

21 June 2018

Statement 2017/18:TU20

Subsidiarity check Proposal for a directive of the European parliament and of the council amending Directive 2008/96/EC on road infrastructure safety management

Annex 2

Reasoned opinion of the Riksdag on COM(2018) 274

The Riksdag would like to begin by emphasising that road safety efforts are important and that Sweden is working to reach the long-term objective that no one should be killed or seriously injured as a result of road accidents in the road transport system. Sweden is also actively participating in international efforts to develop work on road safety globally.

The Riksdag notes that the EU's strategic objectives for road safety are to halve the number of fatal road accidents by 2020 compared with 2010 and to approach zero deaths by 2050 (Vision Zero). The Riksdag welcomes the fact that road safety in the EU has improved considerably during the past few decades. The Riksdag notes that the improvement in road safety has been achieved not only as a result of the measures that have been taken at EU level but also at national, regional and local levels.

The overall objective of the current proposal from the Commission is to reduce the number of deaths and severely injured in road accidents. The Riksdag is positive to the fact that such initiatives are being taken, particularly with greater focus on vulnerable road users, especially given the fact that progress towards reaching zero tolerance has recently come to a standstill.

The Riksdag notes that roads in the Trans-European Transport Network (TEN-T) are already covered by rules at EU level and consequently considers that the changes proposed in the directive relating to these roads are compatible with the principle of subsidiarity. However, the Riksdag has misgivings about the Commission's proposal in Article 1 to expand the scope of the directive to include roads other than those in the TEN-T. The Riksdag can agree with the Commission's assessment that certain external consequences resulting from road accidents, such as traffic queues and

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disruptions, can be of a cross-border nature and therefore in principle justify regulation at EU level.

However, the Riksdag considers that such an impact would mainly apply to roads in the TEN-T, not other roads such as those that are now proposed to be included in this expanded area of application.

The Riksdag also wishes to point out that such external costs resulting from deaths and injuries usually do not justify efforts at EU level. Nor can the Riksdag see any clear structural reasons to justify that the EU can value and deal with such costs in a better fashion than individual member states.

The proposal contains rules for use and maintenance of road signs and road markings to enable them to be read by automated vehicles. The Riksdag considers that such rules, if they are to be introduced, do not need to apply on roads outside the TEN-T to meet their objective, which is to provide a standard for readability of road infrastructure for vehicles.

In summary, the Riksdag considers that, based on the Commission's existing documentation, it cannot be claimed that intervention from the EU could be required to achieve the set objectives in the form of improved road safety on all the kinds of roads that are now being proposed. The Riksdag therefore considers that the Commission's proposal to amend the directive on road infrastructure safety management is not compatible with the principle of subsidiarity as regards the expansion of its scope.