










# Procedure file

Basic information	
<p>COD - Ordinary legislative procedure (ex-codecision procedure) <a href="#">2018/0129(COD)</a>            Directive</p>	<p>Awaiting Parliament 1st reading / single reading / budget 1st stage</p> <p>16/01/2019 Decision to enter into interinstitutional negotiations confirmed by plenary (Rule 69c)</p>
<p>Road infrastructure safety management: improving the safety performance of road infrastructure</p> <p>Amending Directive 2008/96/EC <a href="#">2006/0182(COD)</a></p> <p>Subject            3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence</p>	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 <a href="#">Transport and Tourism</a>	 <a href="#">AIUTO Daniela</a>	19/07/2018
		Shadow rapporteur	
		 <a href="#">SCHMIDT Claudia</a>	
		 <a href="#">GRASWANDER-HAINZ Karoline</a>	
		 <a href="#">DEMESMAEKER Mark</a>	
		 <a href="#">VAN MILTENBURG Matthijs</a>	
		 <a href="#">KONEČNÁ Kateřina</a>	
		 <a href="#">GRAMER Michael</a>	
	Committee for opinion	Rapporteur for opinion	Appointed
	 <a href="#">Industry, Research and Energy</a>	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meeting	Date
	<a href="#">Transport, Telecommunications and Energy</a>	<a href="#">3658</a>	03/12/2018
European Commission	Commission DG	Commissioner	
	<a href="#">Mobility and Transport</a>	BULC Violeta	
European Economic and Social Committee			
European Committee of the Regions			

Key events			
17/05/2018	Legislative proposal published	<a href="#">COM(2018)0274</a>	Summary

31/05/2018	Committee referral announced in Parliament, 1st reading/single reading		
10/01/2019	Vote in committee, 1st reading/single reading		
10/01/2019	Committee decision to open interinstitutional negotiations with report adopted in committee		
11/01/2019	Committee report tabled for plenary, 1st reading/single reading	<a href="#">A8-0008/2019</a>	Summary

## Forecasts

03/04/2019	Indicative plenary sitting date, 1st reading/single reading
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## Technical information

Procedure reference	2018/0129(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Amending Directive 2008/96/EC <a href="#">2006/0182(COD)</a>
Legal basis	Treaty on the Functioning of the EU TFEU 091-p1-ae
Mandatory consultation of other institutions	<a href="#">European Economic and Social Committee</a> <a href="#">European Committee of the Regions</a>
Stage reached in procedure	Awaiting Parliament 1st reading / single reading / budget 1st stage
Committee dossier	TRAN/8/13190

## Documentation gateway

Legislative proposal		<a href="#">COM(2018)0274</a>	17/05/2018	EC	Summary
Document attached to the procedure		SWD(2018)0175	17/05/2018	EC	
Document attached to the procedure		SWD(2018)0176	17/05/2018	EC	
Reasoned opinion	SE_PARLIAMENT	<a href="#">PE623.876</a>	13/09/2018	NP	
Committee draft report		<a href="#">PE628.414</a>	02/10/2018	EP	
Amendments tabled in committee		<a href="#">PE629.598</a>	29/10/2018	EP	
Committee report tabled for plenary, 1st reading/single reading		<a href="#">A8-0008/2019</a>	11/01/2019	EP	Summary
Committee of the Regions: opinion		CDR3591/2018	06/02/2019	CofR	
Coreper letter confirming interinstitutional agreement		GEDA/A/(2019)002421	27/02/2019	CSL	

**PURPOSE:** to reduce road fatalities and serious injuries on EU road networks by improving the safety performance of road infrastructure.

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

**ROLE OF THE EUROPEAN PARLIAMENT:** the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

**BACKGROUND:** the EU's strategic objective of the Union is to halve the number of road deaths by 2020 compared to 2010 and to move close to zero fatalities by 2050 (Vision Zero). However, progress towards achieving these objectives has stalled in recent years. The number of people killed on the roads has certainly been divided by more than two since 2001. However, in 2017, 25 300 people lost their lives on EU roads and 135 000 were seriously injured.

[Directive 2008/96/EC](#) of the European Parliament and of the Council on road infrastructure safety management aims to ensure that road safety considerations are at the forefront of all phases of road infrastructure planning, design and operation. However, there are considerable differences in the way in which the Directive is implemented by Member States; many high-performing countries going beyond the requirements of the Directive while others are lagging behind.

