SLAIN E-NEWSLETTER JULY 2019

SLAIN – supporting Road Infrastructure Safety Management through Network-Wide Road Assessment

Co-financed by the Connecting Europe Facility of the European Union

SUPPORTING THE EUROPEAN COMMISSION AND SAVING LIVES

Revision of the EU Directive on Road Infrastructure Safety Management (RISM)

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**Project SLAIN (Saving Lives Assessing and Improving TEN-T Road Network Safety)** has 8 Activities supporting amendments to the Road Infrastructure Safety Management Directive EC/2008/96.

It demonstrates methodologies of network-wide road safety assessment and proposes economically-viable crash countermeasures designed to raise infrastructure quality, to achieve significant reductions in severe injuries and deaths.

**EuroRAP Chairman Ferry Smith** says: “EuroRAP’s main aim is to save lives through safe infrastructure. The amendment to the directive is a big step forward in evidence-based crash and risk analysis; hopefully it will serve as a catalyst for road authorities to improve road safety and benchmark the results. EuroRAP stands ready to assist. Reducing the number of fatalities is a joint responsibility and a joint effort.”

SLAIN will prepare and produce:
1. **4 x Crash Risk Maps** – 8,000km in total in each of Croatia, Greece, Italy and Spain in both 2019 and 2020.
2. 4,000 carriageway kilometres of **Star Rating maps**.
4. A **“How to” guide** for network-wide road assessment.
5. Technical analyses and global estimates of **safety of the entire core TEN-T network**.
6. 100 examples and **case studies** of infrastructure identification and improvement.
7. Analysis to **prepare for** automated **vehicles**.
8. Good advocacy and communications to **support amended Directive EC/2008/96**.

SLAIN has a value of EUR1.9M. It is coordinated by EuroRAP, co-financed by the Connecting Europe Facility, iRAP, EuroRAP and partners ACEA and 3M administered by INEA and will run from April 2019-March 2021.

**Road Assessment Programme** activity has now been applied in over 100 countries worldwide with more than 1 million kilometres of roads assessed by Government, Development Bank and Mobility Club partners worldwide, with over $68 bn of road investment made safer.

**Pictured above:** Mr Philipp Troppmann from DG-MOVE’s road safety unit, joined SLAIN project partners and others at the EuroRAP General Assembly in Sofia, Bulgaria on 15 May 2019. The event was hosted by Bulgarian EuroRAP member BBARS.
During the first meeting in Sofia (Bulgaria) on the 16 May 2019, Steve Lawson and Shona Holroyd from the International Road Assessment Programme led partners through the component parts of the project.

Delivering SLAIN are 9 project partners.

1. The **European Road Assessment Programme (EuroRAP)**, as coordinator.
2. **ANAS S.p.A. (ANAS)** – a road operator in Italy.
4. **Hellenic Research and Educational Institute “Panos Mylonas” for the Road Safety and the Prevention/Reduction of Traffic Accidents** (RSI) – from Greece.
5. **University of Zagreb - Faculty of Transport and Traffic Sciences (FPZ)** – in Croatia.
6. **Dirección General de Tráfico (DGT)** – the national government department responsible for traffic and safety in Spain.
7. **Territory and Sustainability Department, Regional Government of Catalonia (TES-GenCat)** – a department of Spanish regional government responsible for environmental policies, land management, housing, infrastructure and mobility.
8. **Servei Català de Trànsit, Regional Government of Catalonia (SCT-GenCat)** – a department of Spanish regional government responsible for mobility and road safety.
9. **International Road Assessment Programme (iRAP)** – the umbrella organisation for regional RAP Programmes including EuroRAP, AusRAP, usRAP, ChinaRAP, IndiaRAP, BrazilRAP, KiwiRAP and SARAP and a **global registered charity** in the UK.
Project Slain will involve **Risk Mapping of the core TEN-T network** in Greece, Italy and Spain and will enable **road safety performance tracking** over time using new and existing data.

The project builds on work completed in Croatia and Greece as part of the SENSoR project, in Italy as part of a collaboration with the mobility club ACI, and in Spain building on work by the RACC over more than 15 years. The project maps will be prepared in 2019 and 2020 and adds to EuroRAP’s existing Risk Mapping data for 20 European countries.

The part of the core TEN-t to be assessed is shown below.

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**STAR RATING AND POLICY TARGETS**

Project SLAIN will assist involved countries to report to the United Nations Global Road Safety Performance Targets and develop 3-star or better policy to **save lives on scale**. UN Targets 3 and 4 include ensuring all new roads are built to a 3-star or better standard for all road users (Goal 3), and more than 75% of travel is on the equivalent of 3-star or better roads for all road users by 2030 (Goal 4). The core TEN-t network in Croatia and Italy will be Star Rated and the development of 3-star or better policy is targeted for Spain.
Several countries already have such policy targets in place (below).

- **United Kingdom**: 90% of travel on 3-star or better strategic road network by 2020, and 4 and 5-star motorways
- **New Zealand**: 4-star roads of national significance; Wellington Gateway toll roads to be a minimum 4-star standard
- **Malaysia**: 75% of travel on 3-star or better high volume roads by 2020
- **Sweden**: 75% of network at 3-star or better by 2020 and near 100% by 2025
- **China**: Five year Road Safety Plan requires national implementation of road assessments and rapid treatment of high-risk road sections
- **Netherlands**: No 1 or 2-star national roads by 2020
- **Chile**: Autopista Central toll road upgrade to meet minimum 3-star standard
- **Australia**: 80% of travel on 3-star or better for state roads and 90% for national highways by 2020; Queensland target 90% of travel on 3-star or better roads by 2022; Tasmanian Midlands Highway 3-star minimum standard

**PREPARING FOR AUTOMATION**

In line with the global movement to automated vehicle innovation, Project SLAIN will work with the European car industry and road infrastructure bodies to scope and prepare for the safe transition to automated vehicles on roads that cars can read.

The project supports proposal 2018/0129 (COD) amending the Directive, in particular (section 3, pp. 7): “the wish to support a degree of harmonisation of the physical infrastructure to allow the smooth roll-out of higher levels of automation and to ensure that automated vehicles operate safely in mixed traffic”.

This activity will include a consultation exercise on road signs, technical review of road sign standards, desk research on required crash analysis systems, survey of roads to collect a meaningful sample of road lining and vehicle camera signal drop-out. It will look at what needs to be done to prepare for automatic
coding of the network for network-wide road assessment. SLAIN will also extend the EuroRAP work on Roads that Cars Can Read.

GOOD PRACTICE EXAMPLES

Where to and how to implement... There will be research on a global estimate of safety on the TEN-t, building on work done recently to show east-west differences in safety in the EU. It will propose where safety needs to be improved, what to do and what budgets are required.

Supporting documents will be produced to explain why the engineering profession needs to move beyond “hot spot” crash cluster analysis and raise the standard of the entire network rather than just individual locations.

Case studies will be produced or sourced from each of the countries where there is activity. Some will be collected from other countries, building on the success of what was done in Slovakia: https://trid.trb.org/view/1491304

Regards, the SLAIN Team

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