

# EUROPEAN FORUM OF ROAD TUNNEL SAFETY OFFICERS

Anything but a conclusion

# Attendance

- ◆ 45 tunnel safety officers
- ◆ From 18 member states
- ◆ Situation in member states: 13 presentations

# Introductory speech

by Jean-Paul Repussard (European commission)

## ◆ Traffic safety

- Dissemination of best practice
- By 2013 : harmonization of the driving license

## ◆ Road tunnels

- the commission will follow the Directive:
  - **ALL and ONLY**

# Tasks and functions

- ◆ Several difficult questions raised
  - Coordination
  - Expertise
  - Training
  - Etc.
- ◆ A need for clarifications
  - that are not going to be fulfilled by the EU
  - But possibly by member states

# Translation versus transposition (1)

- ◆ Discussions on the forum were based on the directive, but:
- ◆ Transposition is necessary in order to adapt to each member state context
- ◆ Some country may decide to stick to the directive (translated or not) but this is generally considered not adequate by professionals

# Translation versus transposition (2)

- ◆ French example for verification of training:
  - Directive: “verify that operational staff and emergency services are trained”
  - French transposition: “verify that training programs exist and are implemented”
- ◆ There is no qualitative assessment requested in the French transposition

# Independence

- ◆ There is no such thing as a fully, 100% independent tunnel safety officer
- ◆ The degree of independence depends on many different aspects
- ◆ A minimum independence is necessary in order to improve safety in tunnels

# A diversity of context

- ◆ Different tunnels
  - Length, traffic, urban or nor, et,.
  - New, old (refurbished or not)
  - Already EU directive compliant or not
- ◆ Different environment
  - Member state legislation, regulation
  - Authority
  - Geography



# Significant incident

- ◆ UK: Activation of a multi-agency major response plan including major equipment failure, fatality or fire
- ◆ France: injuries or fatalities, fire, tunnel closure except for reasons external of the tunnel
- ◆ A request for an EU clarification
- ◆ Lessons learned from experience: It can only work if there is a strong involvement of the (upper) management

# Legal aspects (1)

## Independence and responsibilities

(from Arnold Dix presentation)

- ◆ Tunnel Safety officers are not subject to the European Directive (as the directive respects sovereignty of each country)
- ◆ Member states are (subject to it)
- ◆ But tunnel safety officers are subject to the Legal framework of their country

# Legal aspects (2)

## Independence and responsibilities

- ◆ The directive makes it clear that safety officers DO NOT make decisions
- ◆ Safety officers should WRITE but think twice beforehand

# Legal aspects (3)

## Independence and responsibilities

- ◆ The liability for the Safety officer independence lies in the hand of those responsible of the structure, not his

# Legal aspects (4)

## Independence and responsibilities

- ◆ Arnold Dix digest of what a safety officer is:
  - Not a decision maker
  - Provides opinions
  - Obligated to verify and validate some matters
  - Obligated to organise and consult
  - Not obliged to make actual decisions

# Now, where are we going ?



You walk so fast,  
Captain, I love it, it  
looks as if you knew  
where we are going!

# A forum next year,...

- ◆ Organized under the auspices of the European commission
- ◆ With the support of ITA/COSUF and PIARC
- ◆ One or two working group (s) to prepare the ground on a few topics that remain to be selected



# Merci de votre attention

