

Road Asset Management: ONR  
French National Road Observatory  
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Confronted with the deterioration of road networks and an increasingly constrained budgetary context, road operators set up the National Road Observatory (ONR) in January 2016.

Driven by IDRRIM, this new tool brings together road, state and community managers, and road professionals. ONR has two main strategic orientations:

- Sharing knowledge to assess the effectiveness of technical policies for the efficient management of road networks;
- To assess the state of the road network in order to inform decision-makers to optimize the efficiency of the missions for which they are responsible.



## ONR in brief

### Data Collection

By data transmission or by survey, it is intended to collect technical and financial data on pavements and bridges, from road managers.

### Treatment

The exploitation of the results is based on a process of anonymization of the data. The analysis is carried out with the support of CEREMA and IFSTTAR.

### Diffusion

ONR publishes annually a public report presenting the overall national results and specific reports for the participants.



The Observatory **brings together all the players involved** in this issue, and its implementation will be ensured by the signatories of this Charter of Commitment:

- **The State**, on account of the national road network, whether operated under concession or not, and the strategic importance of an enduring road network
- **ADF**, on account of the expertise of departments in managing departmental roads, territorial solidarity and territorial engineering
- **ADCF** on account of the various forms of groupings of local authorities (communities and metropolitan centres), which manage all or part of municipal roads and determine the local conditions of contractors.
- **USIRF**, as the representatives of the road industry
- **STRRES**, as the representative of the engineering structures industry
- **IDDRIM**, as a unifying organisation of the various infrastructure players, invited to lead the Observatory



## The objectives of the ONR in the public debate

➤ The road condition as a strategic priority

➤ A tool to serve a strategy on road assets management »

### **-Knowing road assets**

-Roads at the heart of everyday mobility

-Roads support of most of the mobilities

-Roads to adapt for "new mobilities »

### **-Preserve the road assets**

-Maintain existing networks

-A challenge: to propose a tool to help optimize road maintenance policies.

-A contribution to the debate of the “Assises de la Mobilité”



The Road Observatory has two strategic objectives.

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1. Sharing knowledge on assessing the effectiveness of technical policies for efficient management of the road networks.

This will involve reviewing partnership practices and innovative techniques in terms of repair and maintenance cycles, to improve the quality/cost ratio of the road network.



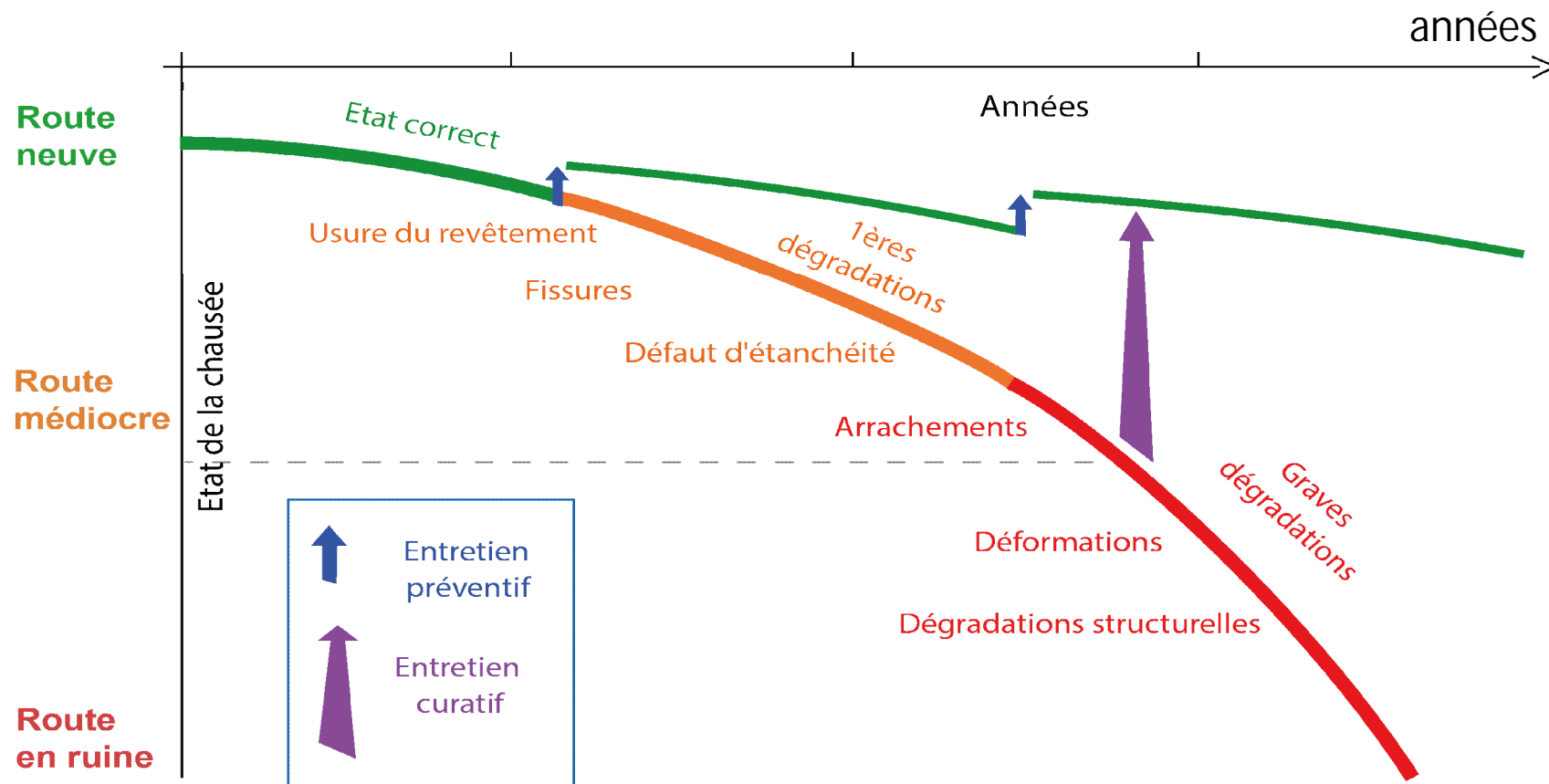
2. Determining the condition of the road network based on objective criteria and informing decision-makers on ways to optimise the effectiveness of tasks under their responsibility.

