

European Manifesto: Need For Road Maintenance



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MAINTENANCE NEEDS

Status Quo

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German road networks

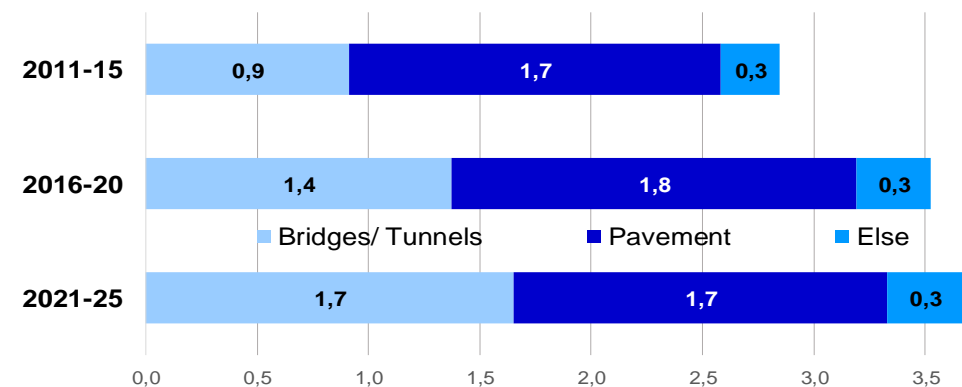
› Motorways and National Roads

- In poor condition
 - 20 % of pavement motorways
 - 39 % of pavement national roads
 - 46 % of bridges both networks
- Pavement with highest needs
- Needs of bridges growing

› Roads of regions, municipalities

- No aggregate data on condition
- Roads the biggest urban asset
- Backlog in maintenance of more than 30 bill. €
- Gap of 1.7 bill. €/a in regular maintenance
- No significant improvement expected

Annual Maintenance Needs Federal Roads (bill. €)



- › Problems to preserve the poor current condition
- › Short term spending dominant
- › Public awareness is increasing, but still no strategic change towards a sustainable management



Exchange of road community from all over Europe

- › Low level of financing EU-roads in contrast to rising expectations
- › Lack of knowledge of needs for maintenance and modernisation
- › Lack of understanding that roads are a public asset
- › Lack of knowledge that management instruments are available (RAM)

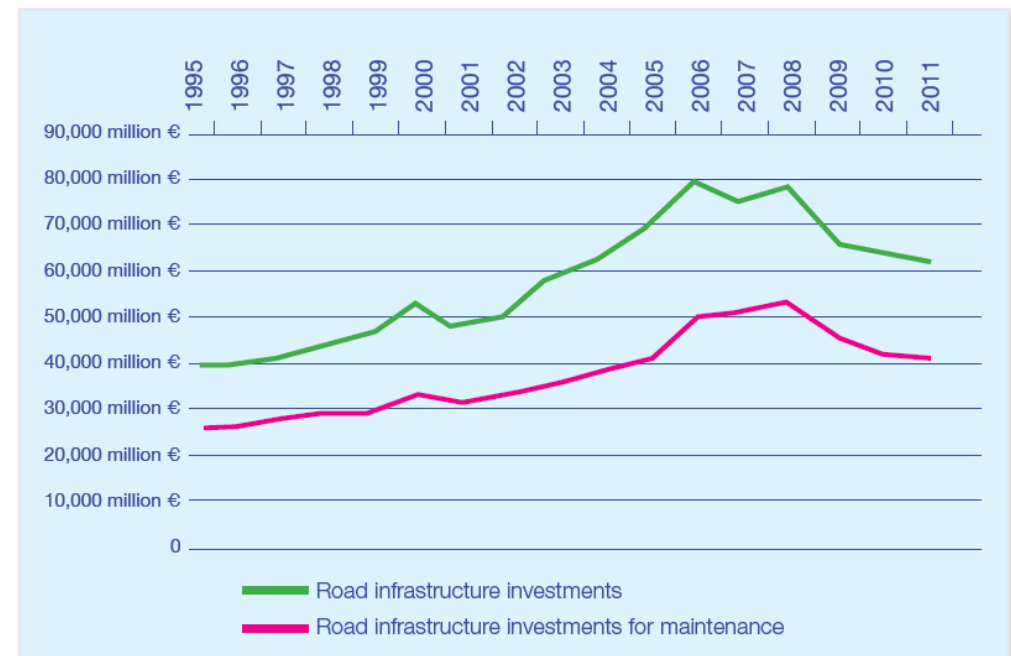


Financing of EU-roads in contrast to rising expectations

- › Expectations from society ..
 - Ensure mobility / support economic growth
 - Encourage diversity of mobility (cycling, pedestrians, multi-/intermodality, ..)
 - Avoid noise and environmental effects
 - Improve road safety

