



2.10.2018

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DRAFT REPORT

on the proposal for a directive of the European Parliament and of the Council amending Directive 2008/96/EC on road infrastructure safety management (COM(2018)0274 – C8-0196/2018 – 2018/0129(COD))

Committee on Transport and Tourism

Rapporteur: Daniela Aiuto

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ▯ symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a directive of the European Parliament and of the Council amending Directive 2008/96/EC on road infrastructure safety management (COM(2018)0274 – C8-0196/2018 – 2018/0129(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2018)0274),
 - having regard to Article 294(2) and Article 91(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C8-0196/2018),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the *****, asserting that the draft legislative act does not comply with the principle of subsidiarity,
 - having regard to the opinion of the European Economic and Social Committee of *****¹,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A8-0000/2018),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

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

Amendment

(5) A large proportion of road accidents occur on a small proportion of roads where traffic volumes and speeds are

¹ OJ C 00, 0.0.0000, p. 0.

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.*

high and where there is a wide range of traffic travelling at different speeds. Therefore *it is of the utmost importance to extend* the scope of Directive 2008/96/EC to motorways and primary roads beyond the TEN-T network *in order to guarantee the same high level of safety to all drivers.*

Or. en

Amendment 2

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 *and inside* urban areas which is completed using Union funding should ensure that Union funds are not used to build unsafe roads.

Or. en

Amendment 3

Proposal for a directive Recital 7

Text proposed by the Commission

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

Amendment

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

safety across the Union.

means of data gathered by electronic and digital means, to increase road safety across the Union.

Or. en

Amendment 4

Proposal for a directive Recital 7 a (new)

Text proposed by the Commission

Amendment

(7 a) The road infrastructure safety management should also address elements related to the structural performance of the infrastructure that should be constantly monitored, including through the use of sensor in particular for bridges and tunnels.

Or. en

Amendment 5

Proposal for a directive Recital 9

Text proposed by the Commission

Amendment

(9) Systematic follow-up of the findings of RISM procedures is crucial to achieve the road infrastructure safety improvements necessary for meeting the Union's road safety objectives. To this end, prioritised action plans should ensure that the necessary interventions are implemented as soon as possible.

(9) Systematic follow-up of the findings of RISM procedures is crucial to achieve the road infrastructure safety improvements necessary for meeting the Union's road safety objectives. To this end, ***it is necessary to guarantee minimum safety levels. In addition,*** prioritised action plans should ensure that the necessary interventions are implemented as soon as possible, ***or immediately in cases of imminent danger.***

Or. en

Amendment 6

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. Road markings and signs ***should respect minimum quality standards, ensuring that they*** can be easily and reliably recognised by ***all road users and by*** such vehicles. ***Furthermore, they should be harmonised within the Union, made interoperable with equipment installed on board vehicles of new conception.***

Or. en

Amendment 7

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 should be reported ***so that road users are informed about the state of the infrastructure and their awareness raised.***

Or. en

Amendment 8

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

Article 1 – paragraph 1

Text proposed by the Commission

"1. This Directive requires the establishment and implementation of procedures relating to road safety impact assessments, road safety audits, road safety inspections and network-wide road assessments by the Member States.

Amendment

"1. This Directive requires the establishment and implementation of procedures relating to road safety impact assessments, road safety audits, road safety inspections, ***infrastructure stability and infrastructure remote-sensing monitoring***, and network-wide road assessments by the Member States.

Or. en

Justification

It is important to address the infrastructure stability and the infrastructure remote-sensing monitoring within the scope of the Directive, since these elements affect the road safety management.

Amendment 9

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

In case when primary roads cross urban areas, they should be included within the scope of the Directive, if they are completed using Union funding.

Amendment 10

Proposal for a directive

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

Directive 2008/96/EC
Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(1a) in Article 1, the following paragraph is inserted:

3a. The Commission is empowered to adopt delegated acts in accordance with Article 12a of this Directive to define the primary roads on the Member States' territory taking into account their existing road classification and their amount of traffic;

Or. en

Amendment 11

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

Text proposed by the Commission

Amendment

(1b) in Article 1, the following paragraph is inserted:

3b. This Directive shall apply to the provisions related to the safety of road tunnels not covered by Directive 2004/54/EC.

