

**CO-OPERATION BETWEEN WESTERN  
EUROPEAN ROAD AUTHORITIES**



**Bonn, September 2000**

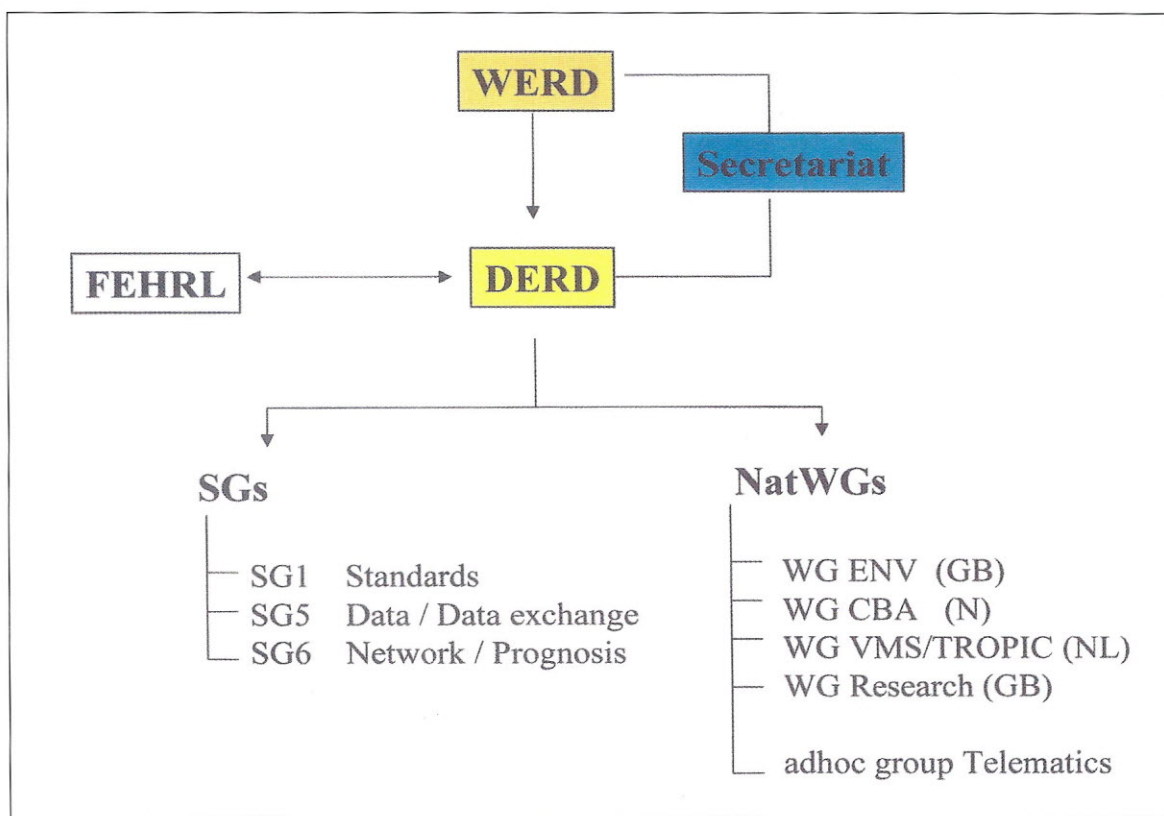
## Imprint

Publisher:	Bundesministerium für Verkehr Bau- und Wohnungswesen (BMVBW) Robert-Schumann-Platz 1 D-53175 Bonn	Federal Ministry of Transport Building and Housing (BMVBW) Robert-Schumann-Platz 1 D-53175 Bonn
Design and Contents:	BMV, Abteilung Straßenbau Dr.-Ing. K.F. Ribbeck	
Layout and production:	Lammerich-Design und Typo-Druck & Verlagsgesellschaft mbH Rosental 44 53111 Bonn	
	September 2000	

# **CO-OPERATION BETWEEN WESTERN EUROPEAN ROAD AUTHORITIES**

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## **The Origin**

The club of Western European Road Directors was formed in 1988. At present, the club comprises as members the directors of the national road administrations in all member states of the European Union, Switzerland, Norway and Iceland. The Secretary General of PIARC is also invited to take part in the WERD meetings.

## **The Purpose of WERD**

The purpose of WERD is to increase the informal collaboration between the Western European Road Directors. At the same time, WERD may function as a channel through which the collective expertise and interests of the Western European national road administrations can be presented to primarily the European Commission but also to international organisations, interest groups and the industry in general.

## **The Objectives of WERD**

The objectives of collaboration are aimed towards:

- Supporting the road directors in their work Ensuring a high level of common information among the road directors about the political and technical development within the field of road transport in Europe
- Strengthening the role of the national road administrations in their discussions with the European Commission, relevant European and international interest groups as well as the road industry
- Contributing to the ongoing debate on European transport policy and harmonisation

## **The Means**

The means to fulfill the objectives may include:

- Exchange of information and discussion of common problems of relevance to road directors
- Exchange of information with the European Commission through the holding of meetings on a regular basis with relevant General Directorates
- Exchange of information with PIARC and with other relevant international Organisations

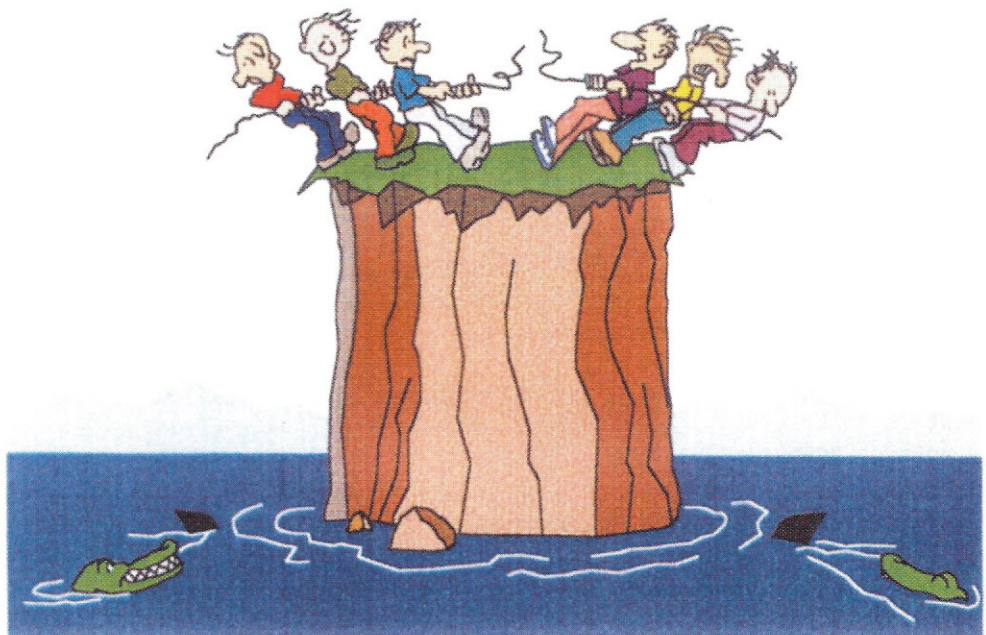
## **The Structure**

The Members hold the Chairmanship of WERD by turns for a two-year period. The country that holds the Chairmanship of WERD is also Chairman of DERD, the group of Deputy European Road Directors.

DERD's scope of work is to help and support the ongoing activities of WERD and for this purpose, the deputy directors meet on a regular basis.

The Chairman of WERD also provides a Secretariat for WERD. Under the direction of the Chairman the Secretariat is responsible for arranging and recording WERD and DERD meetings, and for taking appropriate follow-up actions.

## West-European co-operation



## 1. Tasks of the road authorities

Three things must be established before a description of co-operation between organisational areas in authorities is possible:

- where these organisational areas are located,
- what tasks they are supposed to / allowed to perform and
- how much independence they have to perform such tasks.

The range of tasks varies from place to place. So where do the road authorities fit in?

We are familiar with the most varied forms of transport ministries or links between different administrative departments – transport and industry, transport and technology, urban development and so on.

This means that the world of politics is concerned first and foremost with “TRANSPORT” in general, and only then with the sub-category “roads” as one of the players – albeit the dominant one – in the symphony of transport systems.

In its “Green Paper”, the Directorate General for Transport in the EU held road transport responsible for 90 percent of the damage done to the environment and its related costs. This is hardly surprising considering that in many Member States of the Union, road transport constitutes over 60 percent of goods transport and between 80 and 90 percent of passenger transport.

In its review of 25 years of road transport research, the Organisation for Economic Co-operation and Development (OECD) wrote:

“Market economies throughout the world rely primarily on road transport because of its high quality of service and flexibility”.

This means that road authorities are always on the front line: whether it be in receipt of praise or criticism. And since their work is so important, the need to exchange knowledge and experiences is enormous. What’s more, due to the increasing effects of cross-border passenger, goods and service transport, binding harmonisation measures have also become essential.

<sup>1)</sup> Green Paper ... “Fair and efficient transport prices”

<sup>2)</sup> OECD ... “Road Traffic Research Outlook”





## 2. Co-operation in Europe

### 2.1 PIARC and IRF

The largest forum in which the heads of road authorities have been meeting for almost 90 years is also the oldest amalgamation in the roads sector: the [WORLD ROAD ASSOCIATION \(WRA\)](#), which was known as the “Permanent International Association of Road Congresses” (PIARC) up until 1995.

PIARC<sup>3</sup> was founded in Paris in 1909 – where its General Secretariat is still based – and is currently in charge of members from over 110 nations.

Approximately 90 countries are represented in the PIARC by their highest road authority. The Executive Committee, which manages the work of 15 commissions and three working groups, comprises 15 General Directors. Western Europe is very strongly represented in this Executive Committee at the present time in the form of Belgium, France, Germany, Italy, Spain, Sweden, Switzerland and The United Kingdom. Central and Eastern Europe are currently represented in the Executive Committee by Russia and Hungary.

Despite Western Europe’s strong representation in the association, PIARC cannot be considered a working platform for Western European road authorities.