- › .. do not correspond to investment
 - Decreasing level – irreversible deterioration (network and asset)
 - Economic uncertainty and budgetary constraints
 - No long-term planning of spending in public budgets

Evolution of Road Infrastructure Investments and Road Maintenance Investments in a selection of Western European Countries*



Lack of knowledge of needs for maintenance and modernisation

- › Life expectancy of certain elements of roads
 - upper layer/ wearing course: 8 - 26 years
 - bearing layer/ base course: 55 - 60 years
 - bridge: 50 - 110 years
 - tunnel: 90 - 130 years
- › Short term decision process (no life cycle and network optimization)
- › Increase of public and political awareness systematically too late

With the ageing of a road network

- › the need for replacement and modernisation will increase,
- › but the availability of roads should not decrease.



Lack of understanding that roads are a public asset

- › Road authorities
- › Decision makers (at all levels)
- › Road users and tax payers

Fixed Assets of German Roads

Top down calculation (national accounting) by Federal Statistical Office

Motorways

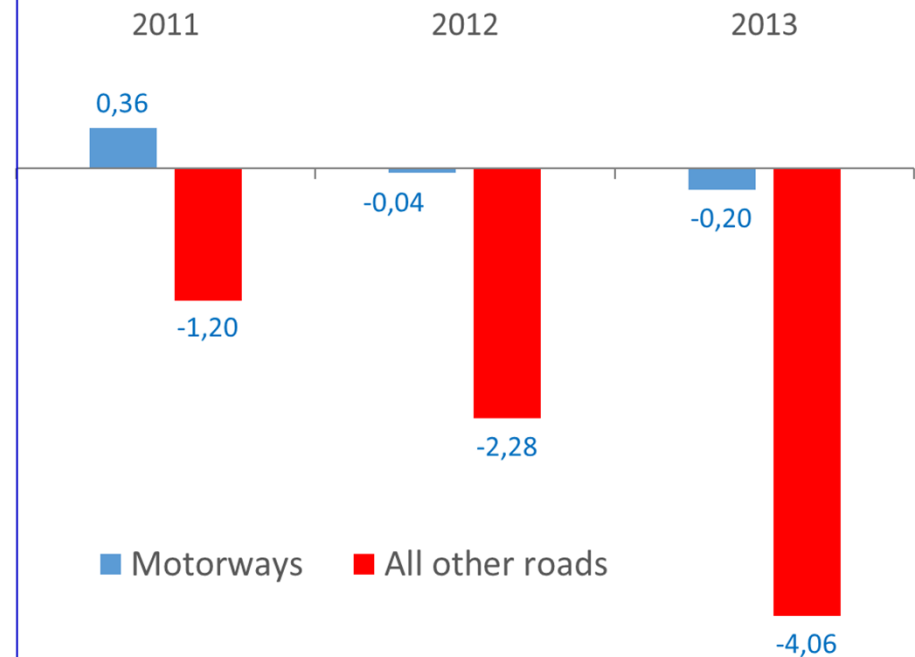
~ 133 bill. € gross value
 ~ 80 bill. € net value
 ~ 2012 first loss of net value ever

All other roads

~ 450 bill. € gross value
 ~ 247 bill. € net value
 ~ 4 bill. € loss of net value 2013

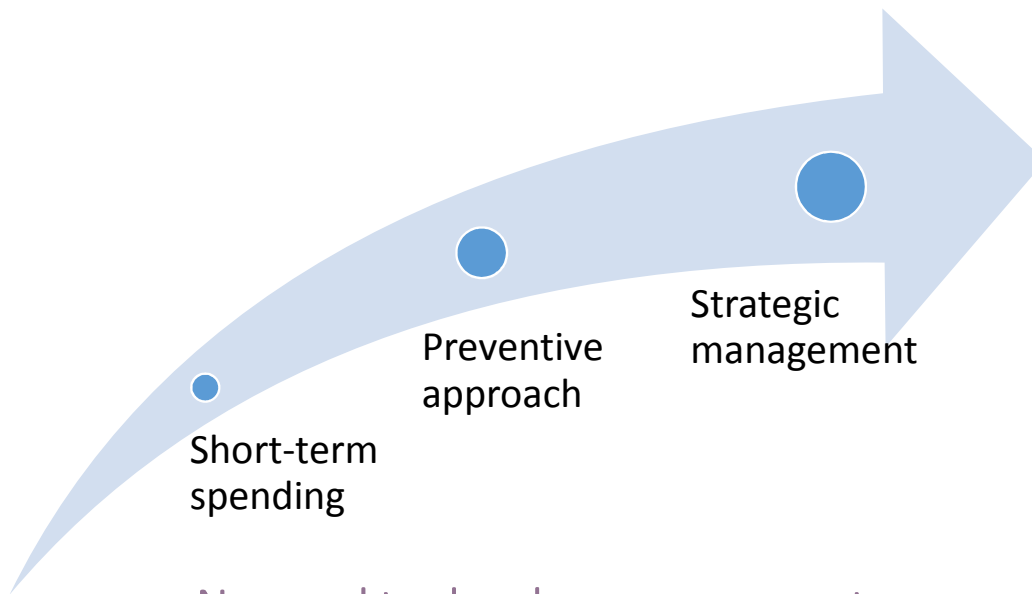
Loss of net value = depreciation is higher than investment = alarm signal of investment gap

