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, 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
- Obliged to verify and validate some matters
- Obliged 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