The road industry’s [INTERNATIONAL ROAD FEDERATION \(IRF\)](#) can be considered PIARC’s counterpart. However, while different connections do exist at national level, the fact is that the priorities of the road authorities and the road industry differ considerably.

### 2.2 ECE

Representatives of road authorities can also meet at international level in the United Nations’ ECOSOC (Economic and Social Council) committees and at European level in the [ECE \(ECONOMIC COMMISSION FOR EUROPE\)](#) in Geneva.

Since its establishment in 1947, the ECE – which now comprises 55 members – was the only common platform for Western and Eastern Europeans.

We have the ECE’s “Inland Transport Committee” (ITC) to thank for our most important basic European road and road transport agreements. The ITC has no institutional platform at ministerial level.

Although the ECE has retained its importance – just one example being the Trans-European Motorway System (TEM) – it is currently undergoing a process of restructuring.

While representatives of Western European road authorities – or their colleagues from other areas of the transport ministries – continue to work in the ITC and its committees, they do not primarily address matters of Western European concern.

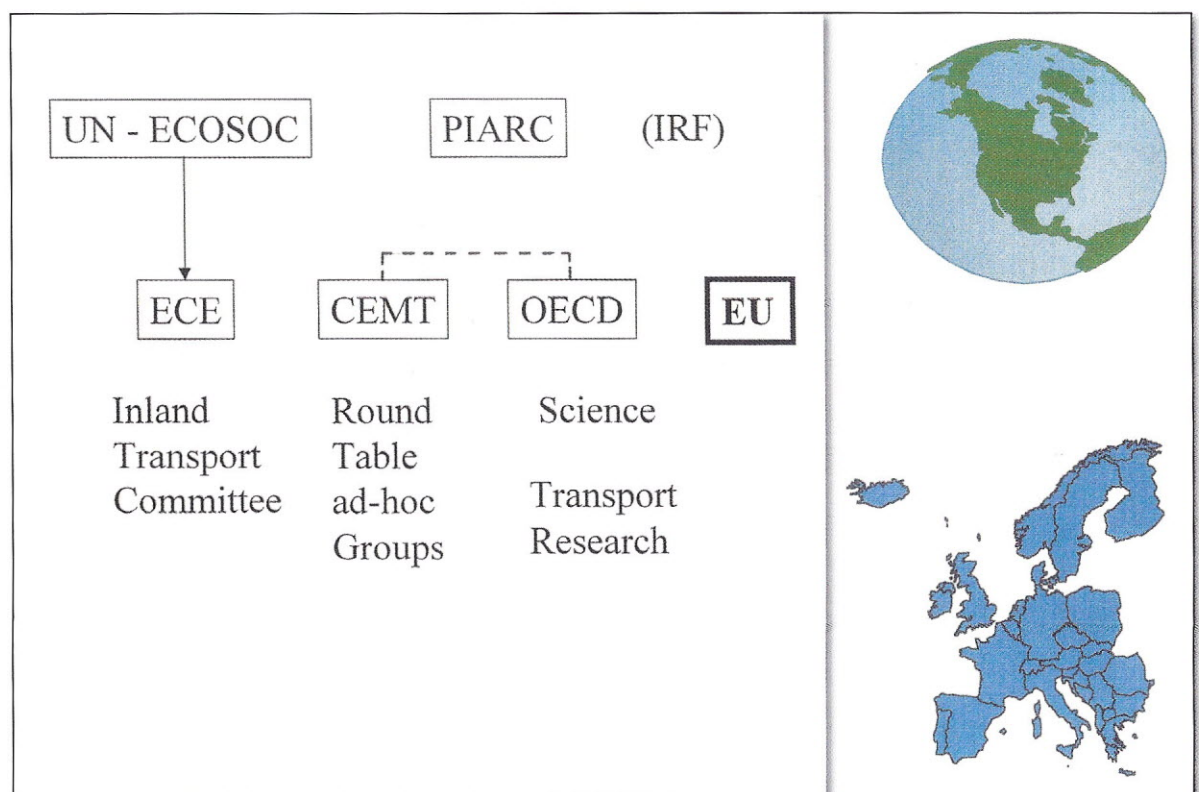
### 2.3 CEMT

With 34 members, the [EUROPEAN CONFERENCE OF TRANSPORT MINISTERS \(CEMT\)](#) is the second largest meeting place for transport development in Europe. Its European members are the same as those in the ECE and so are most of its topics.

The CEMT provides a platform for transport ministers. It is primarily a discussion forum and a bridge between Western and Eastern Europe. Although it

<sup>3)</sup> PIARC “Work Programme 1996 - 99”, “Statutes” and “Blue Guide”

<sup>4)</sup> CEMT/CM (96) 12





functions on the basis of resolutions, the protocol in Article 9 includes the following rigid formulation:

“Decisions made at the Conference are implemented in those countries which agreed to them”.

The CEMT Work Programme for 1996/1999 makes it clear that the conference has devoted itself to the countries of Central and Eastern Europe in particular since 1993 – yet the roads sector is dealt with on just half a page. The CEMT requires the factual preparation of political resolutions and does not provide road authorities with a working platform which is tailored to suit their needs.

## 2.4 OECD

The ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT (OECD), which, with its 29 members, traditionally includes non-European countries as well as the CEMT Member States, established a roads division relatively late in the day. Although this division is limited to research, it has succeeded in establishing itself in Eastern Europe relatively quickly.

The OECD has presented itself in the “Central and Eastern European states” (CEEC) and in “new independent states” (NIS) with a whole series of seminars; yet the minutes of the conference of ministers in May 1996<sup>5</sup> does not devote even a single paragraph to the transport sector. Nor is it to be found in the OECD flow-chart, but is hidden away in the Directorate for Science, Technology and Industry. Within this division, the former “Road and Road Transport Research” (RTR) sector has been extended to cover all areas and is now known as the sector for “Research on Road Transport and Intermodal Linkages”. Once again, this is not the platform for Road Directors.

## 2.5 The European Union

The European Union (European Community until 1992), with its 15 members and numerous associated nations, is the most important platform for Western European road transport and construction. The EU derives its power from the contractual regulation which allows it to pass direct legislation for its Member States.

The Commission prepares proposals for the road and road transport divisions within Directorate General TREN (Transport and Energy, former DGVII - Transport) which are then passed onto the Parliament through the Council of Transport Ministers. The Council of Ministers then consults its Committee of Permanent Representatives and, where necessary, a working group and asks them to prepare the issue. It is at this stage that the road authorities sit together around the same table. However, this cannot be considered to be an independent discussion platform.

<sup>5)</sup> SG/COM/NEWS (96) 53



AZIENDA NAZIONALE AUTONOMA  
DELLE STRADE  
(A. N. A. S.)

IL DIRETTORE GENERALE  
Via Monzambano 10 - 00185 Roma

Rome, 12th December, 1985.

Ministerialdirektor  
Dr. Ing.e.h. Heribert Thul  
Abteilung Strassenbau, Post  
D-5300 Bonn 2, FED.REP.of GERMANY

Dear Colleague,

it appears to-day that in many countries a new interest is arising about the problems connected with roads.

From these simple considerations comes the idea of putting the general Directors of the different Road Administrations in strict contact, thanks to a new international organization, which might be called "I.F.C.R.D." - International Permanent Committee of Road Directors.

Obviously, it should be a simple and smooth structure, grouping only and exclusively the Road General Directors of the different countries, so that the high-level information and perspectives may be exchanged.

The seat should be offered either by the Italian Ministry of Public Works, or by A.N.A.S.

During the initial period, I would think it advisable to restrict such organization only to the European and some of the Mediterranean countries, under the understanding that - after a first successful trial - its door shall be wide open to whoever may have an interest to apply for admission.

Yours sincerely,

Dr. Antonio Soreca  
Director General



### 3. The establishment of WERD (1988/89)

As we have seen, European road directors have only been mentioned as part of the PIARC global network which gave them the opportunity to meet with their direct neighbours at its meetings. In light of the fact that the neighbours were becoming increasingly close and their problems more similar, this “all or nothing” situation became increasingly frustrating and unacceptable for the experts in Eastern, Western and Northern Europe. And so it was that the following associations were established: the Nordic Road Association in Scandinavia, the Permanent Committee for Transport Co-operation as part of the Council of COMECON in Eastern Europe and the club of Western European Road Directors (WERDs). The core of the latter was made up of the Member States of the European Union (EU) between whom the need for discussion and agreement had become increasingly necessary. The adjective “Western” in the title of the club should be understood more as a historical and political title rather than a geographical one.

Today’s co-operation between the WERDs was the result of a helping hand from PIARC. Because an earlier ITALIAN initiative in 1985 met with no response from the European Road Directors, PIARC got involved. In February 1988, the Spanish president Enrique Balaguer and the French General Secretary Bernard Fauveau invited their European colleagues in PIARC’s decision making bodies EXCOM and PIC (today: Council) not only to meet with colleagues from around the world at the upcoming EXCOM and PIC annual meetings but also to share a glass of wine and engage in some neighbourly small talk with the Western European Road Directors on the evening between the two meetings. PIARC mentioned some common European problems and – quite harmlessly – proposed the following:

“We should consider producing useful papers to orientate our actions.”

PIARC’s “Roads and Traffic 2000” conference took place at the same time as the IRF “Roads in Europe” conference, the “16th International Study Week in Traffic Engineering and Safety” and the “German Road Congress 1988” in BERLIN in SEPTEMBER 1988.

As the host of the event, the German Road Director suddenly realised that he was faced with the task of convening a meeting which was later to be considered the meeting which paved the way for the establishment of WERD. The colleagues got down to business and agreed upon the following:

- “the definition of topics of common interest”
- and
- “the choice of work methods and time table to be used”

They then underlined the primacy of politics with the guarantee:

“Special attention should be paid to avoiding any swing to a discussion which would be within the competence of political decision-makers.”

Following this, the first WERD meeting took place in Paris in NOVEMBER 1988 with 14 road directors in attendance. They decided to meet once a year.