Change of Net Value of Fixed Assets of German Road Network compared to previous year in bill. € (prices of 2010)

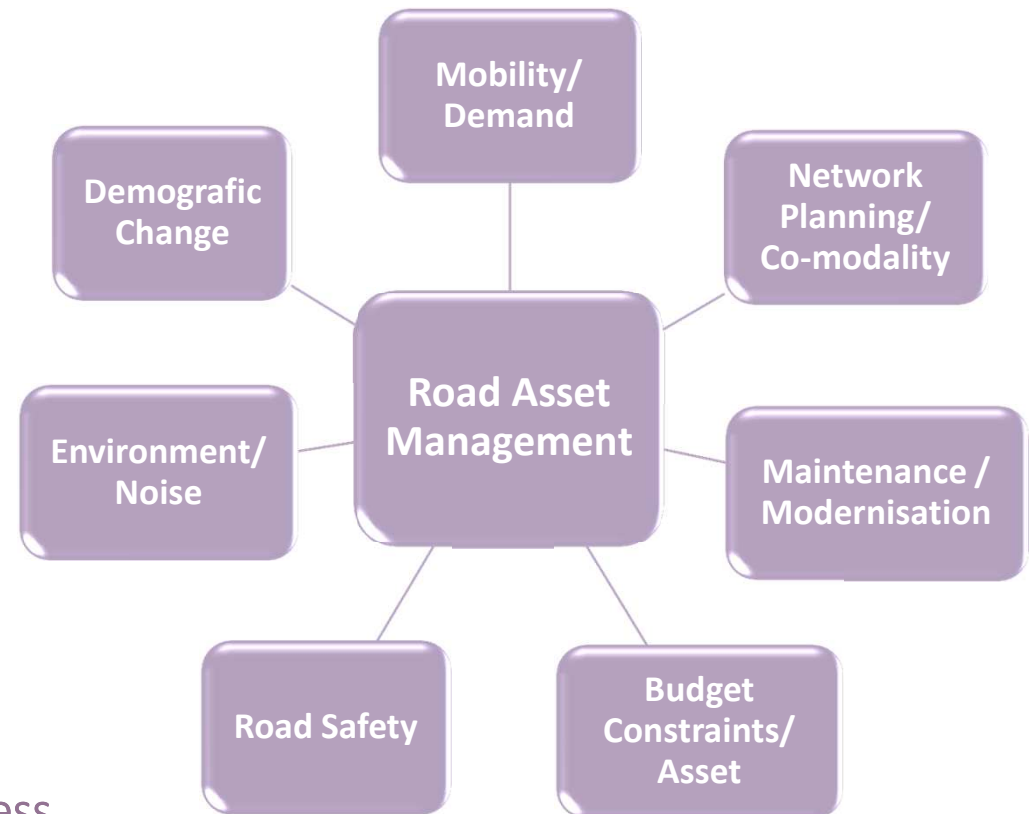


source: Federal Statistical Office (Destatis) 2014

Lack of knowledge that instruments are available



- ⇒ No need to develop new concepts
- ⇒ transfer of information and raising awareness



ROAD ASSET MANAGEMENT

European Manifesto

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Start of European Union Road Federation (ERF) Working Group

› Strategy

- Identify key figures for communication
- Start communication about RAM addressing all political levels
- Give advice for implementing RAM
- Co-operation with international organisations (IRF, ITF, PIARC)

› Key figures: ERF-Estimation of the value of the EU network

- Almost no figures available for the value of asset
- Total length of EU road network: +/- 5.5 Mill. km
- Estimated value: ?,000 billion €
- Result and more details: presentation Christophe Nicodème

Start of communication: ERF RAM-Manifesto

The ERF Manifesto on Road Asset Management (2013)

- › “Keeping Europe Moving - A Manifesto for a long-term, effective management of a safe and efficient European road network”
- › Raise awareness of:
 - Policy-makers!
 - Authorities
 - Users and Citizens
- › Road infrastructure is one of the biggest financial assets of society
- › Roads effect quality of life
- › Necessity to maintain and upgrade it in time



<http://www.erf.be/images/Road Asset Management A Manifesto to keep Europe moving.pdf>



