

ROAD CONDITION ANALYSIS

More than half of the country's roads pass with good marks

Cars are safer, while cyclists are the most vulnerable

The Department of Mobility expects the remaining 40% of the tracks to be studied once the summer is over

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Almost 60% of the roads in the Principality are in optimal safety conditions for traffic, according to road analyzes by the mobility services of the Real Club Automòbil de Catalunya (RACC). In this sense, the technicians examined the characteristics of the CG-1, the CG-2 and the CG-3 to provide the Ministry of Territory with a report that serves to, as indicated by the director of the Department of Mobility, Jaume Bonell, «Adapt the roads to the needs of users and improve infrastructure to ensure the safety of travel as much as possible.»

Although the task was delayed due to the shutdown caused by the covid pandemic, Bonell presented the results of the evaluations before yesterday together with the di-

The cost of the study is around 7,000 euros and the second part will take place after the summer season

rector of Mobility of the RACC, Cristian Bardají, the security technician RACC, Joan Domingo and the director of the Automobile Club of Andorra (ACA), David Fraissinet. In turn, Bardají explained the International Road Assessment Program (IRAP), which focused on measuring the proactive risks of the three main roads, which make up 60% of the total (78 kilometers).

The evaluation process was divided into several phases. First, the RACC carried out a fieldwork with the photography and coding of the attributes by means of a route with a specialized vehicle through the roads.

The sections were then calculated and scored using the IRAP program, which assesses signage, track width, brightness and protections, among other things. Finally, the remaining two phases correspond to an investment plan



Jaume Bonell

DIRECTOR OF THE DEP. OF MOBILITY

«Based on the results, we will improve about five kilometers of asphalt damaged by ice treatments»

Cristian Bardají, Jaume Bonell and Joan Domingo.

weaknesses points

- 1 VOLUME OF INTERACTION ON THE TRACK**
The number of users on the main roads, including cars, cyclists, motorcyclists and pedestrians, increases the interaction and, consequently, the likelihood of accidents.
- 2 INTERSECTIONS**
Crossings and intersections between urban centers and general roads cause increased danger on the roads due to the invasion of opposite lanes and changes in flow.
- 3 ASPHALT WEAR**
The weather conditions of the Principality's mountain climate, especially rainfall and frost, and corrosive materials such as salt, cause the erosion of the materials that make up the asphalt.
- 4 OROGRAPHY**
The geographical relief of Andorra. Slopes and high mountains cause a considerable increase in risks in relation to landslides and severe rainfall.

to correct the shortcomings detected and an implementation by the Government.

Thus, the results showed that 95% of the sections examined had three or more stars; being five the highest score and one the lowest and therefore least safe. Based on these data, Bonell stated that «we will improve approximately five kilometers of asphalt damaged by the action of antifreeze materials». In turn, Domingo said that it is a good result for cars, but «pedestrians, motorcycles and bicycle users are more vulnerable because of the volume of interactions on the road and, above all, because they are not as protected as car drivers.»

Finally, the RACC safety technician mentioned some of the weaknesses of the Principality's road ne-

work. On the one hand, the report notes that there is a large volume of users on the road, including cyclists, pedestrians and cars, so «if there is a lot of interaction, the risk increases».

He also highlighted the exposure caused by the intersections, the wear and tear of the asphalt due to weather and chemical reasons, and the orography of the country, which is characterized by steep slopes due to the mountains. At the same time, the director of Mobility explained that the study of 60% of the roads involved a cost of approximately 7,000 euros, while the second phase of the examination «should be done after the summer and would focus on other general roads, tunnels and secondary roads. ≡

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SOCIAL DIALOGUE

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► The meeting in the administrative building of the Government of the Economic and Social Council (CES), with representatives of the Executive, employers and unions.

The unions regret that all their proposals have been rejected

The CEA welcomes the approval of three measures but criticizes the attitude of the Government in the consultation process

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The meeting of the Economic and Social Council (ESC) that the Government convened last Tuesday in the administrative building ended with the acceptance by the Executive of only three proposals from the Andorran Business Confederation (CEA) and none of the which had been presented weeks ago by unions to alleviate the effects of rising cost of living on the purchasing power of citizens and businesses. In this new meeting of the ESC after the presentation of the package of measures of the Government, some of which have already been approved and others are still pending to pass through the sieve of the General Council, took part the Minister of the Presidency, Economy and Business, Jordi Gallardo, by the Government; the president of the CEA, Gerard Cadena, and the general secretary of the Trade Union of Andorra (USDA), Gabriel Ubach.

«It has been fatal, because we have dropped all the proposals we

had made and, in this way, the Government shows its sensitivity, as it prefers to reward speculative investors against the middle and working class, because, for example, with an average pension of 650 euros, the godparents will have to live on their children's charity or emigrate », lamented Ubach. And as for the workers, «since they don't want to touch anything that refers to the house, they will have to go and live from Coll de Nargó downwards».

The meeting lasted about an hour and a half and, in the case of the unions, according to the union leader, the government listed all the proposals that the unions had agreed on and rejected them one by one. In addition, «they did not present us with any amendments or alternative proposals, but merely let us know that the Government rejected them, because they saw them as counterproductive, without arguing the reasons.»

With this situation, the Secretary General of the USDA described the three-way social dialogue between the Government, the employers and the unions as «failed»

and therefore «we have stated in the minutes that we are very disappointed with the meeting of the CES, and the answer we received was that they took note of it. « So, «the bottom line is that poor Andorra, we have the country we deserve, because there is an absolute majority of 8,000 people who command over 80,000 inhabitants,»

said Ubach.

On the part of the employer, he was not too happy with the government either, as they were rejected most of the proposals and only three were accepted. Thus, the Executive bought the reduction in the price of fuel, especially in the case of diesel, in company vehicles (heavy machinery, carriers,

buses or taxis), in a fork that ranges between 7 and 24 cents, depending on the efficiency of the vehicle, in a decision that has reconciled the position of the Executive and the CEA. At the same time, aid for the digitization of companies through the granting of soft loans from next month was also accepted. Finally, the representatives of the Government agreed to the request of the employer to postpone for a year the presentation of the accounts in digital format by the self-employed in the IRPF, so that it can continue to be done on paper for the next 12 months.

However, according to Cadena, «we hoped that there would be a little more agreement between employers and unions, with more opportunities for dialogue and finding mechanisms that could satisfy all parties; instead, the Executive has told us to make our proposals and we will tell you yes or no» lamented the President of the CEA. In short, «if there had been more debate, we would have reached specific agreements or the positions would not be as far apart as they are now».



GERARD CADENA
PRESIDENT OF THE CEA

«We were expecting more interaction, with more opportunities for dialogue and finding mechanisms to satisfy all parties»



GABRIEL UBACH
US SECRETARY GENERAL

«It has been fatal, it is a failed dialogue; we have the Andorra we deserve, with 8,000 commanding out of 80,000»

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