The next meeting in November of the following year was preceded by an preparatory orientation meeting in SEPTEMBER 1989. At this meeting, PIARC made the point of the exercise quite clear. PIARC explained that it was trying to esta-

(... 8/97)	Admini- stration		Internat. Co-op.		Transport Policy		Road - Network					Financing			Project			Use of Infrastructure							Research			
= Dis- cussion Σ=Re- port	Organi- sation structure	Quality perfor- mance	WERD, EEC/EU PIARC Others			Mode TEN	DATA RIMES RADEF	System TERN	Traffic	Evaluation		Finan.Resources		Unit Costs	Design	Harmonisation	Construction	Quality		Safety Measures		Traffic Management			Institute	Pro- gram		
W=WERD D=DERD				DG: II, VII XIII	ECE ENTCO ECIS EAST NORTH WEST		SG 5	NEMO I SG 6	NEMO II (SG 4) TN-Traf		AIRE (SG 2) TN-Env	FINER		Type Structure Material START, INTER- SAFE	Stand- ards SG 1	Procure ment	Work QA		Roads (PMS)	Opera- tion (User)	Struc- ture	Regula- tions	traditio- nal (Driver)	Telematic (Vehicle)	FEHRL FERSI	EURET ... F.P.		
		TN-Adm										TN-Fin						TN-QA	TN-PMS					(SG 3) TN-VMS	TELTEN MAGIC, HLG		TN-Res	
1988 W	*	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
1989 W	Σ		*	*	*					Σ						*	*											
WERDs Topics 90 nr. of votes							1	1		3		3		1			3	1	1		1		3		2	1		1
1990 W			*							*		*				*												
D	*		*					*		*		*				*								*				
1991 W			Σ	*	*			*	(Σ)			*		*		*	*							*				
D			*					*	*	*		*	*	*		*	*							*				
1992 W								*		*		*		*	*	*	*							*			*	
WIEU			*	*	*			*		*		*		*	*	*	*							*	*		*	
D			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*							*	*		*	
1993 W		*	Σ	*	*	*	*	*	*	*		*		*	*	*	*							(Σ)	*	*	*	*
WIEU			*	*	*			*	*	*		*	*	*	*	*	*							*	*		*	
D		*	*	*	*	*	*	*	*	*	Σ	*	*	*	*	Σ	*							*	*	*	*	
1994 W			*	*	*	*	*	*	*	*	*	*		*	*	*	*										*	
WIEU			*	*	*	*	*	*	*	*	*	*		*	*	*	*										*	
D		*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*						*	*	*	*	
DERDs topics 95 nr. of votes							3	6	2	1		2	1	5		4	4		2	2		2		2	6	1	3	
1995 W		*	*	*	*	*		*		(Σ)		*		*	*	*	*							*	*	*	*	
WIEU			*	*	*	*	*	*	*	*		*		*	*	*	*							*	*	*	*	
D			Σ	*	*	*	*	*	*	*		*		*	*	*	*	(Σ)						*	*	*	*	
1996 W		*	*	*	*	*		*		*		*		*	*	*	*							*	*	*	*	
WIEU		*	*	*	*	*	*	*	*	*		*	*	*	*	*	*							*	*	*	*	
D		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						Σ	*	*	*	
1997 W		*	*	*	*	*		*	*	*	*	*		*	*	*	*							*	*	*	*	
WIEU		*	*	*	*	*		*	*	*	*	*		*	*	*	*	*						*	*	*	*	
D	*	*	*	*	*	*		(Σ)	*	*	*	Σ	Σ	*	*	*	*	*	*					*	*	*	*	
	TN-Adm(F)							SG 5(B)	SG 6(DK)	TN-Traf(I)?		TN-Env(I)		TN-Fin(F)		SG 1(UK)		TN-QA(CH)	TN-PMS(N)					TN-VMS(NL)			TN-Res(US)	



blish a European regional partner based on its experience in America (Co.PA.CA) and in Asia/Australia (REAAA) with a clearly defined goal:

“The possibility for PIARC of taking position concerning the Commission and the CEN.”

The agenda which was fixed at the preparatory meeting was a sort of sandwich: PIARC above and PIARC below and a “European concern burger” in the middle:

- “The PIARC – EEC relationship” with the note:  
“PIARC will have to set up a working group to allow for collective expression,”
- “Construction Guidelines,” and
- “The role of PIARC National Committees” in the hope that  
“The groups formed within PIARC ... might be used by the road directors to examine those questions they would select to deal with jointly.”



*David Holmes*

#### 4. British Moderatorship (1990/91): Building up WERD's working structure

The necessary foundation for the club was agreed upon at the WERD meeting in **NOVEMBER 1989** and a group of assistants was established with the aim of: "Entrusting a task of preparation for the Directors meeting to the Assistant Road Directors."

The British Road Director David Holmes accepted the task of leading the troops and gave himself the modest title of "moderator".

The assistant road directors were renamed the deputies and the group of deputies as a whole became known as the DERDs.

Acting on their own initiative, the DERDs formulated their "Terms of Reference" which included the following:

- i.)
  - a.) To provide a focus and voice for client highway interest at European level in areas where a common approach is necessary or desirable;
  - b.) To act as a forum for the exchange of information on highways and traffic issues across Europe;
- ii.)
  - a.) To identify issues within the categories outlined above and establish responsibilities and appropriate methods for their study, setting up sub-groups to the main meeting where useful.
  - b.) To make reports on issues studied and conclusions reached to European road directors with recommendations for action.
- iii.)
  - a.) Where applicable to establish and agree a view on the issues considered.
  - b.) Elaborer des rapports sur les questions discutées et les adresser aux directeurs européens accompagnés de recommandations.

Under the leadership of the British moderator four sub groups were also set up:

1. Legal framework for road (UK)
2. Legal aspects of environmental requirements (NL)
3. Drivers information (B),
4. Traffic census and forecast (F, and later I).

The agenda of the WERD meeting in **NOVEMBER 1990** was appropriately based on the sub groups.

Three general resolutions were passed:

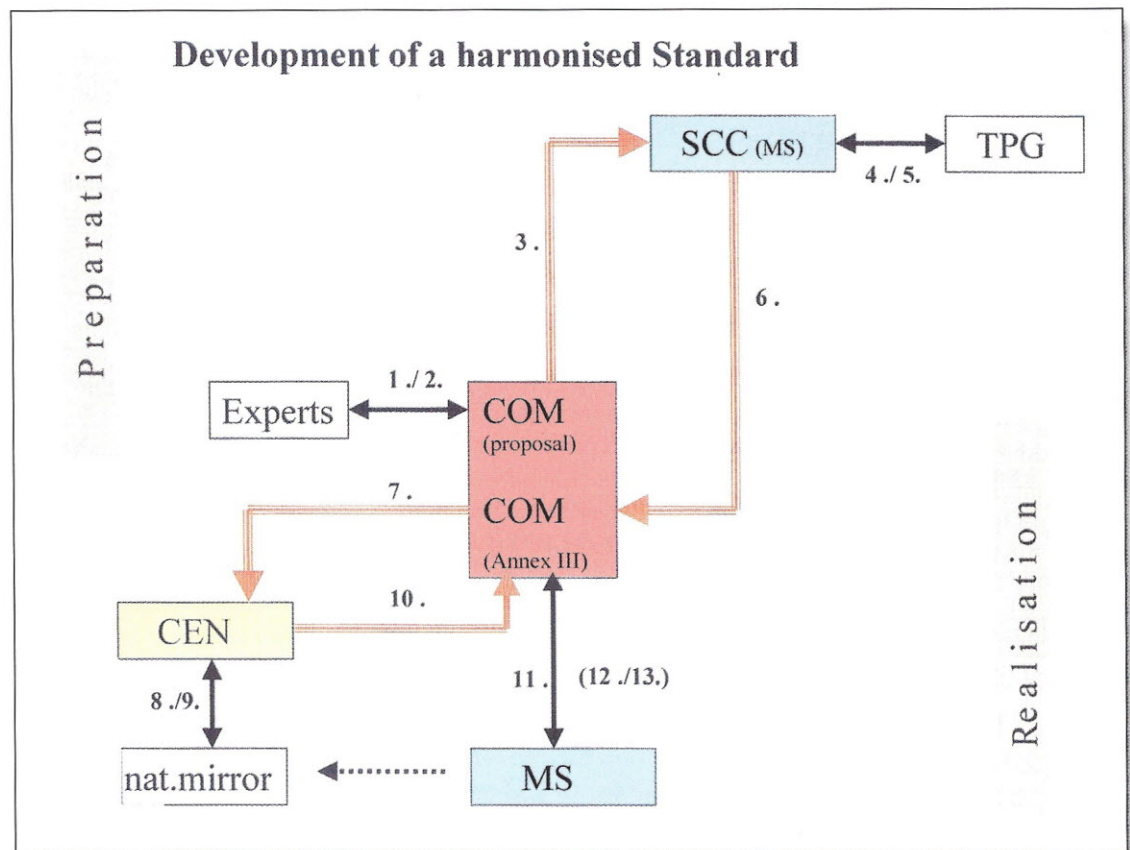
- "The meetings of road directors are an informal way of discussing issues of common concern, particularly in relation to the work of the European Community"
- The DERDs' Terms of Reference were approved
- "The road directors are anxious to ensure that the Subgroups do not take on too large an area of work, so resource input shall be kept to a reasonable level."

In terms of content, the discussions centred on highly important topics which still concern us – or are of even more relevance to us – today

- Strategic Environmental Impact Assessment (SEIA),
- Road Network Management,
- Road Information Management Euro System (RIMES).

The next WERD meeting took place in **OCTOBER 1991**. A fifth subgroup was entrusted with the issue of RIMES. The issue of road pricing procedures took priority and it was decided that it would be advisable to gain more information about the development of national road networks.





## CP Directive

### Article 3

1. ...

2. In order to take account of possible differences in geographical or climatic conditions or in ways of life as well as different levels of protection that may prevail at national , regional or local level, each essential requirement may give rise to the establishment of **classes** ...

3. ...

The participants noted:

- “Effective working methods include DERD sub groups and informal exchanges of information” (a decision which would later determine the structure of DERD’s work)
- “WERD should focus on Western European problems; it would not be appropriate to widen its scope or have representatives at meetings from Nordic or Central and Eastern Road Directors.”

At the same time, the road directors acknowledged the fourth meeting of their Central and Eastern European colleagues in Marrakech and decided to exchange papers with this group.

