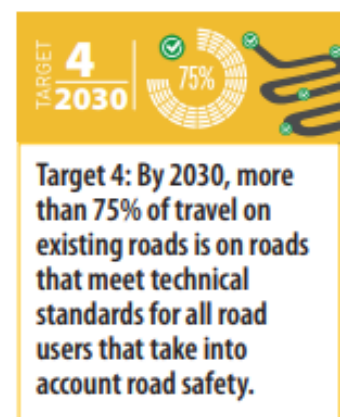


EuroRAP publishes policy recommendations on the implementation of the National Road Safety Action plans

Rationale

The UN General Assembly has adopted resolution A/74/L.86 “Improving global road safety”, proclaiming the Second Decade of Action for Road Safety 2021-2030, with the ambitious target of halving the number of road traffic deaths and injuries during this period. The Second Decade of Action for Road Safety will continue to reinforce 12 Global Road Safety Performance Targets, including Target 3 and Target 4. The resolution also endorses the Stockholm Declaration, approved during the Third Global Ministerial Conference on Road Safety held in February 2020.



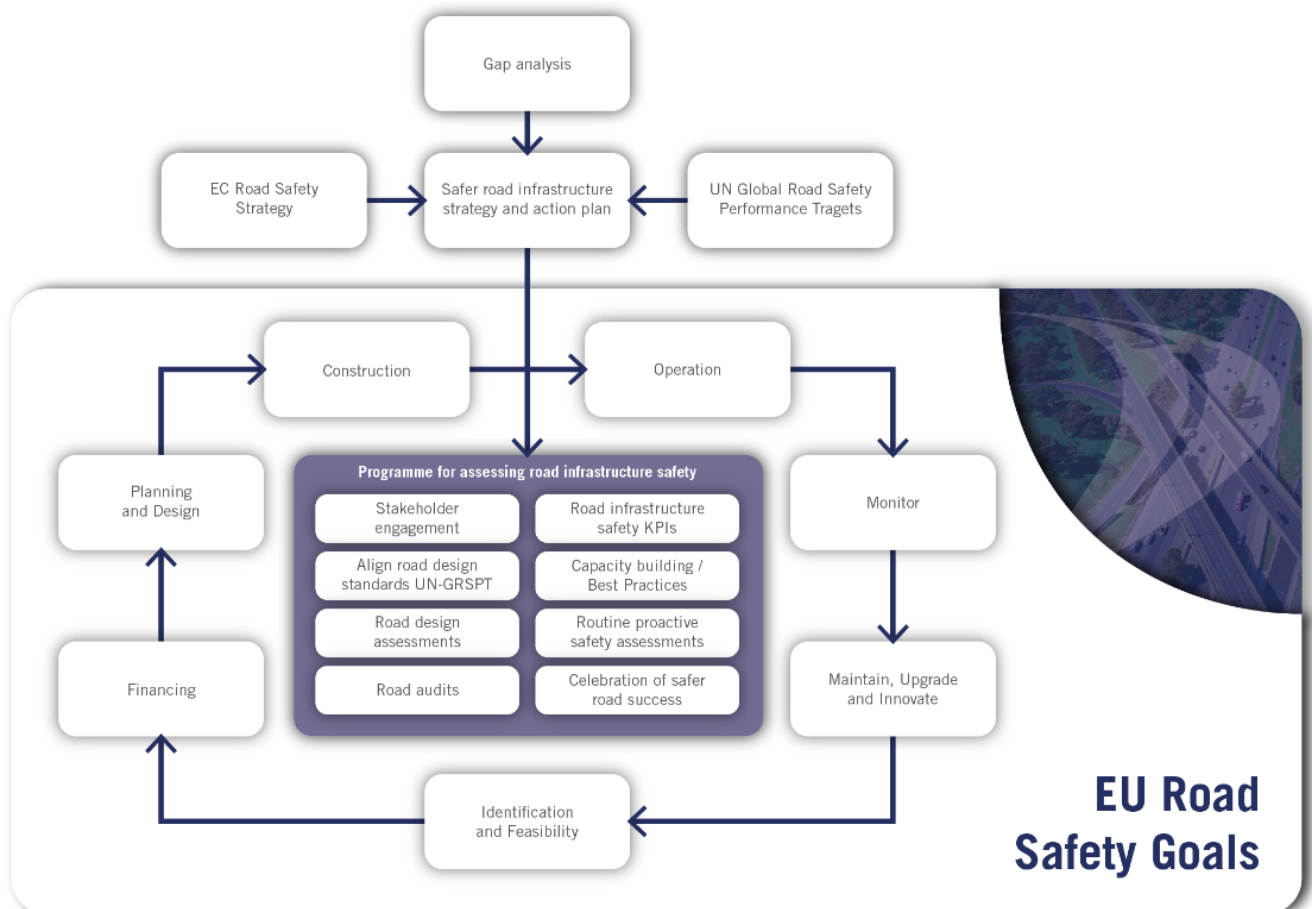
In addition, a Ten Step Plan for safer road infrastructure was produced in 2020 by the UNRSC Safer Roads and Mobility Group. This plan provides a clear process for establishing national (including urban) road safety strategies, building capacity, and creating partnerships to support the achievement of the UN Member States Agreed Global Targets 3 and 4 for safer new and existing roads. The Ten Step Plan is a key resource to support the Second Decade of Action for Road Safety (2021-2030). Road safety is also an essential component in the planning and implementation of local and regional Sustainable Urban Mobility Plan (SUMP) as sustainability is not possible without effective road safety measures.