This will involve assessing the overall state of the French road network, as observed over recent years and, if applicable, the additional cost arising from lack of preventive maintenance. Another challenge will be to review and develop practical tools enabling road administrators to measure this extra cost, control its development, and develop optimisation strategies and policies for the long run.

In addition, the observatory will assess the correlation between the state of the road asset and the general expenses to be devoted each year to the maintenance and operation of the road system.

Among its decisive actions, the observatory will define the “resilience curves” of road infrastructures.

Thus, each civil engineering structure or road will be monitored by means of a curve and an “inflection point” that determine the conditions leading to the appearance of the extra cost due to lack of maintenance, its development, and the ways to optimise it.

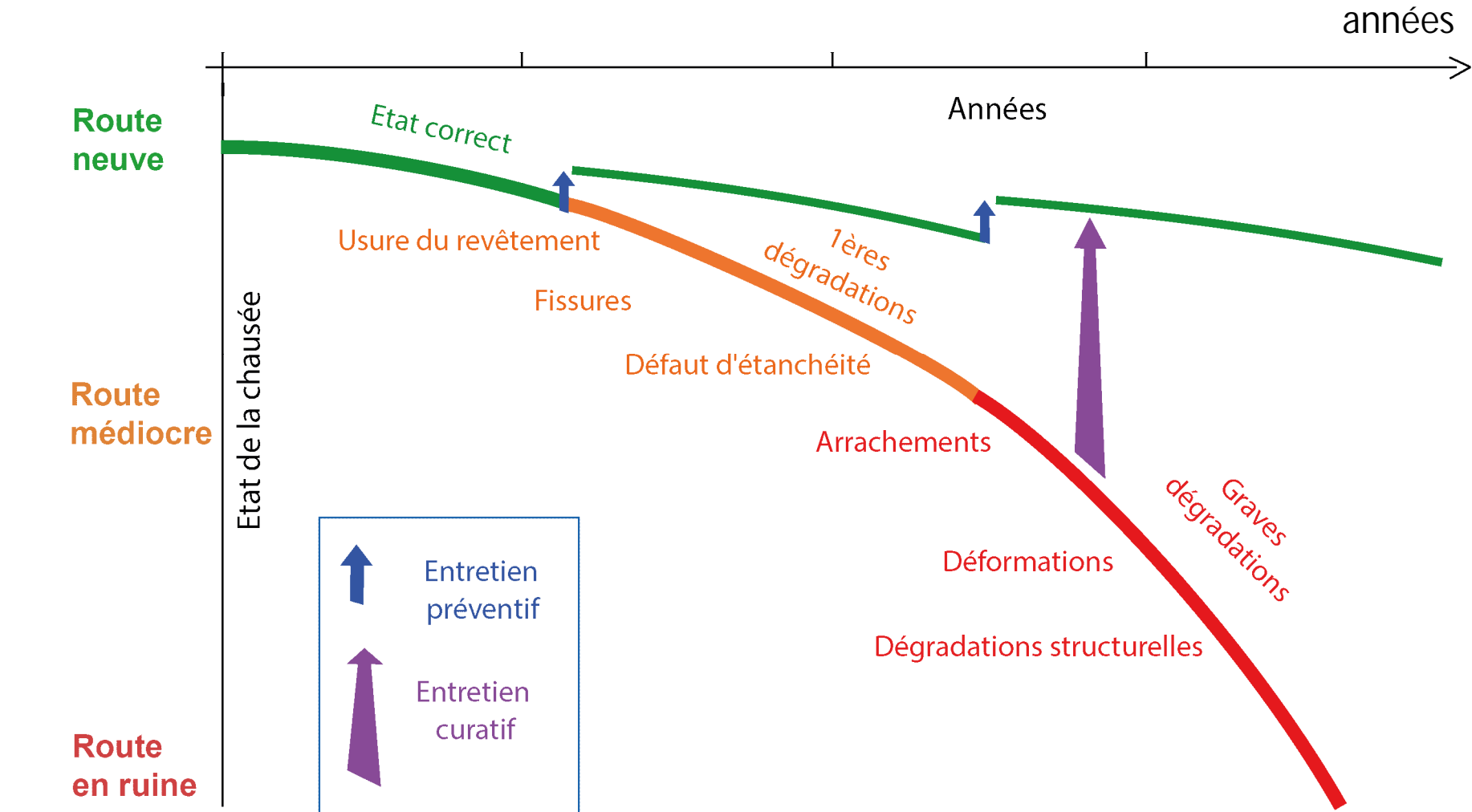






## RESILIENCE CURVES

Example for a road structure within Aggressive climate – heavy traffic





**State: 21000 km of which 9 000 km by the motorway companies**

**Departments: 377000 km**

**Communes & local Metropoles: 673000 km**

**A reduction of capital expenditure of €4 billion in 4 years (2013 to 2016)**

**A reduction in operating expenses, excluding personnel, of €1 billion over the same period**

## ➤ ONR 2017 First Report: the perimeter

### ➤ State & Departments (panel of 57 departments)



More information on:  
<https://www.idrrim.com/ONR/>







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