Moderator Holmes was no longer in a position to chair this meeting in 1991 as he had already taken up a new position outside the road administration. He left a paper for his colleagues entitled "National Road Administrations in the 1990s and WERDs" and stated:

“As decision makers for the future European Road Network, and as clients on behalf of our government, we have commitments, concerns, interests and priorities which differ from those of the private sector or even local road administrations.

Private sector interests know how to lobby on behalf of their member in Brussels. Where these efforts go unchallenged, there can be potential difficulties for National Road Administrations. Where we can work together we will stand a better chance of countering proposals which ignore or are detrimental to the concerns of Road Administrations. Where it is appropriate, a representation or communication could be made on behalf of the whole group.

Attempting to harmonise procedures is not appropriate for an informal group like ours. However, by comparing our procedures, we are better able to judge whether harmonisation would be beneficial. Where harmonisation is unnecessary, we can argue against it from a more informed position.

The knowledge and confidence which we acquire from these sorts of activities lend weight to each administration’s position, at home or in an international context. Just as our roads cross national frontiers so must our thinking.”

This legacy was discussed and all present agreed with its content. The group then asked the French Road Director Christian Leyrit to take up the post of Moderator for the upcoming two year period. M. Leyrit readily accepted this invitation.



*Christian Leyrit*



## 5. French Moderatorship (1992/93): WERD becomes independent

Under French leadership, a decisive step was taken on 25 MARCH 1992:

The Deputy Jean-Yves Belotte headed a small group making its first visit to DGVII and DGXIII (now TREN and ENN). The discussion was dominated by DRIVE, EURET (4th Framework Programme on Research) and the advantages of closer co-operation. The following statement was noted in the minutes of the meeting:

“The DGs wish to associate the Highway Directorates more closely with their work, both to find out their positions on the subjects treated by the DGs and to develop good co-operation with them.”

The WERD meeting in OCTOBER 1992 was the first to take place independently of a PIARC meeting. Nevertheless, it was made clear that the Secretary General of PIARC would always be a welcome guest at WERD's meetings.

Then the structure and work process of the “Foundation” was altered:

- Subgroups 2 and 3 were requested to conclude their work and it was decided to introduce a “light network on themes” in the future. This meant that:
- “When a topic is mentioned by the Directors, one Highway Directorate would volunteer to lead an initial exchange on the said topic and draft a memo. This will enable specifying the Deputy Directors' mandate and the organisation to adopt to deal with the subject (this might be to create a sub-group, but not necessarily so)
- Generally, when proposing to terminate a sub-group, an active “watch” would then be set up on the subject.”

The basis of this resolution were the following two considerations (or reflections):

- The NATIONAL information and work channels in the relationship between the ministries in the Member States and the Directorate Generals of the EU needed to be reinforced. WERD had (and still has) no legal basis and was not in a position to circumvent or compete with the voting mechanisms of the relevant organs of the EU/CEN and the Member States. WERD could, however, reach agreement on defined questions which could then be put to the EU/CEN through the national channels and in this way be presented to the EU.
- WERD, DERD and its subgroups were not in a position to do any scientific work (as was hoped in the areas of data transfer and planning methodology in particular). Co-ordinated development work was, however, feasible if the

co-operation of the research institutes (FEHRL) would lead to a joint project. Consequently: Calls for financing and manpower from the subgroups (“employment of consultants”) must not be authorised.

The resolution to make an official visit to the EU, which was passed in OCTOBER 1992, was a significant one. The following topics and speakers were selected for the planned meeting with DGVII Transport:

- European Standardisation (UK)
- Telematics/DRIVE (B,DK)
- TERN Motorway Working Group (F)
- Research Programme / EURET (UK)

WERD's first visit to the EU/DGVII took place in February 1993 under the leadership of the French moderator. WERD's counterparts on the EU side were the Director General and the appropriate directors or heads of departments.

**Data supply by countries for testing within RADEF**  
report of MVA Systematica (21/5/97) page 19

	accident	condition	equipment	restriction	geometry	network	route	structure	traffic
Sweden									
Denmark									
Portugal									
France									
Finland									
Switzerland									
Belgium									
Germany									
UK									



Ministry  
of Public Works,  
Housing,  
Transportation  
and Tourism

# ROAD FINANCING AND THE ORGANISATION OF ROAD ADMINISTRATIONS

FIRST DRAFT REPORT FOR WERD - DERD

MARCH 1997



The initiative was well received within DGVII and it was agreed that the two parties should meet once a year and that DGs III (Internal Market and Industrial Affairs – responsible for industrial standards) and XIII (Telecommunications, Information Technologies and Industries – responsible for telematics) should be included with the help of DGVII. DGVII also agreed to send copies of its General Report on Road Activities (a sort of annual review) to WERD.

On the one hand this was a significant step toward building up a fruitful relationship with the EU and on the other conceivable irritations were eliminated on both sides. However, the form and intensity of dialogue with the EU in matters of road transport were still completely open.

Internally, things began to move within WERD.

The Directors were no longer the only ones determining the topics and how they were discussed in a "top-down" structure. The DERDs too were increasingly making the proposals in a "bottom-up" approach and were, in this way, shaping the WERD meetings. While this might have been a comfortable and even very welcome state of affairs for some, it was certainly not entirely in the spirit of the group's earlier intentions.

The WERDs turned the initiative back to Director's level and at their 1993 meeting asked the DERDs to send out a questionnaire with the intention of defining the topics which were of interest to the most members and to present them to WERD for a decision. The resolution read as follows:

- Selection of themes in relation to their interest for the WERDs and fixing of precise objectives (subgroup or network activity to be discontinued if it presents inadequate interest or if the output objective has been attained),
- "Active participation of the DERD countries in the subgroups and networks (including replies to questionnaires and designation of national correspondents), on the basis of a clear work programme,
- Annual report by the subgroups to the WERDs."

At the end of 1992/93, moderator Leyrit stepped down and presented the following review with his hopes for the future to the group:

"After a phase in which we established contact with external partners, we are now engaging in a new phase in which we are able to conduct projects jointly with other organisations whenever we decide it is appropriate.

As we have no legal existence, special ways of implementing these projects have to be thought up. Maybe with the passing of time, when we can look back with detachment on the fulfilment of such projects, we will be able to think about becoming a legal entity whilst endeavouring to preserve the free, open and informal nature of our exchanges.

One of the other problems that arises for a group such as ours lies in organising its work so that the effect devoted by each Directorate of Roads is kept to a reasonable level.

We have set up a process of "progressive investigation" of themes enabling the work area and all that is at stake for the Directorates of Roads to be ascertained before any working groups are formed.

The basic principle consists in responding to needs selected by the Directors through the organisation and follow-up work carried out by the Deputy Directors."



*Henk Schroten*



## 6. Dutch Moderatorship (1994/95): Intensification and Accentuation

The Dutch Road Director Henk Schroten took over the post of moderator for the years 1994/95 and chaired the WERD's second meeting with the EU/DGVI in **MARCH 1994**. At this meeting WERD made contact with DGXI (Environment, Nuclear Safety and Civil Protection) for the first time – a very important step for the club.

At this meeting, General Director, Coleman, guaranteed WERD on behalf of DGVII that the EU was interested in increasing co-operation with the club to the benefit of both parties. The meeting focused on the following topics in particular:

- New Guidelines for TERN,
- East European Corridors after the Crete Conference,
- Road Administration Data Exchange Format (RADEF),
- Research in the 4th Framework Programme.

In 1994, the DERDs tried to complete its task of drawing up the list of most important topics. The search for the best method of doing so was not at all easy.

For the first time, the DERDs established an ad-hoc group with 5 members in order to formulate this proposal for WERD. The following questions had to be answered:

- For what areas is WERD responsible, where does its interests lie?
- Which organisations have comparable interests?
- Which topics are suitable for dialogue with the Commission?

The following noteworthy development was followed with care and interest:

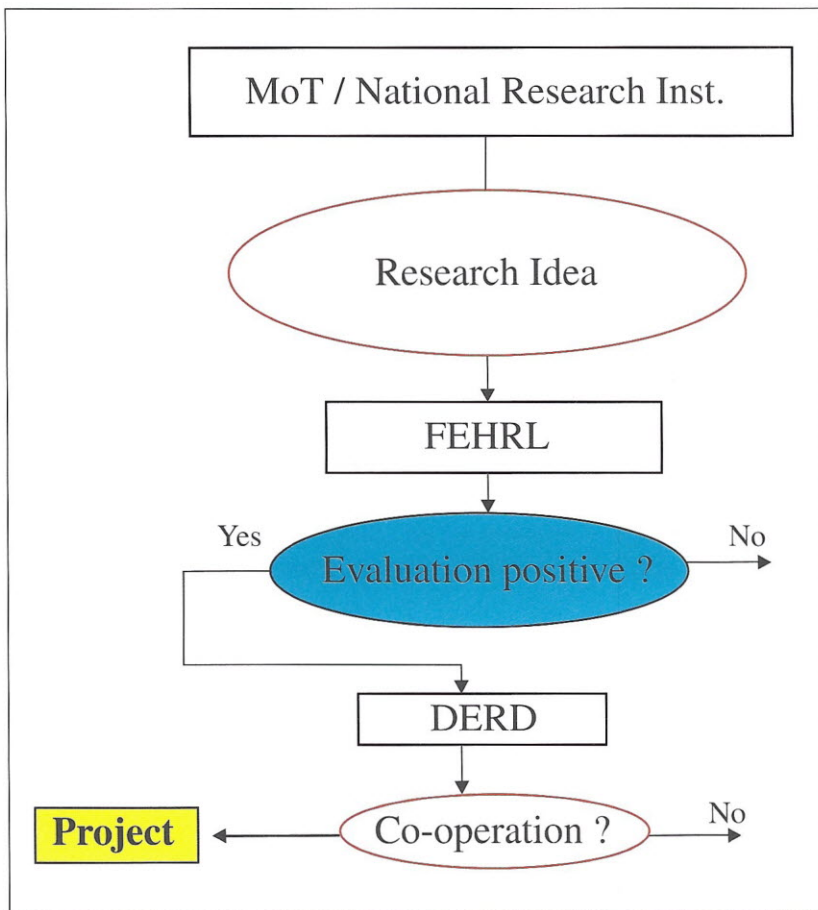
The EU Motorway Working Group (MWG) had set up individual groups to complete the tasks which had been set. One of these groups was to concentrate on mobility on the TERN. This group could not do the work but PIARC was interested in the result of the work and offered the EU its assistance. The EU accepted PIARC's offer and provided financial support. PIARC, however, for its part, was not in a position to complete the task and "convinced" a DERD working group to take on the work. This meant that the subgroup was able to postpone its dissolution as decided by the WERDs until the end of the project. The EU's working group which had initiated this task had almost exactly the same members as the WERD subgroup which actually did the work at the end of the day.

