

Minutes of meeting

Subject	Nortek meeting	
Time	12. March 2021 from 09:30 a.m – 12:00 p.m 19. March 2021 from 09:30 a.m – 12:00 p.m	
Place	Teams	
Attendances	Hilde Mari Hvidsten	Norway, Vegvesen (one part 1)
	Elisabeth Lunman	Sweden, Trafikverket
	Jan Backman	Sweden, Trafikverket
	Fredrik C. Nilsson	Sweden, Trafikverket
	Risto Lappalainen	Finnish Transport Infrastructure Agency
	Jukka Hopeavuori	Finnish Transport Infrastructure Agency
	Josephine Schøller Rasmussen	Denmark, Vejdirektoratet
	Kit Lærke Knudsen	Denmark, Vejdirektoratet

Annex

Part 1 – held on the 12. March 2021

1. Welcome and general information about current national matters

Norway

A lot of regulations have been done in relation to transfer responsibility for country road work warning plans (arbejdsvarselpåner) to country authority. Many colleagues have been transferred to country authority. There is still a lot of work to be done by a few people, but Hilde gets a new colleague in June.

Finland

Continue work on adapting guidelines in relation to new road traffic law and new system for traffic signs, which has the consequence that all traffic sign numbers change. New organization in FTIA. Online roadwork course works very well.

Sweden

A lot of challenges surrounding the situation with Corona, where it was necessary to change physical training courses to internet-based training immediately. Lot of sick people on projects, which has the consequence that resources had to be moved between different projects. New regulation for road-work safety on all government roads. Swedish Transport Agency did an in-depth report about what covers the item "work on road" e.g. is towing a roadwork? Not according to Trafikverket, but it is according to the report.

There is a kind of the same discussion in Norway and Denmark.

Denmark

There are an ongoing revision of road work guidelines and drawings. A new group with the "event business" had been established. The purpose is to prepare new guidelines for pop-up sport events, markets, festivals etc. There are no existing rules and guidelines, but a lot of confusions on which permissions are necessary and how to do the temporary changes in traffic – as road work or not.

New task in Vejdirektoratet, who from 1. October must handle 35.000 applications on special transportations (wide, long, high, and heavy transports). Sweden already have that task in a different department that works with special transports. In Norway there are other requirements for special transports that drives over the mountains. Heavy transports must be assisted by a "Vegvesen supervision car" doing the transportation. Finishing guidelines and law for TMA-systems.

2. Roadwork regulations in relation to question raised by Sweden:

Hur arbetar ni med "Principskisser/bilder/TA-planer/blueprints och examples" of how a road-work-zone shall look like" (which signs to use where and what protection to place where etc). Är skisserna/bilderna bara exempel eller förväntar ni er att alla vägarbeten ser ut exakt så? Vad har fungerat bra respektive dåligt med att använda denna form av skisser/bilder.

Functional requirements seem sensible, but the result is the contractor increase the profit at the expense of the lowest "quality", which now seems to be the "normal quality". The experience is that the road users cannot find their way through the road work zone.

In Norway contractors use guideline with sketches that suggest some solutions depending on risk assessment and the kind of work to be done. Templates have been made, but the contractor must make their own one. All works must be applied for and approved by the road authority. The road authority can set requirements to traffic flow, number of open lanes and speed limit. Norwegian guideline https://www.vegvesen.no/attachment/61423/binary/964079?fast_title=Håndbok+N301+Arbeid+på+og+ved+veg+%2814+MB%29.pdf

FTIA have published a series of instructions and model plans for roadwork zones. The contractor are responsible for planning including speed limits, <https://www.ely-keskus.fi/sv/> There is a mandatory annual roadwork zones traffic arrangement audit carried out by external auditor, the purpose is to monitor and evaluate traffic arrangements. Common inspections and weekly meetings between contractor and construction management. Contractors often asked for low speed limit to avoid proper protection barriers. Quality of plans are sometimes poor. There is a need of more inspections with traffic arrangements.

IN Denmark it is handled very similar to the Norwegian that is with handbook/ guidelines including the mandatory part. Guideline to choose a protection level and drawings (principle sketches).

3. Professional qualifications – presentation by Norway.

Presentation on Vocational Qualifications Directive, regulations on qualifications and training course for employees working on at road. In Norway investigation about a new set-up for requirements to competence for employees working on roads and have the responsibility for the working environment and those who must divert traffic (traffic controllers). It seems impossible to set requirements which don't have to respond to the EU Vocational Qualifications Directive, this means that competencies acquired abroad (especially other EU- or EØS countries) must be recognized and accepted. For manual traffic controllers this is considered an exercise of authority and therefore not a part of the directive, but for the others it may be.

In Norway there are course requirements in relation to responsibility:

- Safety manager
- Site safety supervision
- Flaggers
- Everyone working on the road

Training from other countries are not accepted, which is not legal according to EU Vocational Qualifications Directive.

