

# Minutes of meeting

<b>Subject</b>	Short Nortek meeting
<b>Date and time</b>	13. December 2021
<b>Place</b>	Teams
<b>Participants</b>	Hilde Mari Hvidsten – Vegvesen Matteo Stefano Pezzucchi – Vegvesen Cathrine Thorbjørnsen – Vegvesen Roy Helge Hundere – Vegvesen Jan Backman – Trafikverket Elisabeth Lunman – Trafikverket Jukka Hopeavuori – Vayla Risto Lappalainen - Vayla Josephine Schøller Rasmussen – Vejdirektoratet Kit Lærke Knudsen – Vejdirektoratet
<b>Absents</b>	Fredrik C. Nilsson – Trafikverket

## Agenda

1. TMA status
  2. Temporary traffic barriers
  3. Aggressive behaviour in roadwork zones is that an issue? The subject was recently brought up on a NVF meeting.
  4. Optionally
1. In Denmark, the new rules are in public hearing until 15 January. It will be exciting to see if there are reactions to the content. We had a presentation on draft new rules at a conference in early December, where we did not receive any big reactions, but the industry has also had a good sense of the changes, which has been an ongoing dialogue. New rules come into force on 1 April.

In Sweden, the requirements for the buffer zone are discussed. Is a length of ½ of the sign speed + 10 m sufficient? In Norway, the same guideline is used, while the length of the buffer zone is increased to at least 60 m in Denmark based on the previous simulations and calculations. In Finland, the existing rules are being critically reviewed and adjusted.

Norway states that during the CEN collaboration, tests with a vehicle of 2000 kg and a collision speed of 110 km / h are being considered.

Denmark states that they are currently testing a red cross (X) on the board surfaces in a closed area with. The purpose is to measure brightness and readability. At the same time, an internet-based survey is being performed, with the aim of examining whether road users understand the red cross. If

both investigations turn out in advantage of the red cross, the plan is to start testing it at roadblocks and motorways.

2. Temporary traffic barriers have been tested for collisions at 70 km/h, and among other things, the signed speed limit at road works in Norway and Sweden is typically 70 km/h. The experience is that it is difficult to get road users to keep up with the speed and in Norway there are discussions whether the speed should be set up to 80 km/h.

Denmark asked if a traffic buffer (tire column) is used in front of the ends of traffic barriers as protection. Sweden tested them 20 years ago and decided on that basis to stop using for traffic buffers as protection. In Sweden and Norway traffic buffer is basically not used, but in some situations e.g., in very short-term openings in crash barriers can be used.

In Denmark, there are currently discussions about the use of traffic buffer (tire columns), where two interconnected tire columns with a weight of 420 kg are used, which the Swedish tested tire column also weighed.

Sweden will send test movie.

3. By request of NVF aggressive behaviour in road work zones was discussed. In Denmark, there is no formal data on aggressive behaviour, and nothing has been found in accident information. So very limited knowledge. The Asphalt Industry may have some indications through their studies on working environment and including "the feeling" about safety.

In Sweden, a trade union raised the issue and this led to an investigation (which NVF was presented with at their meeting).

In Norway and Sweden, the impression, based on the general dialogue with the industry, is that it is mainly the employees who direct traffic who experience aggressive behaviour. In Denmark, there is no legal basis for directing traffic in the same way.

The above is reported back to NVF. We may possibly discuss it briefly again at the March meeting.

4. Next meeting will be arranged by Norway and is planned as a short virtual meeting on the 8 March 2022.