WERD then made the following decision: the subgroup was declared to be officially disbanded but was allowed to continue operations until the task had been completed.

All of these issues cropped up again on the agenda of the WERD meeting in **NOVEMBER 1994**. An important resolution was passed which added a new dimension to the group:

The work on RIMES and RADEF should only be continued with the help of external parties. The task was formulated but it could not be completed by the subgroup. However, it was a known fact that DGVII was most interested in the preparations for an exchange of data between the European road administrations and was willing to continue to support the project financially.

Following a lengthy discussion, the WERDs gave the green light for a SG 5 to get intensively involved in a task for which there had been a call for tenders. The EU and WERD split the costs, the EU supplying financial support in cash and WERD in kind through the direction of the subgroup.



## Data on TERN

### 1. Referencing (location of nodes and links)

- Crossing between TERN lines
- Border crossings
- Intersections between TERN and relevant non-TERN roads
- Intermodal terminals

### 2. Type of road

- Motorway (M)
- Express roads (E)
- All purpose / ordinary roads (O)

### 3. Road number (s)

- National number
- E-road number

### 4. Traffic data

- ADT / AADT (annual) average daily traffic
- Holiday month traffic for
  - Cars and light vans
  - Busses and lorries

### 5. Accidental data

- Fatal accidents per 1 million vehicle-km

This signalled another reinforcement of the club's informal structure:

- In the meantime, SG 1 had exactly the same members as an official group of observers in CEN,
- SG 4 continued to operate with the help of "outside" money,
- SG 5 was a partner in an EU project and was able to postpone its dissolution, which was planned for the end of 1995.

The following points were the main issues discussed at the **MARCH 1995** WERD meeting with the EU which was, once again, very well represented:

- TEN, based on article 129 of the Maastricht Treaty (MWG, Christopherson projects, TELTEN = Telematics on TEN) and
- Research (too little money for roads, RADEF project)

At the WERD meeting in **SEPTEMBER 1995** Commission representatives reported on the tasks of DGVII (Transport) and DGXIII (Telematics/Research).

In addition, the subject of research co-operation with FEHRL (Forum of European Highway Research Laboratories ) and FERSI (Forum of European Road Safety Institutes) as a possible bridge between WERD and the EU.

A list of most important themes became clear as a result of the increasingly intense dialogue with the Commission:

1. Financing of road projects (6 + EG)
2. Organisation of road administrations (6)
3. Improving the use of existing infrastructures (5)
4. Invitations to tender in road construction (4)
5. Infrastructure in transport policy (4)
6. Road transport research (3)

It is striking that the issue of road maintenance, which enjoyed a high priority position in several countries, did not appear on this list.





*Per Milner*



*Henning Christiansen*



## 7. Danish Moderatorship (1996/97): Further consolidation of WERD

The moderatorship of WERD was taken over by the Danish Road Director Per Milner. Following his accident-induced retirement, Milner was succeeded by his colleague Henning Christiansen. The dialogue with the EU (which by this time had become a routine matter) was continued in Brussels in **MAY 1996**. However, this time around the meeting did not take place at the EU but rather on WERD "territory", i.e. the permanent representation of the Danish moderator in Brussels. Both DGVII and DGXI (Environment) made presentations and the following topics were discussed:

- Guidelines for TERN, after the EP had called for integration into the EIA and the Commission rejected this proposal,
- The green paper on "Fair and efficient Pricing" (to internationalise external costs),
- Strategic EIA (methodology and realisation),
- Telematics,
- 5th Framework Programme on Research and
- TERN Standards and Directives (Construction Products – Public Procurement)

In addition to the directives, a meeting with DGs III and XV (Financial Institutions and Company Law – responsible for common market issues) was agreed.

1996 was also the year which saw the start of dialogue between DERDs and representatives of European industry and business. Representatives from the following groups were invited to make presentations and take part in discussions on the following subjects:

- ERTICO (European Road Transport Telematics Implementation Co-ordination Organisation), to which several road authorities belong, on the subject of telematics and
- ECIS (European Centre for Infrastructure Studies) on the possible consequences for road transport in the event of the realisation of the EU's strategy on alternative transport systems.

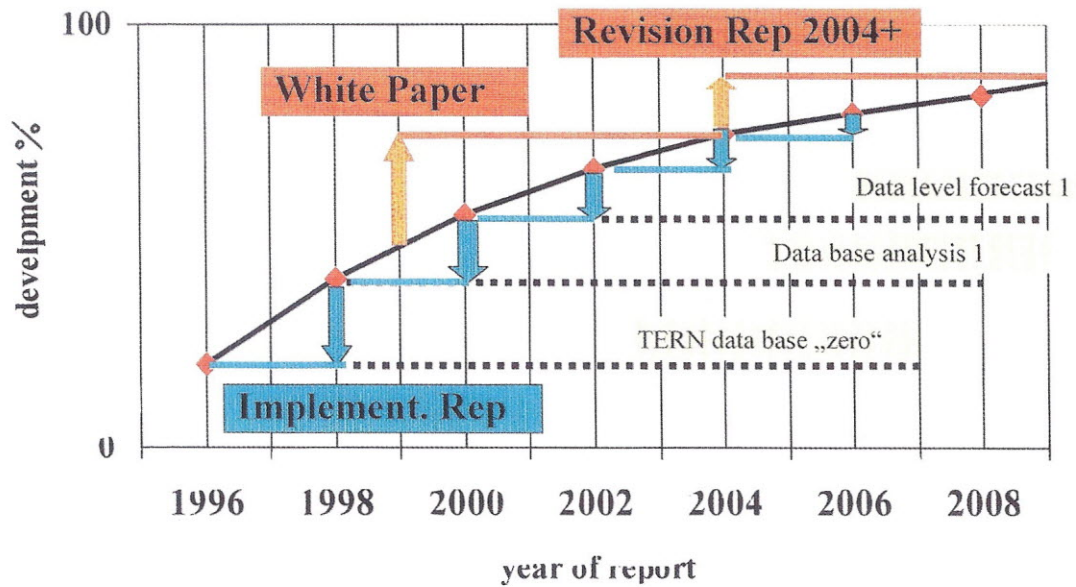
At the WERD meeting in **OCTOBER 1996**, it was agreed to produce an Information sheet about the WERDs and their co-operation. The Danish WERD underlined the importance of internal discussion within WERD and encouraged the WERDs to consider the following format for future WERD meeting: not only to discuss the topics on the agenda – which had become routine at this stage – but also to set time aside for an open discussion on at least one important topic for WERD. The topic "Traffic Management" (NL) was selected for 1997.

The following topics were prepared with a view to their discussion with the EU:

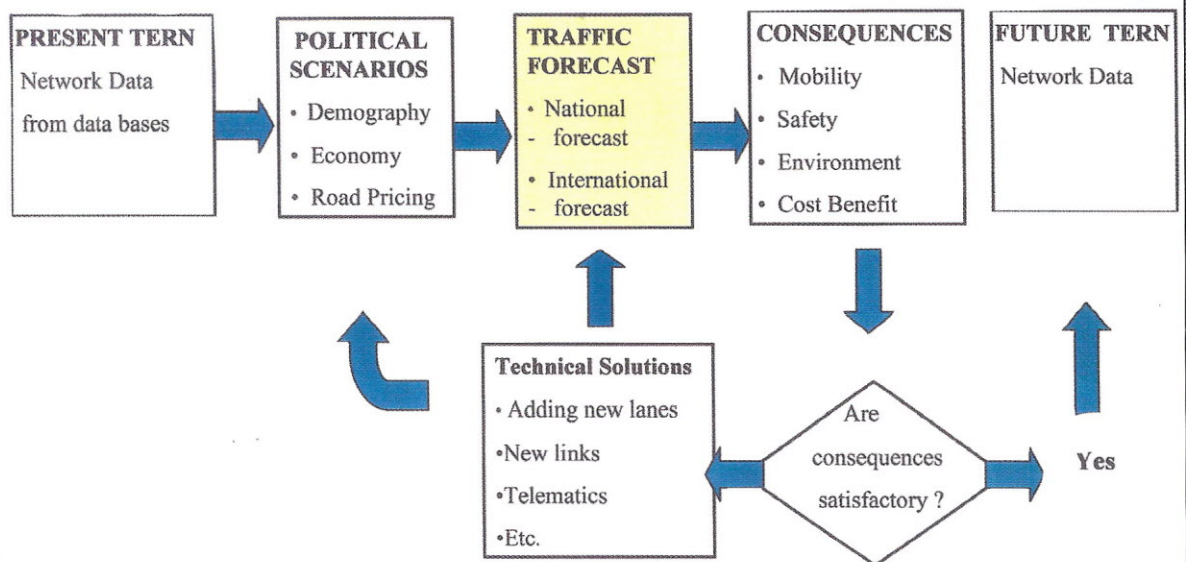
- Environment and SEIA (UK),
- Shadow tolls (B) and Road pricing (NL),
- Administration and Finances (F),
- Public Procurement and Construction Product Directive (D),
- Mandates and Standards (F).

In addition, the group agreed to try and benchmark road administrations using the positive and negative experiences of the various administrations. Initial responses to this idea have shown that it is certainly more difficult to report mistakes than successes.

## EU reports



## A Method for the TERN Work



WERD's annual meeting with the EU took place as planned with DGs VII and III on 21 MARCH 1997. Both partners expressed interest in continuing the dialogue and it was agreed that representatives of WERD/DERD would be more closely involved in the work of DGVII and DGIII. In this regard, WERD was also invited to take place in the "Research" workshop in Moscow in 1997. Representatives of several individual road authorities were able to accept this invitation.

