regions in all weather conditions, and by targeting investment to the road sections with the highest accident concentration and the highest accident reduction potential.*

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 Council<sup>16</sup> have a particularly high accident risk. Joint road safety inspections of these road sections involving representatives of both the competent road and tunnel authorities should therefore be introduced in order to improve the safety of the road network *as a whole*.

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

#### *Amendment*

(11) Sections of the road network adjoining road tunnels of the trans-European road network covered by Directive 2004/54/EC of the European Parliament and of the Council<sup>16</sup> have a particularly high accident risk. Joint road safety inspections of these road sections involving representatives of both the competent road and tunnel authorities should therefore be introduced in order to improve the safety of the road network *covered by this Directive*.

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

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 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. ***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

*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.

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

*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.

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*

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

*Amendment*

(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**  
**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

*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



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.

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 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

*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 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,

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.

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 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 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.

Or. en

**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

*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.

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*

*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.";**

**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*

*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.**

**3. This Directive shall also apply to roads and to road infrastructure projects not covered by paragraph 2 which are 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*

*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.

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.***

Or. en

#### **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;***

Or. en



**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**

Or. de

**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*

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

*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

*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

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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; <sup>1a</sup>**

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<sup>1a</sup> **Definition OECD, 1999**

Or. en

**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*

*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 accident

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**

and impact severity risk;

*accident concentration sections*, accident and impact severity risk;

Or. en

### **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;

Or. en

### **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  
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*

*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 and an

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**

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.

**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**

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 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 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 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

*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, but in any case shall be carried out at least every five years.

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*

*Amendment*

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.

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**

*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.

Or. ro

**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

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.

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*

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 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.

Or. it

**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

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*Text proposed by the Commission*

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

*Amendment*

4. Member States shall prepare and regularly update, ***but within a year at the latest***, 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.**

Or. en

#### *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*

**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.

***(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.**

Or. en

*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**

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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, ***visible under all circumstances*** 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 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. ***In addition, the Commission shall establish a central European register for all road signs and additional symbols used in the EU.*** For this purpose, the Commission shall adopt 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 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 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

*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).

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

#### *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.***

Or. en

#### *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

**(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)**

**(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.*

Or. en

#### **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.***

Or. en

#### **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 system for the exchange of best practices between the Member States, covering, inter alia, existing road infrastructure safety projects and proven road safety technology.

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

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

*Amendment*

1. Member States shall provide a report to the Commission by 31st October [OP: please insert the YEAR calculated 24 months following the entry into force] and every three years thereafter, **based on a common methodology**, on the percentage of the road network assessed by network-wide road assessment in the preceding three years, 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) | <i>provisions for pedestrians,</i> | i) | <i>delete</i> |
|----|------------------------------------|----|---------------|

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 <i>pedestrians and</i><br>cyclists <i>on affected roads in the area.</i> |
|-----|--------------------------|-----|---|

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) | <i>provisions for cyclists,</i> | ii) | <i>delete</i> |
|-----|---------------------------------|-----|---------------|

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.

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

"readability" of the alignment by *drivers*); *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.

Or. en

**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.

**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*

*Amendment*

(b) roadside hazards and distance from carriageway edge;

(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*

(d) observed bicycle volumes;

*Amendment*

(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*

(d) observed bicycle volumes;

*Amendment*

(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*

(d) observed bicycle volumes;

*Amendment*

(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*

*Amendment*

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

(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*);

Or. en

**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 Konečn**

**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*

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

*Amendment*

(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 Rodrguez-Pinero Fernndez, Ins 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 Kyllnen**

**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