Or. en

Amendment 12

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

2 b. 'primary road' means a road that is

2 b. 'primary road' means a road that is

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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;**

not a motorway but connects major cities or regions, or both;

Or. en

Amendment 13

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

2 c. ‘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

2 c. ‘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 **and high accident concentration sections;**”

Or. en

Amendment 14

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 safety **level;**

Or. en

Amendment 15

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 ***carried out by trained technicians, data gathered by applying specific monitoring methodologies, such as those based on remote sensing or satellite control, in particular those that are related to the structural performance and to the stability of the infrastructure,*** an analysis of traffic volumes, ***relevant reports transmitted by road users as referred to in Article 6e,*** historic accident data and an assessment of crash and impact severity risk, benchmarking these results. Member States shall ensure that the first assessment is carried out by **2024** at the latest. Subsequent network-wide road assessments shall be sufficiently frequent in order to ensure adequate safety levels, but in any case shall be carried out at least every five years.

Or. en

Justification

It is necessary to also integrate specific monitoring methodologies, such as the ones based on remote sensing or satellite control in order to carry out a wide-road assessment which does not take into account only visual elements. Moreover, reports by road users as referred to in art. 6(e) will be used in benchmarking thesed results. The first analysis is to be carried out by 2024.

Amendment 16

Proposal for a directive

Article 1 – paragraph 1 – point 3

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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 shall include the elements laid down in Annex III, **and, inter alia, the presence of tunnels, bridges and intersections on the road network.**

Or. en

Amendment 17

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2008/96/EC
Article 5 – paragraph 2 a

Text proposed by the Commission

Amendment

2 a. The Commission shall publish guidelines to define a methodology to carry out the network-wide road assessment;

Or. en

Amendment 18

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2008/96/EC
Article 5 – paragraph 3

Text proposed by the Commission

Amendment

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

3. On the basis of the results of the assessment referred to in paragraph 1, Member States shall classify all sections of the road network in three categories according to their safety **level, and, as regards bridges and tunnels, to their**

structural performance.

Or. en

Amendment 19

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6a – paragraph 3

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 20

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6a – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Member States shall in any case ensure adequate levels of intervention and maintenance to guarantee the safety of the infrastructure on the whole road network.

Or. en

Amendment 21

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC
Article 6a – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. *Member States shall put in place procedures and plans to intervene immediately without any delay and to prevent accidents, if the findings of the inspections and of the network-wide road assessment highlights a severe safety risk.*

Or. en

Amendment 22

Proposal for a directive

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

Text proposed by the Commission

Amendment

3 c. *Member States shall ensure the structural safety with respect to both frequent and rare external actions, such as earthquakes, settlements, bridge scour, flooding, fast and slow moving landslides, through a constant and adequate monitoring level.*

Or. en

Justification

Member States must guarantee the structural safety in case of unforeseen events, through monitoring and prevention.

Amendment 23

Proposal for a directive

Article 1 – paragraph 1 – point 5
Directive 2008/96/EC
Article 6 b – paragraph 1

Text proposed by the Commission

Amendment

Member States shall ensure that the needs

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.”;

of vulnerable road users are taken into account in the implementation of the procedures set out in Articles 3 to 6, ***defining the quality requirements, in particular for pedestrian and cyclists, that are to be included in the reporting as referred to in Article 11a***”;

Or. en

Justification

Quality requirements for pedestrians and cyclists must be included in the reporting as referred to in art. 11a.

Amendment 24

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 c – title

Text proposed by the Commission

Road markings ***and*** road signs

Amendment

Road markings road signs

Or. en

Amendment 25

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, ***in accordance with high quality standards***, 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.

Justification

It is necessary for Road markings and signs to satisfy minimum quality requirements, and in order to improve their connectivity with C-ITS devices installed on board vehicles.

Amendment 26**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, **and to improve their connectivity and their interoperability with Cooperative Intelligent Transport Systems (C-ITS) devices installed on connected and automated vehicles**. For this purpose, the Commission shall adopt an implementing act in accordance with the procedure referred to in Article 13(2).”;

Justification

It is necessary for Road markings and signs to satisfy minimum quality requirements, and in order to improve their connectivity with C-ITS devices installed on board vehicles.

Amendment 27**Proposal for a directive****Article 1 – paragraph 1 – point 5**

Directive 2008/96/EC

Article 6 c – paragraph 2 a (new)

*Text proposed by the Commission**Amendment*

2 a. By 2022, the Commission shall evaluate and adopt a recommendation setting out its position concerning the establishment of common European

standards to harmonise road markings and road signs, in accordance with the Vienna Convention on Road Signs and Signals of 1968;

Or. en

Justification

It is necessary to make a step forward to evaluate a possible harmonization of road markings and signs by 2022 in a coherent way with the provisions of the Vienna Convention on Road Signs and Signals of 1968.