With WERD's agreement to support DGVII in the completion of its obligatory reports on TERN for the European Parliament, the door to Europe was "officially" opened and none of the WERDs knew when and how intensively this new avenue would be used.

The discussion of WERD's tasks, which had been ongoing since 1994, and its completion led the Danish secretariat to introduce the idea of a "5-year plan" to the DERDs in May 1997. Their Briefing Note listed the following questions for consideration:

1. Continue as an informal Club?
2. Jointly develop road policies?
3. Have a working relations with the COM?
4. Work with other bodies?
5. Include further countries?
6. Communicate more professionally?
7. Regularly inform the own staff?
8. Pay a club fee for the secretariat?
9. Give more tasks to the secretariat?
10. Restructure the secretariat?

The ensuing discussion was incredibly exciting. The core of the discussion was the question as to whether the informal structure and the consequent limited task and efficiency of the club should be maintained or whether the it should take on a more official and therefore more professional structure and direction. The arguments for both sides were excellent and the presentations enthusiastic. The outcome was as follows:

"... the general opinion was to maintain this structure."

However, the aim of WERD's resolution to create the new subgroup 6 (TERN) under Danish chairmanship was to intensify co-operation with DGVII. The tasks "for the Commission" were to change WERD's work permanently.





*Jürgen Huber*

## 8. German Moderatorship (1998/99): Intensification of the WERD-EU dialogue

The German Road Director Jürgen Huber was nominated moderator of WERD for the upcoming two-year period in autumn 1997.

The 1998/99 period was characterised by the new dialogue with DGVII. In the WERD-EU meeting which took place in **APRIL 1998**, important statements made by Director General Coleman and the Moderator pointed the way to the future. It was clear from these statements, which were transcribed in the minutes of the meeting, that road traffic constitutes 90 percent of all traffic and the increase in road traffic threatens to be greater than the potential to transfer traffic to other modes of transport. All joint targets were mentioned:

- Intelligent networking and safety
- Taxes spent on cleaning up environmental damage / the promotion of rail and water transport (electronic fee collection)
- Important tasks relating to TINA, the extension to include the East
- Research should be given more money, WERD should offer important topics.

WERD's offer of co-operation through SG 6, SG 5, SG 1 and FEHRL was readily accepted by DGVII. Nevertheless, there are still several problems in the actual co-operation, one of which is the personnel situation in DGVII.

The first fruits of WERD's additional work were evident at the WERD meeting which took place in **SEPTEMBER 1998**; especially as a result of SG 6's activities:

- Preparation and assistance in collecting data for the 1998 Implementation Report and
- Support for the collection of data for the 1999 Revision Report

At the WERD-EU meeting in **MARCH 1999**, the two reports

- "WERD's experience in reporting on the 1998 Implementation Report" and
- "WERD's views on the 1999 Revision Report"

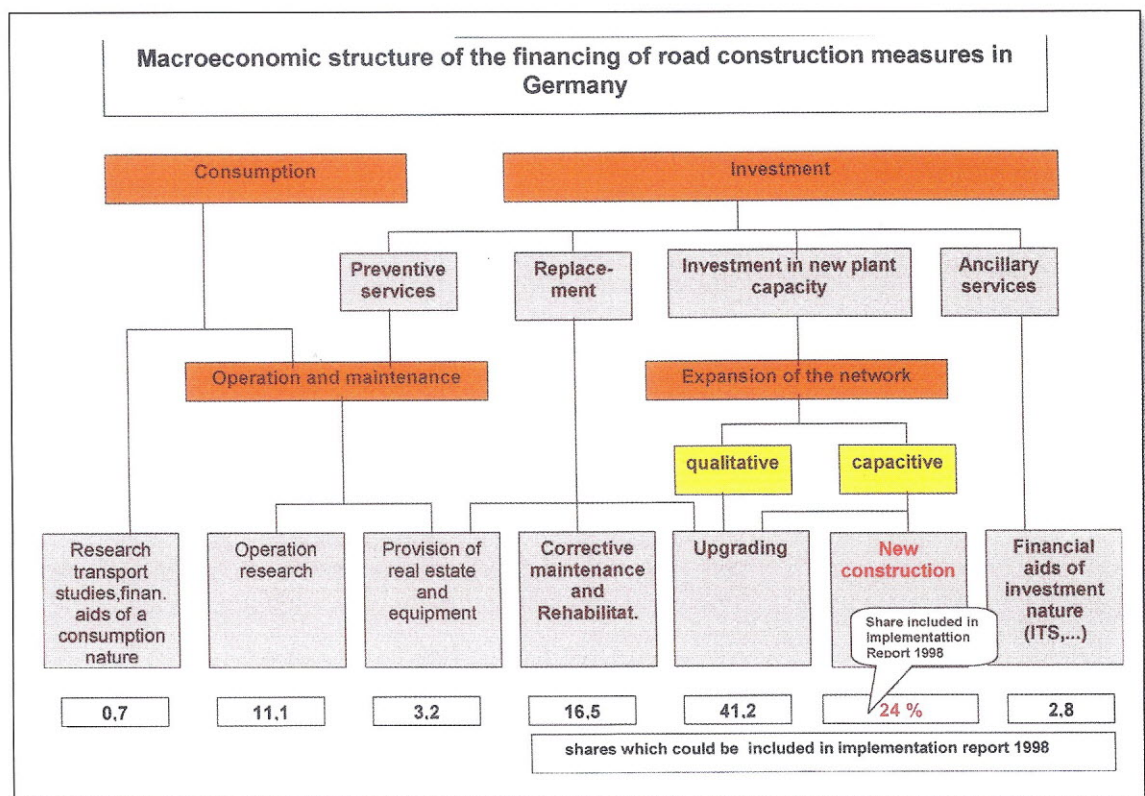
were warmly welcomed by DGVII. Since the preparation of these reports, the EU had decided **NOT** to complete the 1999 Revision Report and instead to produce an orientation report in the form of a White Paper.

In light of the elections to the European Parliament and the upcoming nomination of the new College of Commissioners 1999 is an interim year; the outgoing Commission decided that the new Commission would decide all matters of importance relating to the TERN. WERD has two completely different developments to face:

- a) Enlargement: TINA and NEA reports were presented in 1999 and WERD's new task will be to decide how to prepare for the co-operation with the road authorities in the candidate countries?
- b) The orientation of the 5th Framework Programme on Research was altered: instead of focusing on individual transport systems, it has now taken on a new multimodal structure; the first call was completed **WITHOUT** any road subjects. FEHRL has proposed road themes to the EU for the second call. The final decision has not, however, been made, even after a personnel shuffle within DGVII E.

The result of WERD's two years of groundwork for the EU will be presented to WERD at its meeting in **SEPTEMBER 1999**. The spectrum of results ranges – as so often in life – from the very positive to the modest.





## Economic evaluation methods for road projects in members countries

Table 1: Categorisation of methods in European Countries

Conventional <b>benefit-cost</b> analysis	Broader framework with emphasis on <b>benefit-cost</b> analysis	Broader framework with emphasis <b>multi-criteria</b>	Mainly multi- criteria with limited <b>cost- benefit</b> analysis	No particular framework according to states or provinces
Finland Sweden Portugal Spain	Czech Republic Germany UK Norway Switzerland Denmark Greece	France*	Belgium* Netherlands	Luxembourg

\*Classification from EURET/385/94 report is assumed.

## A. TERN

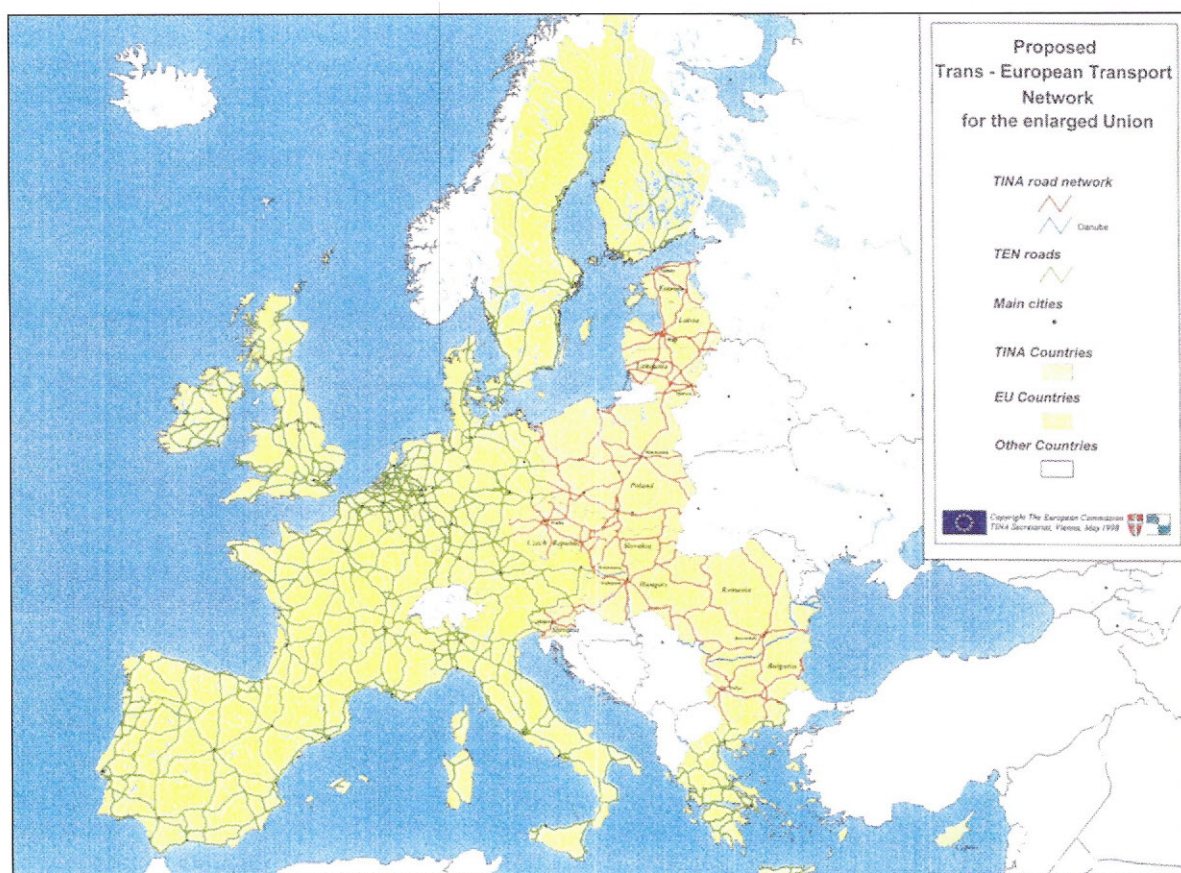
- WERD's groundwork for the two **REPORTS (IMPLEMENTATION REPORT '98 AND REVISION REPORT '99 / White Paper)** was welcomed by DGVII. The negative side to this issue is, however, the fact that no result was reached because DGVII neither initiated an internal correction of IR'98 nor approached WERD on the elaboration of RR'99/White Paper. Neither report has demonstrated any scientific ambition and even the "forecasting report" RR '99 will merely be a list of known facts.
- The ambitious goal of the European Parliament is to have meaningful **FORECASTS** on the development of TEN – and therefore also of TERN – at its disposal in order to be able to establish and evaluate the traffic situation and its effects on people, the economy and the environment (task in the guidelines for the Commission). WERD has pledged its assistance in this regard but has had very little response from DGVII to date.
  - \* **DATA** has been collected in the traditional manner and the building up of a database is being sought in alternatives within the EU. A meeting with WERD concerning the file structure and reporting agreements has yet to take place. The development of WERD's RADEF is no longer supported by the EU and no opportunity of discussing the matter with the EU has yet arisen.
  - \* The elaboration of a **BASIC NETWORK**, which covers the TERN, E-roads and other national trunk roads, was initiated by Germany and the results of this work presented to WERD in March 1999. This basic network can be extended to include potential Member States. The group has therefore been provided with material to discuss how to proceed.
  - \* SG 6 made the ambitious attempt to elaborate a simplified **METHOD OF FORECASTING** which would, above all, be accepted by all WERDs one of its main tasks. this task was illustrated in the so-called "box diagram". A method of proceeding was developed by Austria, Germany and the Netherlands and this was presented to DGVII as a project proposal for financing.
  - \* The attempt to agree upon a simple harmonised **METHOD OF EVALUATION** was less successful. Neither the analysis to realise the EIA nor the economic evaluations have resulted in a proposal to date.

