

3. OBJECTIVES AND PRIORITIES:

3.2. Priorities for the objective of ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety

3.2.1. Safe and Secure infrastructure

General objectives:

The general objective is to support actions related to safe and secure infrastructure on the road Core Network. Actions to be selected under this specific objective shall be in line with Chapter II, Section 3 of the TEN-T Guidelines.

Proposed Actions under this priority shall address either works or studies.

In addition, proposed Actions shall address one or more of the following specific objectives.

Specific Objectives:

Specific objective 4: road safety

Actions addressing this specific objective shall aim at one or more of the following goals:

- Upgrading the safety of the core network road infrastructure including but not limited to digital means. Such actions may include systemic improvements to the in-built safety of road networks, upgrades of most critical sections from road safety perspective (black spots), including safe rail-road crossings between core network rail sections and any road and the enhancement of road tunnel safety in conformity with Directive 2004/54/EC on minimum safety requirements for tunnels in the Trans-European Road Network;
- Supporting digital information systems concerning safe road and road tunnel use;
- Assessing the overall safety status along core network corridors and developing comprehensive action plans for a coordinated improvement of safety levels of road infrastructure networks. Such Actions should preferably build on generally accepted road infrastructure safety management procedures and tools, as well as on advanced digital solutions and space-based data/services;
- Implementing the findings of road infrastructure safety management procedures aiming to improve the built-in safety of the core network roads. Such actions should be preceded by an assessment of the current safety levels and identification of priority areas of intervention to achieve cost efficient safety improvements;
- Deployment of the SMART tachograph enforcement equipment on the core network as specified in Regulation (EU) 165/2014 or of other enforcement equipment related to road safety;
- In the framework of the deployment of the 112 eCall, actions to define common rules related to retrofit/aftermarket devices, i.e. the definition of physical and operating requirements for aftermarket 112 eCall in-vehicle devices, including the definition of a certification process, in liaison with corresponding standardisation developments. The main objectives are: 1) ensure that a minimum level of quality is reached, 2) safeguard the

well-functioning of the Public Safety Answering Points receiving and handling the 112 eCalls. Actions relating to the retrofitting or development of in-vehicle devices shall not be eligible;

- Preparing the physical infrastructure for automation, including lane markings.

Detailed Topical Specifications and Restrictions:

- All research, demos and real-life trials are excluded;
- Where applicable, actions must be in line with the ITS Directive and its Delegated regulations.

Specific objective 5: safe and secure parkings

Actions addressing this specific objective shall aim at one or more of the following goals:

- Construction or upgrading of safe and secure parking areas along the core road network for trucks and commercial vehicles;
- Upgrading the security of existing rest areas through digital means;
- Supporting digital information and space-based system concerning safe and secure parking;
- Optimising the use of existing safe and secure parking areas for trucks and commercial vehicles through the use of real-time information, including the collection, processing and dissemination of parking information (static and dynamic). These interventions shall comply with Commission Delegated Regulation No (EU) 885/2013¹ and apply Union standards (i.e. DATEXII), set up methods for measuring accurate and reliable data from sensors/cameras/or other monitoring devices and analyse priority zones needs, as defined in Delegated Regulation No (EU) 885/2013, taking into account traffic conditions, infrastructure shortages or weaknesses and driving regulations.

Detailed Topical Specifications and Restrictions

- All research, demos and real-life trials are excluded;
- Where applicable, actions must be in line with the ITS Directive and its Delegated regulations.

¹ Commission Delegated Regulation No (EU) 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).