In addition, the actions on road safety proposed in the EU’s 3rd Mobility Package in May 2018 are now coming into effect. The safety pillar of this package accelerates effective vehicle safety technologies into regulations; it strengthens the Road Infrastructure Safety Management (RISM) directive; and facilitates connected and automated roads and vehicles. To work towards the implementation of both the United Nations and European Commission goals on road safety and especially supporting authorities on the network-wide road safety assessment requirements of the new Directive 2019/136, a systematic approach to safer road infrastructure is needed. In view of the upcoming entry into force of Directive (EU) 2019/1936 amending Directive 2008/96/EC on Road Infrastructure Safety Management several new features require the Commission to seek the advice and expertise of Member States and other relevant stakeholders. This includes, more particularly, the preparation of implementing and

delegated acts as well as guidance under the Directive. The revised directive will extend the scope of the current rules to motorways and other primary roads beyond the trans-European transport network (TEN-T). The rules will also cover roads outside urban areas that are built using EU funding. Member states will be required to carry out a network-wide road safety assessment at least every five years. The network-wide assessment is a snapshot of the entire road network covered by the directive and is used to evaluate accident risk. The first network-wide road safety assessments are due by 2024 at the latest. It will become mandatory to take systematic account of pedestrians, cyclists, and other vulnerable road users in road safety management procedures.

Policy Recommendations to support the implementation of the National Road Safety Action plans

EuroRAP welcomes the current revision of the Road Infrastructure Safety Management Directive 2008/96 (RISM). 20 EuroRAP National programme leaders have published a report with a set of concrete recommendations to the European Member States and the European Commission emphasising on the need of establishing a “Network -wide Road Assessment programme” within the framework of a National Road Safety Action plan. The recommendations are provided in three levels, as shown in Figure below:



Level 1: Member States could carry out gap analysis, that incorporates:

- Holding a National Safer Road Infrastructure workshop to review the current systems and capacity to deliver safer road infrastructure.
- Defining the key responsibilities and accountabilities for Road Infrastructure Management
- Review of policies standards, guidelines, and funding mechanisms to establish how safety performance is built in.

Level 2: Member States could develop their National Road Safety Action Plans by embedding

- EC Road Safety Strategy Goals (RISM Directive) and UN Global Road Safety Performance Targets 3 and 4.

Level 3: Member States could establish a stepwise programme for assessing road infrastructure that provides a holistic approach to the whole lifecycle of the road network:

- a. A road safety partnership that involves the key stakeholders; road authority/operators, civil society, national road safety agency, police, and research organisations, and others)
- b. Routine road safety assessments that target the highest risk roads that are integrated with wider asset management inspections and utilise a common data structure is used to encourage compatibility.
- c. Monitoring using crash data and proactive safety assessments which take into consideration all road users.
- d. Reporting of road safety infrastructure KPIs (following all types of the road network)
- e. Capacity building/training/best practices to ensure the road safety community stays abreast of latest developments and the Safe System approach is embedded.
- f. Encourage designing roads right the first time through aligning road design standards with the UN Global Road Safety Targets, and the integration of road design assessments and Road Safety Audits
- g. The definition of network appropriate intervention levels to prioritise investment based on proactive Fatal and Serious Injury estimations
- h. A network-wide road safety assessment methodology that visually represents the needs of every road user type in regard of the local context. The methodology needs to be transparent and based on published scientific evidence and harnesses a framework that allows for innovation and evolution to account for developments in both road infrastructure and vehicle technology.
- i. Utilise investment plans to guide financing so that the true value of life is reflected in road maintenance, road upgrades, and major infrastructure improvements.
- j. Celebrate the successes in delivering safer roads.

About EuroRAP

The European Road Assessment Association (“EuroRAP”) was established in 2000 as a sister organisation to the successful Euro NCAP to develop parallel protocols for road assessment and to develop systematic large scale infrastructure safety investment programmes.

EuroRAP is the ‘gatekeeper’ of the iRAP global protocols in Europe ensuring quality and consistency in applying the RAP protocols nationally and locally.

The RAP protocols that measure the risk of roads that are in operation using the protocols.

