

To:
European Commission
Directorate General for Energy and Transport

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**Contribution to the Public Consultation launched by the European Commission:
“A Sustainable future for transport: towards an integrated, technology-led and user friendly system”**

The “Italian Association of Road Safety Professionals” (AIPSS) is going to be formally established within the next month of October 2009, with the aim of fostering a road safety community and providing access to multi-disciplinary information and research, also through EU project proposals, for its members.

Our contribution to the Public Consultation is related to the **Infrastructure** and particularly to the Directive 2008/96/CE on road infrastructure safety management, its strategic importance and the opportunity of its gradual extension to non-TEN roads.

The Directive 2008/96/CE foresees a series of extremely important and useful road safety checks, as well as training and certification of road safety auditors, but at the time of its adoption by the Member States, it will apply only to TEN-T road network (which means only to a part of EU Highways), while the highest number of fatalities occurs on the so-called “secondary roads”¹.

Since “*With still over 39000 deaths in the EU in 2008, transport by road remains far too costly in terms of human lives.*”², we strongly believe that a common European approach could give an important contribution in facing this dramatic issue

Our suggestion to the Commission, is to extend the efforts to share good practices between the European Stakeholders and to define common agreed training curricula for the qualification of the road safety personnel.

The outcome of such efforts should be a basic standard at European level, that is a noticeable help for the road Authorities in their internal organisation, avoiding at the same time inconsistent approaches.

The Commission’s approach should be a **Coordinated action** targeted to the Member States (MS) and to the regional and local governments, depending from the road

¹ “Two lanes paved roads outside the urban areas”, as defined in the “Safety handbook for secondary roads” issued under the FP6 project “RIPCORDER – ISEREST, downloadable at the following link: http://ec.europa.eu/transport/roadsafety_library/publications/ripcord_d13_secondary_roads_safety_handbook.pdf

² Communication “A sustainable future for transport”

management organisational framework in each MS, helping them in achieving a first common agreement about the above mentioned basic standard.

The process of the common agreement could be a *step by step approach*, starting from road safety audits (RSA) and road safety inspections (RSI) out of all the measures indicated by the Directive, as these two procedures greatly influence the infrastructure road safety factors and at the same time are easy to be managed. It is to be underlined that the implementation of these preventive tools for projects and road stretches of existing roads is more immediate (no network analysis needed), of course after an adequate training of the auditors.

This will allow the road managers to easily extend the application field of the Directive to a larger part of their network; or for the one who are not concerned at all by the Directive, to apply the same road safety policies than on major highways. *This will inevitably lead to more homogeneous national and EU road safety practices.*

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The Italian Association of Road Safety Professionals

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Note:

Several our members are involved in a Pilot Initiative focused to share the above approach between several Italian stakeholders; moreover such Initiative is linked to an international one involving 5 different EU regions. We would like to introduce AIPSS at the event of 2 December 2009 in Brussels and to present our initiative