Amendment 28

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 c – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. Member States shall ensure that appropriate procedures are put in place in addition to the inspections to monitor the structural performance and the stability of the infrastructure through specific monitoring methodologies, such as the ones based on remote sensing or satellite control, in particular on bridges and tunnels, and, when relevant, on other sections of the road network. In situ tests of materials and an evaluation of the materials durability shall be implemented, in particular under aggressive environmental conditions.

Or. en

Justification

It is necessary to have a control of the structural performance performed also by sensors specific monitoring methodologies in order to have a constant monitoring of the safety-related risks.

Amendment 29

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 d (new)

Text proposed by the Commission

Amendment

Article 6 d

Information and transparency

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

Or. en

Justification

It is necessary to inform road users about the status of infrastructure in order to increase their awareness in the spirit of the principle of transparency. This must be done by indicating the current road categories as indicated in Art. 5(3) at the beginning of each section and on an online map.

Amendment 30

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2008/96/EC

Article 6 e (new)

Article 6 e

Voluntary reporting

1. Member States shall establish a voluntary reporting system, accessible online, to facilitate the collection of details of occurrences transmitted by road users and vehicles, and of any other safety-related information which is perceived by the reporter to be an actual or potential hazard to road infrastructure safety;

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

Or. en

Justification

It is necessary to institute a system of voluntary reporting by road users to be taken into account by Member States, in order to facilitate the identification of potential hazards to road safety. Reports must be analyzed in due time to carry out actions as those set out in Art. 5, 6 and 6a.

Amendment 31

Proposal for a directive

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

Directive 2008/96/EC

Article 9 – paragraph 1

Present text

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

Amendment

(5 a) Article 9, is amended as follows:

(a) paragraph 1 is replaced by the following:

“1. Member States shall ensure that training curricula for road safety auditors comply with a common European

December 2011.

standard.”

Or. en

Justification

It is necessary for formation procedures to be standardised at the European level.

Amendment 32

Proposal for a directive

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

Directive 2008/96/EC

Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(b) the following paragraph 1a is inserted:

“1a. The Commission shall be empowered to adopt delegated acts in accordance with Article 12a of this Regulation to define a common standard for curricula as referred to in paragraph 1, including an initial training resulting in the award of a certificate of competence, and taking part in periodic and further training courses.”;

Or. en

Justification

It is necessary for formation procedures to be standardised at the European level.

Amendment 33

Proposal for a directive

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

Directive 2008/96/EC

Article 9 – paragraph 2

Text proposed by the Commission

Amendment

(c) paragraph 2 is deleted.

Or. en

Justification

It is necessary for formation procedures to be standardised at the European level.

Amendment 34

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 2008/96/EC

Article 11a – paragraph 1

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

It is necessary for Member States to provide a report to the Commission 24 months following the entry into force of this Directive. The report must be as detailed as possible about the improvement in terms of national targets, update of guidelines, the technological development and the measures adopted to protect vulnerable categories.

Amendment 35

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 2008/96/EC

Article 11a – paragraph 1 a

Text proposed by the Commission

Amendment

1 a. *On the basis of an analysis of the national reports, in the first instance by ... [24 months after the Member States report submission deadline] and two years thereafter, the Commission shall draw up and submit a report to the European Parliament and to the Council on the implementation of this Directive, in particular with regard to the elements referred to in paragraph 1, and on possible further measures, including the amendment of this Directive in order to adapt it to take account of technical progress.*

Or. en

Justification

Following the analysis of the national reports, in the following two years the Commission shall transmit to the European Parliament and to the Council a report to verify the implementation of the Directive, in particular with regard to the elements indicated in paragraph 1 and to evaluate a possible adaptation of the Directive to the technical progress.