- The first uses a Proactive approach which is based on a visual examination of « in-built safety » of roads. This safety rating is called the Star Rating. EuroRAP inspections and road safety assessments focus on more than 50 different road attributes that are known to influence the likelihood of a crash and its severity. These features include intersection design, road markings, roadside hazards, footpaths and bicycle lanes- all fully in line with RISM ANNEX IIa-Indicative elements of targeted road safety inspections and ANNEX III-Indicative elements of network. Our cooperation with technology suppliers, can even provide these data in a more frequent basis through our ai-RAP innovation framework.
- The second protocol uses a Reactive approach using reported crashes and traffic data. Many authorities have their own systems of crash mapping, but the RAP protocols could be complemented to those and can also allow ‘performance tracking’.
- Fatality Estimation Mapping illustrates the distribution of the expected number of fatalities and serious injuries across a road network and can support higher risk roads identification.
- The RAP protocols take into consideration roads that are at the design stage (Star Rating for Design) and under construction. The inclusion of the Star Rating of a Design as part of the Road Safety Auditors assessment of a road design is encouraged.

The continuous improvement of these protocols has been made possible by global philanthropy, multilateral banks, international institutions, governments, NGOs, motor and roads industries and individuals. RAP metrics are applied in projects by the World Bank and regional development banks worldwide including the European Investment Bank and EBRD in Europe.

EuroRAP has already supported road safety assessments in 40 European countries inside and outside the EU based on globally recognised methods. More than 170,000 kms of road has been Star Rated for in-built safety. Crash Rate Risk Mapping carried out on more than 1.3 million km with important tracking of progress over time in improving safety made possible. Roads of all types have been assessed including roads on the TEN-T network, primary, regional and urban networks. More than 4,275 people have been trained and more than 25 billion euro of investment has been shaped to drive infrastructure upgrades that save lives. Those assessments have either been performed by the EuroRAP national programme leads as national initiatives or within European Commission projects (e.g. SENSOR, RADAR, SLAIN).

In 2009, EuroRAP received a Prince Michael International Road Safety award for establishing iRAP as a global umbrella for road assessment during the first inter-Ministerial meetings on road safety in Moscow. The Moscow meeting led to the UN Decade of Action 2011-2020. Today, as we reach the launch the 2nd UN decade of Action on Road Safety, iRAP is recognised as one of the successes of the UN's global collaboration and has also received in 2020 the Prince Michael International Road Safety award. iRAP (the International Road Assessment Programme) is the umbrella programme for Road Assessment Programmes (RAPs) that are working to save lives. Worldwide, iRAP and its regional 'X'RAP programmes, among which includes EuroRAP, are influencing the safety of large-scale investment. RAP programmes and projects have now been undertaken by partners in more than 100 countries worldwide covering Europe, Asia Pacific, North America, Latin America and the Caribbean, and Africa.

About EuroRAP National Programmes

Country / State	Program Lead	Supporting Public Authorities
Albania	Automobile Club Albania	Ministry of Infrastructure and Energy and Albanian Road Authority
Belgium	VIAS Institute	2 region (Flanders and Wallonia) pilot is under way (<i>supported by BRRC</i>)
Bosnia Herzegovina	Bosanskohercegovacki auto-moto klub	Ministry of Communication and Transport
Bulgaria	Bulgarian Branch Association Road Safety	Road Infrastructure Agency
Croatia	Hrvatski Autoklub	Hrvatske ceste, Autocesta Rijeka- Zagreb
Cyprus	RSI Panos Mylonas	Ministry of Transport, Communications and Works
Greece	CERTH	Hellenic Ministry of Infrastructure and Transport and Hellenic Association of Toll Road Network
Italy	Automobile Club d'Italia	ANAS- Italian Road and Highway Network Cooperating with the Ministry of Infrastructure and Transport
Kosovo	Kosovo Association of Motorization	Association of Kosovo Municipalities, the Association of Kosovo Municipalities, Ministry of Infrastructure and Ministry of Internal affairs
Moldova	Automobile Club of Moldova	Ministry of Economy and Infrastructure, General Police Inspectorate and General Mayor Office
North Macedonia	Auto-moto Association of Macedonia	National Road Authority (MoU underway)

Poland	Polski Związek Motorowy	National Road Authority (MoU underway)
Portugal	Automovel Club de Portugal	National Road Authority (MoU underway)
Romania	Automobil club Roman	National Road Authority (MoU underway)
Russia	Innopolis University	Federal Road Agency of the Ministry of Transport of the Russian Federation and the Association of Regional Roads
Serbia	AMSS-Center for Motor Vehicles	National Road Authority (MoU underway)
Slovakia	Autoclub Slovakia	National Road Authority (MoU underway)
Slovenia	Automobile and Motorcycle Association of Slovenia	Ministry of Infrastructure, Ministry of Interior, Motorway Authorities, State roads Authorities
Spain	Reial Automobil Club de Catalunya Royal Automobile Club of Spain	DGT (traffic authority) and Regional government of Catalonia and National Road Authority
United Kingdom	Road Safety Foundation	Highways England (national road authority), Department for Transport, Welsh Government