



Finnish Transport Infrastructure Agency

Explanatory mem- orandum

Draft

16 June 2023

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1 Guideline basic information	<p>Guideline name and number Use of and quality requirements for delineator posts, VO 27/2023</p> <p><input type="checkbox"/> New guideline <input checked="" type="checkbox"/> Updated guideline Guideline published on 16 June 2023, test run 1 July 2023</p> <p>Responsible person at the Finnish Transport Infrastructure Agency (party ordering the work on the guidance) Jukka Hopeavuori</p> <p>Replaces guideline(s) (guideline name and number) Condition classification of road signs and delineator posts TIEL 2230007 (already revoked for traffic signs)</p> <p>Authors and steering group of the guideline (authors of guideline, persons in the working and steering group) Mikko Uljas and Hannakaisu Turunen, Ramboll Finland Oy; Jukka Hopeavuori, Tuomas Österman and Kari Lehtonen, Finnish Transport Infrastructure Agency</p>															
2 Applicability of the guideline to different forms of transport networks	<p>The guideline applies to the following transport networks</p> <table><tr><td>Road</td><td><input type="checkbox"/> not applicable</td><td><input type="checkbox"/> partially</td><td><input type="checkbox"/> usually always</td><td><input checked="" type="checkbox"/> primary transport network</td></tr><tr><td>Rail</td><td><input checked="" type="checkbox"/> not applicable</td><td><input type="checkbox"/> partially</td><td><input type="checkbox"/> usually always</td><td><input type="checkbox"/> primary transport network</td></tr><tr><td>Water</td><td><input checked="" type="checkbox"/> not applicable</td><td><input type="checkbox"/> partially</td><td><input type="checkbox"/> usually always</td><td><input type="checkbox"/> primary transport network</td></tr></table>	Road	<input type="checkbox"/> not applicable	<input type="checkbox"/> partially	<input type="checkbox"/> usually always	<input checked="" type="checkbox"/> primary transport network	Rail	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> partially	<input type="checkbox"/> usually always	<input type="checkbox"/> primary transport network	Water	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> partially	<input type="checkbox"/> usually always	<input type="checkbox"/> primary transport network
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3 Guideline user groups	<p>The guideline applies to the following stakeholders and service providers (multiple options can be selected)</p> <p><input checked="" type="checkbox"/> Centres for Economic Development, Transport and the Environment (ELY Centres) <input checked="" type="checkbox"/> Designers <input type="checkbox"/> Developers <input type="checkbox"/> Supervisors <input checked="" type="checkbox"/> Contractors <input checked="" type="checkbox"/> Maintenance operators <input checked="" type="checkbox"/> Other, please specify Delineator post manufacturers</p>															
4 Need for the guideline	<p>Background to drafting/updating the guideline</p> <p><input checked="" type="checkbox"/> Legislative changes <input checked="" type="checkbox"/> Need identified by the Finnish Transport Infrastructure Agency <input type="checkbox"/> Feedback from service providers <input type="checkbox"/> Expiration of current guideline <input type="checkbox"/> Pressure for amendments due to other guidelines <input checked="" type="checkbox"/> Other, please specify Other parts of the old guideline were revoked a long time ago</p> <p>Justification of the need for guideline work Updating of issues left behind in the partially revoked guideline, specification of quality requirements, and harmonisation of use</p>															
5 Objectives of	<p>Key objectives of the guideline work Update and harmonise guidance on the use of delineator posts on the road</p>															

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and changes in guideline work	
	The most significant changes to the guideline compared with previous guidelines The distance between the delineator posts is changed from 60 m to 50 m, a closed profile structure is required, and the use of extended guide markers for snow clearing instead of delineator posts is described.
	Impact of guideline on other guidance Key requirements from the guideline added to the maintenance methodology information
	Result of the assessment of the significance of the amendments in accordance with the CSM Regulation (only applicable to the guidelines in the list of railway guidelines) Write here
	Assessments of the significance of the amendments in technical and safety guidelines for the list of railway guidelines table
6 Risk management <i>description or reference to the Safety deviation and risk management information system (TURI) risk assessment</i>	Risks related to the content of the guideline and their management Delineator posts will be removed from places where they should not have existed before. This may even improve road safety by lowering driving speeds on minor roads.
	Risks related to the implementation of the guideline Implementation is set to stretch beyond the transition period because “there is no money” Estimated cost throughout the country EUR 6.5 million including materials and installation
	Guidance risks No identified risks
7 Communication and deployment plan	Description of the communication and deployment plan During its preparation, the guideline has been widely communicated to materials suppliers, users and designers. Following the implementation of the guideline, information will continue to be provided in the communications and networks of the Finnish Transport Infrastructure Agency.

8 Impact of guideline and monitoring of impacts	Financial impacts and their monitoring
	Direct effects Normal renewal rate + 15 % increase in costs 2023-2027. In practice, no change in workload. Maintenance work may even be reduced because items installed “unnecessarily” will no longer be renewed.
	Indirect effects Road safety will improve as visual guidance improves. Guide markers for snow clearing will not be required on roads with delineator posts.
	Qualitative impacts and their monitoring
	Direct effects More durable delineator posts will replace the weakest products. The need for renewal will decrease
	Indirect effects Weaker products will gradually exit the market. The need for control is

	reduced.
	Impact on infrastructure assets and their management Direct effects As part of the updates, the road segments with delineator posts can be recorded in the register Indirect effects The service life of posts with CE-marking can be established.
	Safety impacts and their monitoring (including assessment of the significance of the change) Improved visual guidance
	Environmental impacts and their monitoring Climate change mitigation No direct effect Adaptation to climate change No direct effect Other environmental impacts Stronger delineator posts will result in less plastic waste
	Customer impacts and their monitoring Satisfaction with the road environment may improve
	Other estimated impacts and their monitoring Quality awareness among delineator post manufacturers may improve
9 Comments and feedback on the guideline	The guideline has been sent for comments/feedback to: - At different stages since 2016, comments on the guideline have been submitted by equipment manufacturers, contractors, maintenance procurement managers, regional managers of the ELY Centres, investment network
	Comments and feedback received - Dozens of comments have been received
	Review of feedback/comments Most of the comments have contributed to the content of the guideline
10 Need for future updates	Further update needs identified during work on the guidance. No new needs
11 Self-evaluation	Self-evaluation of the guideline and guideline work The guideline has been in preparation for an unreasonably long time, but every year there have been some additional perspectives to be taken into account, resulting in corrections to the draft

*This document has been electronically signed.
At the Finnish Transport Infrastructure Agency, the matter has been resolved by Director of Department Minna Torkkeli and presented by Jukka Hopeavuori, Expert on Road Signs and Markings.*

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