This proposal forms part of the new EU road safety policy framework 2020-2030. It is part of the third mobility package and complements the process started with the 2016 low emission mobility strategy and the previous Europe on the move packages published in May and November 2017.

**IMPACT ASSESSMENT:** the combination of options selected could save over 3 200 lives and avoid more than 20 700 serious injuries in 2020-2030 relative to the baseline (14 650 lives saved and 97 502 serious injuries avoided in 2020-2050). For 2030 alone, road infrastructure measures would result in 562 lives saved and 3 675 serious injuries avoided.

**CONTENT:** the Commission proposes to amend Directive 2008/96/EC in order to (i) improve the follow-up on the findings of road infrastructure safety management procedures; (ii) encourage the sharing of knowledge between Member States on these procedures and requirements; (iii) protect vulnerable road users; (iv) improve the deployment of new technologies; and (v) work towards a uniformly high level of road safety in the Member States.

Specifically, the amending proposal:

- extends the scope of the Directive beyond the trans-European transport network (TEN-T) to cover motorways and primary roads outside the network as well as all roads outside urban areas that are built using EU funds in whole or in part;
- obliges Member States to properly implement and follow-up of all the road infrastructure safety management procedures (RISM Directive);
- makes it mandatory to apply 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;
- introduces a network-wide road assessment, a systematic and proactive risk mapping procedure to assess the in-built, or inherent, safety of roads across the EU. This new procedure takes into account historic accident data and the existence of already identified high accident concentration sections;
- specifies Member States' reporting requirements with regard to the application and results of road infrastructure safety management procedures and requires Member States to rank their road networks according to the level of risk identified in network-wide road assessments;
- requires joint road safety inspections of the transition areas between the roads covered by this Directive and the road tunnels covered by Directive 2004/54/EC;
- setting general performance requirements for road markings and road signs to make it easier to roll out cooperative, connected and automated mobility systems; and
- making it mandatory to systematically take vulnerable road users into account in all road safety management procedures.

## 2018/0129(COD) - 11/01/2019 Committee report tabled for plenary, 1st reading/single reading

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The Committee on Transport and Tourism adopted the report by Daniela AIUTO (EFDD, IT) on the proposal for a directive of the European Parliament and of the Council amending Directive 2008/96/EC on road infrastructure safety management.

As a reminder, the proposal makes amendments to Directive 2008/96 / EC to reduce the number of people who are killed or seriously injured on the road networks of the European Union by improving road safety performance.

The committee recommended that the position of the European Parliament adopted at first reading in the framework of the ordinary legislative procedure amend the Commission proposal as follows.

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

Member States should, in particular:

- ensure that road users are informed of the existence of any section with a high concentration of accidents, and that adequate signage and marking are put in place to warn road users when road works are carried out on road sections and may therefore jeopardise their safety;
- ensure that joint road safety inspections are sufficiently frequent to ensure adequate safety levels, but in any case carried out at least every three years;
- ensure adequate levels of intervention and maintenance to guarantee the safety of the infrastructure on the whole road network and shall put in place procedures and plans to intervene immediately if the findings of the inspections and of the network-wide road assessment highlight a severe safety risk;
- prepare and regularly update, but within a year at the latest after the entry into force of the Directive, a risk-based prioritised action plan to track the implementation of identified remedial action;

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

The Commission, on its part, should:

- set up guidelines for the provision and maintenance of forgiving roadsides and self-explaining and self-enforcing roads in the initial audit of the design phase, building on the experience of all Member States;
- publish guidelines to define a methodology to carry out systematic network-wide road assessments and inspections of high risk sections;
- develop minimum performance requirements to facilitate the recognition of road markings and road signs and to improve their connectivity and their interoperability with C-ITS devices installed on connected and automated vehicles;
- by 2020, establish common European standards to harmonise road markings and road signs, in line with the provisions of the Vienna Convention on Road Signs and Signals of 1968
- establish a central European register for all road signs and additional symbols used in the EU;
- consider revising the Directive 2004/54/EC on minimum safety requirements for tunnels by 2021 and should consider adopting a new legislative proposal on minimum safety requirements for bridges.

Members also stressed the need to develop quality requirements for infrastructure for pedestrians and cyclists and to identify, at EU level, level crossings that pose a high risk to safety in order to invest in improving them.