

# Minutes of meeting

<b>Subject</b>	Nortek short meeting
<b>Date and time</b>	13. April 10:00-12:00
<b>Place</b>	Teams meeting
<b>Participants</b>	Roy Helge Hundere – Vegvesen Fredrik C. Nilsson – Trafikverket Jukka Hopeavuori – Väylävirasto Risto Lappalainen – Väylävirasto Kristian Skoven Pedersen - Vejdirektoratet Josephine Schøller Rasmussen – Vejdirektoratet Kit Lærke Knudsen – Vejdirektoratet
<b>Absents</b>	Elisabeth Lunman – Trafikverket Hilde Mari Hvidsten – Vegvesen Matteo Stefano Pezzucchi – Vegvesen
<b>Attachment</b>	<b>To 2nd point</b> - Report about vehicles driving on/crossing the edge marking to the hard shoulder <b>To 6th point</b> - Drawing L1002

## Agenda

- Welcome**
- DK – Analysis, vehicles fully or partially in hard shoulder (emergency lane)**

DK is halfway through an analysis of driving in emergency lanes on motorways. The aim is to gain knowledge about how far a vehicle enters the emergency lane, how often it happens and what happens.

To carry out the investigation, filming was done during periods with the fixed cameras the Danish Road Directorate already has. The recordings are subsequently analyzed.

2-3% of all vehicles in the right lane driving on/crossing the edge of the carriageway marking towards the emergency lane and in some cases about 20-25 % of the lorries in the right lane driving on/crossing the edge line. There are indications on high risk when working on the edge line to the hard shoulder or close to this.

The reason for the study is that there are often discussions about how dangerous it is to carry out work in emergency lanes. There is a lot of "I feel" and not much knowledge about the actual danger and how to protect you self.

This analysis is just one of several studies to provide evidence of how dangerous work in emergency lanes is. Next step is to investigate the impact of a workzone. Is driving on/crossing the

edge of the carriageway marking reduced when the road user can see a work zone? DK are working on a plan to test it as a controlled roadwork.

There is no knowledge of how much different edge lines can affect driving on/crossing the edge line. In DK some edge lines are rumbling and make noise when driving on them. Others are long dots, which makes a bit less noise. Some markings are worn and do not make much noise.

The report (only available in Danish) is attached.

**3. S - Brand new suggestions regarding new demands on “flaggers” – People that stops and regulate traffic with red flag.**

There has been an increasing risk for traffic accidents on roadworks where flaggers are used, but we do not know how many of the accidents that are harassments, or how many that are real accidents. But flagger is a high-risk job.

It is not known why there has been a large increase (compared to the level 10 - 15 years ago). However, this may be due to poorer training/instruction, the facts are that very young people take on the job and that the work is carried out by subcontractors.

To reverse the trend, there are now new demands for the use of flaggers, so they may only be used when nothing else is possible, and the use of flags must be approved by the client. Speed level must be maximum 30 km/h secured with speed hump, and the contractor must monitor log the actual speed level.

The entire setup must be approved. It will be more expensive and more difficult to use flaggers.

In N a flagger was killed. The use has expanded but must be restricted again so that traffic signals must be used more and possibly controlled by a flagger from a protected area. There are requirements for the use of flaggers, but those will probably need to be changed.

**4. N – Findings after the accident where a flagger was killed.**

Postponed to meeting in Finland.

**5. S - New defined roles (totally 9 of them) and demands on these roles in Swedish roadworks.**

New definition of roadwork has been worked out because pipe works was not included in the former, since they do not necessarily have a contract with Trafikverket.

New definition of driver of roadwork vehicles, visitors, the person responsible for road markings and the person responsible for barrier equipment has also been defined.

N and F have almost the same definitions in either legislations or as guidelines.

In DK there is a gap in the legislation between works, that are not roadworks but still temporary works e.g., ultrasound investigation of geological subsoil, container, scaffoldings etc.

**6. DK - Quick and short-term works on main roads – see attached drawing. How do is it handled in S, N and F?**

S – passing roadwork with maximum speed at 70 km/h, TMA is called in if it concerns the removal of dead animals. Would rather work with risk assessment.

N – TMA must be used if speed limit is 60 km/h or more, and there shall be a buffer zone on 50 m between TMA and workplace if there is traffic in both directions. Work must be handled at maximum 15 minutes.

F – how must time for traffic arrangements vs doing the work.

DK – in last meeting in the sector group (vejregelgruppe) the Danish work environment authority, made it clear that they will not accept the drawing (attached L), but instead demand using a TMA.

Risk assessment is suggested to be discussed much more in NORTEK – and it may be a good idea to work out a Nordic method together. In DK the responsibility is placed at the employer, but it is being pushed further out to the roadworker, and he may have no knowledge to do it. There is a lot of feelings and not much knowledge about risk assessment. Subject to the agenda for next meeting in Helsinki.

## **7. F - Schedule of the meeting in May**

Meeting will start at 9 Tuesday, where F is planning for site visiting until 12. Bring your own safety shoe.

Meeting is planned for ending Wednesday at 15.

Sent subjects to the agenda a.s.a.p. F will send the agenda.