What are the rules for education in Sweden, Finland, and Denmark? Do the rules apply to all kind of roads, do they apply to everyone, and how is this done in relation to legislation on professional qualifications?

In Sweden site supervisor must have passed the Swedish test, but it is accepted that people working on the road may not speak and read Swedish. Still they must learn about basic safety in road work zones.

In Finland how work on the FTIA roads have to pass the course about road safety 1 (everyone) or 2 (site supervisor).

In Denmark the municipalities decide which requirements they require. Road workers on the national roads must have passed training course in a level with relation to their responsible. It is demanded in the tender and as a standard term in permissions to road work on national roads. If the employees have training course from another European country the contractor has to document the course with course schedule, and still at least one worker in the work zone must be able to document knowledge to the danish rules. The basic course is a mandatory part in the road workers school (AMU).

4. Sweden will inform about new suggested Swedish standard "Vägutrustning – Tillfälliga trafikordningar för gång- och cykeltrafik – Del 1: Skyddsanordningar – Räckten och staket"

The new standard is separate in two parts. Part one describes requirements and recommendations for temporary safety barriers and fences along pedestrian and bicyclist lanes. It contains requirements to height and distances, as well as functional requirements to the products e.g. that they must not be slippery, wind issues, risk for tipping over etc. Part 2 will handle prefabricated bridges for pedestrian and bicyclist, but it has been set on pause.

Part one is close to be done. Part 2 start up again.

5. Optionally

Nothing to report.

Part 2 – held on the 19. March 2021

6. Temporary traffic barriers - presentation by Denmark

In Denmark there are discussions about regulations and use of temporary traffic barriers. Are the regulations up to date with developments, are regulations and rules correct understood by the users (contractors, engineering consultants, road authorities etc.) and how are regulations and guidelines communicated? Everyone; After the presentation discussions on Nordic regulations/ rules and experience, the different kinds of barriers used and their test. Please bring your own rules so we can see them if necessary.

In Denmark there had been made a bachelor project about how to mark the traffic barriers. The purpose was to ensure information to workers, site supervision etc. about type of traffic barrier, deflection width and so on. Some information can be read on the markingplate, while having to scan a QR-code for getting further and more detailed information.

In Sweden the working width in the work zone must be marked, which is a new requirement. Approved letter must be available on the worksite or digital. The manufacturer must provide information about connections between different barriers, fixings etc. The responsibility is generally transferred to the manufacturers. A training certificate is demand for those who have responsibility on site. There are three levels of responsibility: Self-control, Supplier audits and Self-evaluation of operational responsibility.

There is implemented traffic safety audit on site performed by Trafikverket.

In Finland discussions is very similar, about there is a lack of information and knowledge about connections and fixing barriers.

7. Qualifications by Norway.

An ongoing investigation will reveal the possibility for transfer authority to country road work warning plans (arbejdsvarselplaner) to country authority. Today this task is handled by the government authority through the same road administration.

Information about the reorganization and the regional reform in Norway, how it has affected our subject area to a much greater extent than what covid-19 has done.

The presentation was shown, but the conclusion was that we need Norway to present the subject and talk us through.

8. New regulations and rules in Denmark regarding acute dangerous in traffic.

Denmark will inform about new guidelines for road markings and closures on highway and expressway.

After a time with an increased number of accidents and near-by accidents for those working with handling acute dangerous objects in traffic, it was decided to make new rules in collaboration with the industry. The purpose was to improve working environment and traffic safety.

In the future the employees handle incidents on motorways and express highways must be protected by TMA-system with a minimum weight on 10,2 tons and mandatory parking brake on front axle. It will be possible to reduce speed limit to 80 km/h on motorways and 70 km/h on express highways.

9. From Sweden; general discussion about how the situation with Covid-19 have affected the countries work with roadwork safety (called APV in Sweden).

In Sweden APV contains safety aspects for the working environment, traffic safety and safety for third parties e.g. properties affected by road works. At Trafikverket APV is limited to contain to road works on or close to the road and have not included work such as. salvage, accidents, etc. Everyone contributes knowledge.

In Sweden it has been necessary to relocate people between projects. Because displacing training from physical to virtual give a lot of dispensations. Grants are now given to improve the home workplace.

In Denmark it is the same issue about training courses. On the sites it works very well with regular testing. Some sites have been hit by Covid-19 but very limited. It is difficult to have external meeting and discuss solutions.

In Finland there are discussions about whether so much office space is needed after covid-19.

10. Optionally and thank you

Please send contract information's to those working with special transports.

Next meeting planned hosted by Norway, Josephine will ask Hilde if they can handle it, otherwise we will have a "normal meeting" set up by Denmark, and another part set up by Sweden where Fredrik will show a new set up for certificate education. "Competence demands in Work road safety for contractors and consultants – Verifying their competence through certification tests" – An internet based presentation where Fredrik from Sweden go through our process from setting the competence demands, creating and carrying out certification tests and follow up in in projects and on workplace audits.