

## Measure 49: "Black Spots" on TENs

### **First page:**

<p><i>Policy package:</i> <b>ID:</b> Road Safety, quality and environment</p>
<p><i>Measure 49:</i> Black spots: draw up a list of "black spots" on TEN where there are particularly significant hazards and harmonise their sign posting</p>
<p><i>What is the problem being addressed ?</i> Pending the achievement of the improvements needed to the existing road network, the Commission has undertaken work aimed at harmonising the criteria for identifying black spots, and the means of making their presence known to users who are not familiar with the areas in question. On the basis of this work, in the year 2004 the Commission intends, as part of a legislative proposal concerning road infrastructure safety, to introduce an harmonised definition of black spots, Community signs, motorist information and countermeasures.</p>
<p><i>Measure's costs and/or benefits:</i> Costs of the measure may considered to be fairly low.</p>
<p><i>Legislative implementation at the EU level:</i> A Directive on Road Infrastructure Safety Management, including black spot signals, is planned in the year 2004</p>
<p><i>What are the objectives ?</i> Under this measure, roads where there is insufficient shock protection or the speed limits are inappropriate receive bad marks. This mechanism, combined with a star system to indicate the accident risks connected with a particular road, should prompt users to drive more carefully. The ultimate objective is to reduce the proportion of high-risk European roads and tunnels.</p>
<p><i>Interactions with other WP measures:</i> The measure will increase, amongst other things, the safety of tunnels, so there is a clear interaction with measure 46 – Tunnels safety.</p>

**Second page:**

*Output indicators:*

A suggested indicator is the length of sign-posted road sections as a percentage of the total road length in the Member States.

*Outcome indicators: intermediate impacts on transport markets*

The reduction of accidents in particular areas might have, at least in principle, a positive influence in the long run on insurance premiums.

*Outcome indicators: final impacts on transport users and non users*

The key outcome indicator for this measure is the expected direct reduction in the severity of incidents and hence of fatalities at black spots.

As stated above under Interactions with other WP measures , improvements in safety may be expected to influence modal splits as well as end users and public satisfaction. On the other hand in this context multiple feedbacks loops are active, so that it may not be possible to establish causal relationships.