Amendment 36

Proposal for a directive

Article 1 – paragraph 1 – point 10

Directive 2008/96/EC

Article 12a – title

Text proposed by the Commission

Amendment

Delegated acts

Exercise of the delegation

Or. en

Amendment 37

Proposal for a directive

Article 1 – paragraph 1 – point 10

Directive 2008/96/EC

Article 12a – paragraph 2

Text proposed by the Commission

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

Amendment

2. The power to adopt delegated acts referred to in **Articles 1, 9(1a) and 12** shall be conferred on the Commission for ***a*** period of ***5 years*** from [date of entry into force of this Directive]. ***The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.***

Or. en

Justification

It is necessary for the Commission to draw up a report in respect of the delegation of power as referred to in Art. 1, 9(1a) and 12, which could be tacitly extended for periods of an identical duration if there is no opposition from the European Parliament or the Council. The power of adopting delegated acts should be limited to 5 years.

Amendment 38

Proposal for a directive

Article 1 – paragraph 1 – point 10

Directive 2008/96/EC

Article 12a – paragraph 3

Text proposed by the Commission

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

Amendment

3. The delegation of power referred to in **Articles 1, 9(1a) and 12** may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment 39

Proposal for a directive

Article 1 – paragraph 1 – point 10

Directive 2008/96/EC

Article 12a – paragraph 6

Text proposed by the Commission

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

Amendment

6. A delegated act adopted pursuant to **Articles 1, 9(1a) and 12** shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.;

Or. en

Amendment 40

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 **12** months following the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Or. en

Amendment 41

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

i) provisions for pedestrians,

Amendment

i) provisions for pedestrians,
including the existence of alternative routes or separations from high speed motor traffic,

Or. en

Amendment 42

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

ii) provisions for cyclists,

Amendment

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

Or. en

Amendment 43

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

iii a) density and location of crossings for pedestrians and cyclists,

Amendment 44

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – point 3 – point e

Text proposed by the Commission

(e) road/ rail level crossings.

Amendment

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

Or. en

Amendment 45

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – point 6 – point b

Text proposed by the Commission

(b) roadside hazards and distance from carriageway edge;

Amendment

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

Or. en

Amendment 46

Proposal for a directive

Annex I – paragraph 1 – point 3

Directive 2008/96/EC

Annex II a – point 7 a (new)

Text proposed by the Commission

Amendment

7 a. Bridges and tunnels:

(a) presence and number of bridges;

- (b) *presence and number of tunnels;*
- (c) *existence of sensors for remote or satellite control of the structural performance and of the stability of the infrastructure;*
- (d) *visual elements representing safety hazards for the structural performance of the infrastructure.*

Or. en

Amendment 47

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 2 – point d

Text proposed by the Commission

- (d) observed bicycle volumes;

Amendment

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

Or. en

Amendment 48

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 4 – point d

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 49

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 6 a (new)

Text proposed by the Commission

Amendment

6 a. Bridges and tunnels:

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

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

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

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

Or. en

Amendment 50

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 7 – point e

Text proposed by the Commission

Amendment

(e) presence of road-rail crossings.

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

Or. en

Amendment 51

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC
Annex III – point 9 – point a a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 52

Proposal for a directive

Annex I – paragraph 1 – point 4

Directive 2008/96/EC

Annex III – point 9 – point f

Text proposed by the Commission

Amendment

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

(f) pedestrian ***and cycling*** crossing facility on entry arm of minor road joining network, ***including the existence of alternative routes.***

Or. en

EXPLANATORY STATEMENT

The Rapporteur strongly supports general objectives of the proposal which, by introducing changes to the Directive 2008/96/EC, aims at further reducing road fatalities and serious injuries on EU road networks by improving the safety performance of road infrastructure. She agrees that the objectives can be achieved by improving transparency and follow-up of infrastructure safety management procedures, introducing a network-wide assessments, including systematic and proactive risk mapping procedures, extending the scope beyond TEN-T network and setting general performance requirements for road markings and road signs. to anticipate wide spread use of connected and automated mobility systems in the near future.

In addition, the Rapporteur finds that further changes to the current proposal could result in even safer road infrastructure and more future-proof legislation. She proposes to include parts of road tunnels, bridges and intersections, not covered by Directive 2004/54/EC, as well as urban areas to the scope, especially wherever primary roads crossing those urban areas are financed from the EU budget. She also opts to integrate electronic and digital means to the assessment tools, both for the sake of better analysing accident-intensive parts of infrastructure and for constant monitoring of structural performance of bridges and tunnels. She also proposes to make it possible for the road users to voluntarily report on their road safety concerns to the responsible authorities to facilitate the identification of potential hazards to road safety and, conversely, to be appropriately informed by the authorities about the status of the infrastructure they use by dedicated signs and markings.