## B. Financing

The issues of financing and costs are of great importance to DGVII. WERD has dealt with both topics:

- A working group led by the French produced a report on the relations between the financing of transport projects and the relevant administrations and rounded this off with an examination of "**CONCESSIONS AND SERVICES**". Italy presented a report entitled "**ADMINISTRATION AND CONCESSIONAIRES**" and a report on "**ELECTRONIC FEE COLLECTION**".
- It is also important to mention a report tabled by the United Kingdom on its experiences with **DBFO** contracts (Design, Build, Finance and Operate). WERD is following the developments in the UK where an integrated multi-modal approach to traffic spearheaded by the road authorities ("A New Deal for Transport") with interest.





COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 28.10.1998  
COM(1998) 614 final

## TRANS-EUROPEAN TRANSPORT NETWORK

### 1998 REPORT ON THE IMPLEMENTATION OF THE GUIDELINES AND PRIORITIES FOR THE FUTURE

Report from the Commission to the European Parliament,  
the Council, the Economic and Social Committee and  
the Committee of the Regions

Pursuant to Article 18 of Decision 1692/96/EC



## C. Traffic Safety

In many Member States the subject of traffic safety is not or not alone the responsibility of the road construction authorities but also concerns traffic law, vehicle technology, traffic behaviour and education. Apart from focusing on accident statistics, WERD has touched on this subject through the issue of telematics. An ad-hoc working group comprising WERD members and the FEHRL and FERSI research institutes presented a report on the significance of **TELEMATICS** as an issue to be dealt with by WERD.

The issue of **SIGNPOSTING** has been of interest to WERD from its earliest days. In the meantime, the Dutch-led working group "VMS" (Variable Message Signs) has developed into FIVE (Framework for harmonised Implementation of VMS in Europe), the results of which have been integrated into the EU project "TROPIC" (Traffic Optimisation by the Integration of Information and Control). WERD has voted to implement the FIVE recommendations gradually over a period of time.

New experiences and expectations will lead to the fact that subjects such as axle loads and traffic safety in tunnels - which is highly topical at the moment - will be dealt with by WERD in the future.

## D. Research

A chapter which, from a road construction point of view, contains more negative than positive aspects is the subject of research. In the past, the EU has given very little support to road-related research projects in its **FRAMEWORK PROGRAMS**. WERD's attempt to influence the 5th Framework Program has not been successful to date. A WERD working group headed by the UK has elaborated a report on national research priorities and administrative processes. It was intended that internal co-operation would be improved by establishing an ad-hoc subgroup. No progress has been made in this regard to date.

This co-operation did work, however, in part because FEHRL covers all Member States and topics related to road transport. **FEHRL** recently set up a permanent office in Brussels, is one of the promoters of European co-operation in research and is a recognised partner of the EU. This was evident at the last "Road Infrastructure and Safety" conference (RISC 99), for example, at which FEHRL, FERSI and WERD presented their positions. It remains to be seen how road-related topics will fare in the 2nd call of the 5th Framework Programme (Winter 1999). In this regard, DG VII has emphasised that there will always be the possibility of financing projects which are also in accordance with the main EU's line of thinking.

## E. Standardisation

An important, albeit rarely spectacular, area for all EU citizens is the field of European standardisation. For each Member State, the optimum solution is always that its national standards be adopted as the EU standard. This, however, is a pipe dream. And this is why experts and interested parties dealing with this matter wrestle with one another to find a harmonised solution. SG 1 is WERD's longest-standing subgroup and was established specifically to deal with this subject area. It has been working effectively and in a goal-orientated manner under the leadership of the Swedes since 1997.

Unfortunately, however, its relationship with DG III is not as close as WERD's relationship with DG VII has been moulded. WERD has nonetheless been active in this regard: the moderator has written to both CEN and DG III. The most important topic in this area was the issue of levels and classes in which the Standing Committee supported WERD and brought about a positive result for road transport.



*Jürgen Huber and Jan Brandborn (S)*



## 9. Where do we stand at the end of the decade / century / millennium?

Unlike the field of traffic regulations, which has been harmonised almost across the board, significant areas of infrastructure are still national responsibility. At the same time, EU Member States are gradually passing competence for investment policy over the institutions of the Union. WERD is particularly effected by this move as far as the following issues are concerned:

- Long-term planning (TERN).
- EU financial support
- Regulatory framework (Standards, Procurement)
- Data exchange and
- Telematics

When defining WERD's aims and achievements, two points have to be made:

- a) **MUTUAL INFORMATION** in the group's area of responsibility helps optimise decisions and processes
- b) as far as the gradual delegation of responsibility for certain topics to Brussels is concerned, WERDs can benefit by supporting each other when making the rules by which the WERDs will have to abide in their daily work in the future. It is only through WERD, the distribution of the responsibility for **GETTING INVOLVED IN THE EU AND CEN** amongst the Member States and a common strategy that the desired results can be achieved with ever-shrinking resources.

What has the informal WERD club achieved to date?



1. We have created an **INTERNAL NETWORK OF INFORMATION** with regular discussions and irregular direct contacts. WERDs or DERDs can ask any Western European colleague for assistance in the broadest range of subjects. There are several positive examples of where this has proven successful.
2. By establishing subgroups and subject networks we have established small groups of experts which bring together the analyses and reflections of the administrations involved. Several reports have been used internally while others have been published.
3. Several subgroups are working on third-party projects which are important to the WERDs. Examples include analyses of the European trunk road network, the data exchange format RADEF and involvement in CEN. The co-operation with the EU will intensify in the field of research. The research institutes which work together within FEHRL and FERSI are expressly invited to get involved in shaping the EU research programmes.
4. WERD has called attention to itself as a group and are on the right path toward making itself a partner to the European Commission. Its statements and presentations on certain subjects have been accepted. The EU has recognised that WERD's offer of dialogue and assistance is more than just lobby work for a specific clientele. The only way forward for an informal group such as WERD is to **INFLUENCE BY CONVINCING**.

The members of WERD are not all EU Member States and must not therefore accept the priorities of those nations that are without voicing any criticism. However, dialogue within the EU is of particular interest to all WERDs.