MANIFESTO “KEEPING EUROPE MOVING”

an offer
+
a call for EU-action

What the road sector can offer

Value for money maintenance

- Benefits to the economy as a whole through keeping roads in good condition and open to all users
- Well considered use and, where appropriate, re-use of materials
- Jobs based on a comprehensive understanding of the techniques and materials, fully embracing a culture of health and safety
- Identification and anticipation of the skill needs of workers in order to guide policy

Commitment to innovation

- Strong commitment to innovation in daily business practice
- Support for increased R & D through pro-active participation in EU research programmes and industry platforms
- Identification of technological gaps along the construction value chain in response to the Commission's drive for innovation

Responding to social needs

- Commitment to a high quality and safe road transport environment, adapted to economic, climate change and social challenges
- Commitment to using responsibly sourced materials
- Commitment to an improved environment, particularly noise
- Commitment to creating a fully trained and safety conscious workforce

Decisions EU policymakers should take

Establish the Road Network Asset Value

- Persuade Member States to:
 1. Establish a complete inventory of all their road components
 2. Conduct regular and comprehensive surveys of the condition of these assets
 3. Create the financial conditions that will allow for timely and sufficient maintenance and improvement of the assets to take place
- Prioritise upgrading of infrastructure, including sustainable transport networks

Boost investment in research and innovation

- Take full account of the strategic role of the road construction and maintenance sector in the proposed Horizon 2020 budget
- Endorse the use of Structural and Cohesion Funds to leverage investments in safe and efficient transport networks
- Support an effective technology transfer

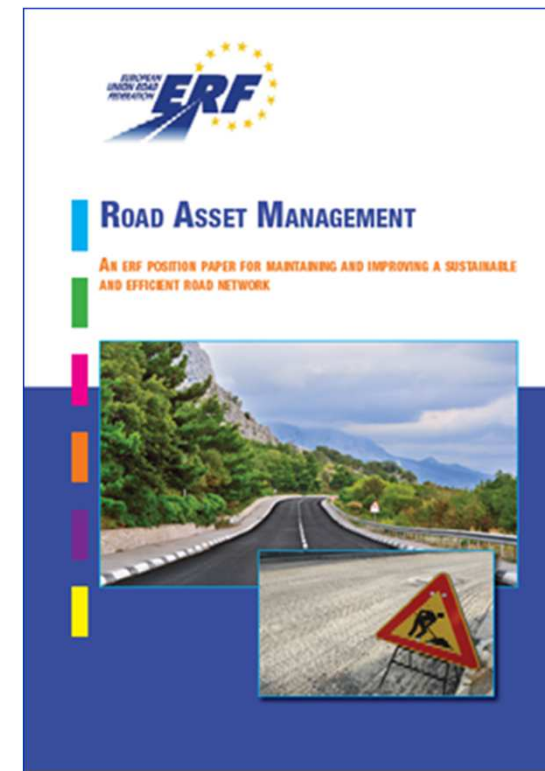
Develop a sustainable roads' policy

- Keep Member States' commitments to the Vision Zero Initiative clear and reportable
- Insist on continuous improvements to the safety and quality of the network
- Provide the necessary funding for proper maintenance of the existing network

More detailed advice to implement RAM

Position Paper (2014)

- › Directed to national, regional and local politicians and road authorities (2014)
- › Key message: RAM is possible and you should go for it
- › Advice to start RAM



RAM-Information session in European Parliament

Dialogue with Members of European Parliament

- › Hosted by Gesine Meissner
- › Participants from EP, Commission, road authorities, business sector
- › General outline (PIARC, ERF)
- › Presentation of good practices in selected European countries
- › More information:
<http://www.erf.be/index.php/communication/press-releases/445-european-stakeholders-recognise-the-need-for-a-strategic-approach-to-road-maintenance>





Your contribution to sustainable road management

As a political decision maker

- › Recognize roads as an asset for the society.
- › Take initiatives to implement Road Asset Management.
- › Support road authorities by providing necessary funding.
- › Communicate to all the stakeholders.

As a road authority

- › Ensure transparency on quality of your roads.
- › Start establishing an inventory of your roads.
- › Convince politicians of the benefits of Road Asset Management to the community.
- › Implement the process on a regular basis.

As a citizen, user and taxpayer

- › Be aware of the level of mobility, safety and service.
- › Demand for good quality of roads.
- › Make your voice heard that roads are an asset and should be managed like such.
- › Ensure that roads are systematically considered as a political priority.

The earlier you start
a sustainable management of roads,
the bigger are the benefits!

CONCLUSIONS | 3

CONCLUSION

- › Many roads in Europe are in poor condition.
- › Better roads are beneficial to our society.
- › A sustainable and efficient management of road networks is needed.
- › Communication is a key element to achieve better roads.
- › Politicians, (some road authorities) and the public have to be informed about Road Asset Management and to be encouraged to support and introduce it.

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