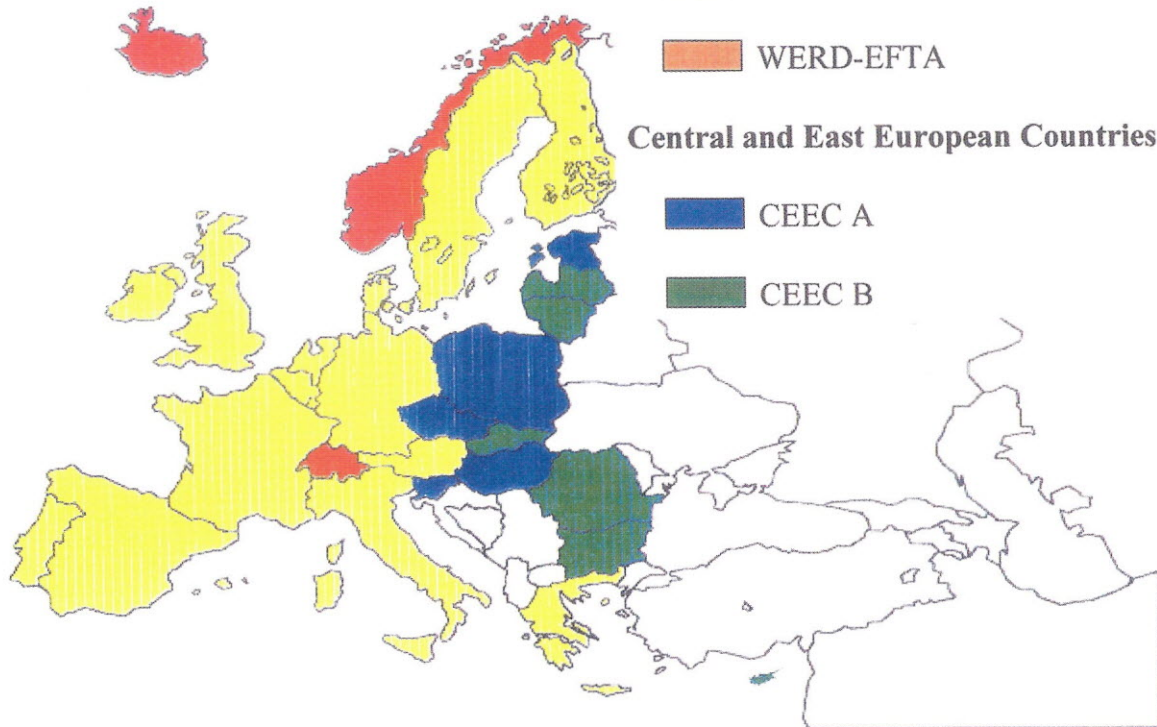
## TERN + TINA

### Western European Countries

-  WERD - EU
-  WERD-EFTA

### Central and East European Countries

-  CEEC A
-  CEEC B



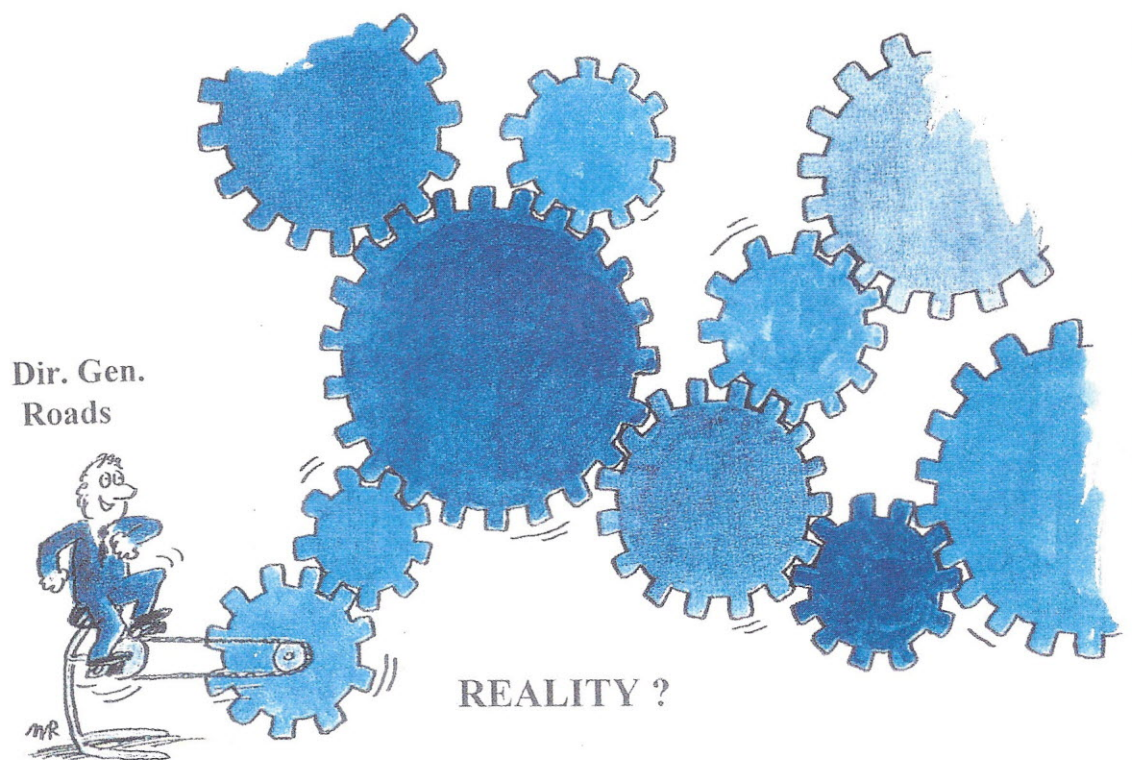
### Data for the Implementation Report

(Part of ToR SG 5 - 1998)

1. Range of Data  
(TERN or more ?)
2. Original or transformation  
(Details or class / type ?)
3. Historical data  
(saving or time indicator ?)
4. Data availability in each country
5. Method of transfer  
(“bring in” or “take away” ?)

5. WERD's contributions are meant as a support for the factual preparation of contributions for Member States, as an aid to the co-ordination between Member States and as relief to the club's dialogue with the Commission. The work is factually and not politically oriented. The competence of the Commission's official advisory bodies and the Member States must not be altered in any way.
6. In the spirit of WERD's earliest activities, the club remains a partner within and to PIARC, albeit as WERD but nevertheless linked to the international association.

## International organisations





# WERD / DREO

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
<b>A</b>	Freudenreich								Müller				Hessle
<b>B<sub>(FI)</sub></b>							Vanderheyden						
<b>B<sub>(W)</sub></b>	Caignie				van Assche			Lemlin					
<b>CH</b>	Suter								Michaud				
<b>D</b>	Stoll			Huber									
<b>DK</b>	Milner									Christiansen			
<b>E</b>	Balaguer			Dombriz					Lazcano Acedo				Alonso Burgos
<b>FIN</b>								Loikkanen			Weckstroem		
<b>F</b>	Berthier		Leyrit										Gandil
<b>GR</b>							Kritikos					Kostis	
<b>IS</b>												Hallgrimsson	
<b>IRL</b>					(Walsh)		Tobin						
<b>I</b>	Scotto		(Mancini)	(Crespo)	(Del Papa)	Cerciolo				Pandolfi			
<b>LUX</b>				(Reiff)		Marmann							
<b>NL</b>			Slagter		Schroten					Kieft			
<b>N</b>									Soefteland				
<b>P</b>	Alves Fernandes					Rangel de Lima			(Maranha das Neves)	(Garcia dos Santos)	Lamas		Antonio Martins
<b>S</b>						Oertendahl			Brandborn				
<b>UK</b>	Holmes				Dempster		Haynes						Matthews
<b>Place</b>	Berlin	Paris	Lisbon	Rome	Paris	Schaffhausen (CH)	Herning (DK)	Brussels	Brussels	Brussels	Brussels	Brussels	Brussels
	Paris							Noordwijk	Copenhagen	Vienna	Berlin	Luxembourg	Malmoe

# DERD / DARRE

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
A	Estermann											
B <sup>(FI)</sup>	van Dessel											
B <sup>(W)</sup>	Lemlin	Loyaerts										
CH	Knobel	Immer				Pigois				Egger		
D	Ribbeck											
DK	Djurhuus	Sloth	Renstrup		Schroeder	Clausen						
E		Rocci	Serret I.		A. Robles							
FIN					Saisto	Tapio						
F	Burdeau	Sauterey	Belotte	Verdon		Parisé						
GR	Padmos				Kostis				Aggelis			
IS	Roegnvaldsson											
IRL		O'Sullivan					Tobin	O'Driscoll	O'Connor			
I	Farachi	Sammartino	Maggiorotti		Ferrazin			Pandolfi	Principe			
LUX			Weber		Molitor							
NL	Remmen	van Westerop		Hillen			van der Gazelle	van der Valk				
N	Bjoervig											
P	Zuniga								Angelo	Zuniga		
S	Bergfalk											
UK	Parker	Rochester				Kerman						
Place	London			Brussels	Madrid	Borlaenge	Lisbon	Copenhagen	Thessaloniki	Helsinki	Malaga	Paris
		London	Copenhagen	Paris	Amsterdam	Rome	Montreal	Berne	Berlin	Namur	Bunratty	Malmoe
				Geneve				London			Lisbon	Luxembourg

no liability assumed – names taken from the minutes  
 sans garantie – noms repris des compte-rendus



## 10. Outlook

It may be assumed that the dialogue between WERD and its administrations and the EU will further improve in the future. It is particularly important that the group's **CONTACT WITH** those responsible for the road network, road transport and traffic research in **DGTREN** in particular **IS INTENSIFIED** in the future. Both sides have declared an interest in doing so and all that remains is to realise such co-operation at working level. The dialogue between national road authorities and the Commission must not become a once-off event but rather a matter of course.

Matters relating to the TERN effect the citizens of the Union directly. Even if the TERN / TEN is being dealt with at European level, all stretches of road within the network are the responsibility of national administrations.

WERD will, however, have to accept that the TERN roads will have to be compared and evaluated. The EU will have the instruments to complete this task at its disposal in several years. The question is whether the task will be completed by the EU alone or whether it will be developed and accepted in conjunction with WERD.

The development of the EU will change dramatically when **THE EASTERN EUROPEAN STATES** start joining its ranks. For WERD, this will mean the merging of the TERN and TINA networks. It is also WERD's responsibility to prepare both parties for this marriage. The WERD club will expand. Preparations for this are already underway in various political areas – for example, the “Acquis Communautaire” is being prepared in intensive East-West co-operation programmes. While this is not the case with road transport, DGTREN will rectify this in its next Revision Report. How will WERD deal with this situation?

Just as in the EU institutions, the expansion of the circle of WERDs and ERDs will raise questions relating to the group's ability to work efficiently. If the group chooses to retain its informal character – and there are several arguments which speak in favour of doing so – WERD/ERD will have to decide on some sort of delegation system which guarantees management in between general assemblies of the directors and their deputies. One possibility would be a sort of Board of Directors with three to five road directors who would be elected for a specific period of time and then replaced. Another possibility is a sort of Executive Committee which would comprise several road directors and the chairmen of the most important subgroups. In any case, the Moderator would have to belong to the steering group and the head of the secretariat would have to attend every meeting.

The work of the **SECRETARIAT** will undoubtedly increase and a division of labour is therefore essential. It is also essential that the club concentrates only on absolutely essential subjects. The informal character of the group allows it to concentrate on key issues. As long as there are no clearly defined responsibilities, the group will have enough freedom to make decisions. We must do all we can to defend and make use of this freedom.





**THE END**