



European
Investment Bank

Advancing Regional RSA Practices

Belgrade, 8 April 2024



Public

Agenda

1. EIB & Road Safety

Investing in Safe, Accessible, Green & Efficient Transport

2. Advancing RSA Practices

Building on 15 years of experience in the EU

EIB & Road Safety

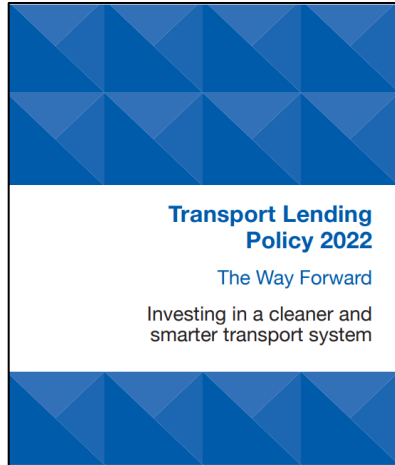
Road safety is an important pillar of EIB's Transport Lending Policy

- Road projects supported by the EIB must be developed with due attention to road safety, and aligned with the principles and process described in Directive (EU) 2019/1936
- Road safety is interlinked with the others components of EIB's "SAGE" framework:
 - Deferred maintenance of assets makes our transport system less safe
 - Resilient investments must deliver roads that are safer, future-proof and adaptive

We engage with our project counterparts around clear expectations

"The promoter shall...."

40. Identify, evaluate and monitor the potential traffic and road safety risks to workers, communities and all road users throughout the project life cycle
41. Undertake a **Road Safety Impact Assessment** and/or a **Road Safety Audit** for each phase of the project, where applicable and routinely monitor incident and accident reports
42. For projects that operate machinery, plant or equipment on public roads, take the necessary measures to avoid and minimise hazards, risks and impacts to both project workers and members of the public"



European Investment Bank
**Environmental
 and Social Standards**
 2 February 2022



Financing safer road investments

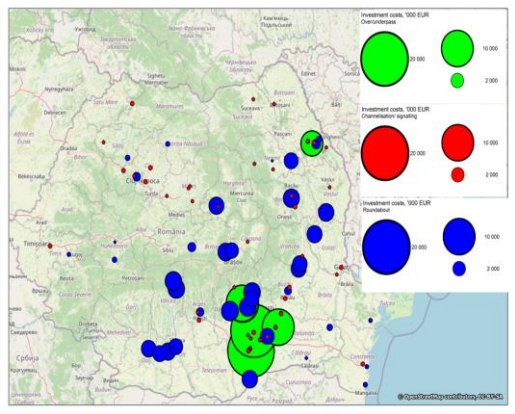


Matching road safety investments and needs: still a long way to go

- €560 million in EIB road safety investments in 2018-2022:
 - Includes €244 million outside the EU27
 - Total MDB commitments over this same period amounted to €3.3 bn
- €21 billion in safety investments are needed in the EU27 over the next 10 years to increase the engineering standards of the least safe roads and save up to 7,200 lives
- Globally, an investment gap of €200-700 bn has been identified to achieve the road safety targets set by the SDGs

Supporting dedicated road safety investments in Romania

- Project counterpart: National Company for Road Infrastructure Administration (CNAIR)
- Project Investment: €100 million / EIB loan: €50 million
- 89 high risk locations targeted for road safety upgrades
- Minimum 600 deaths and 2,200 serious injuries saved during the project's technical life
- Developed with Advisory Support (InvestEU AH – Safer Transport Platform)





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Building on 15 years of experience in the EU

15 years of the RISM Directive

29.11.2008		EN		Official Journal of the European Union		L 319/59	
DIRECTIVES							
DIRECTIVE 2008/96/EC OF THE EUROPEAN PARLIAMT AND OF THE COUNCIL							
of 19 November 2008							
on road infrastructure safety management							
THE EUROPEAN PARLIAMT AND THE COUNCIL OF THE EUROPEAN UNION,				shared responsibility' the Commission identified road infrastructure as the third pillar of road safety policy, which should make an important contribution to the Community's accident reduction target.			
Having regard to the Treaty establishing the European Community, and in particular Article 71(1)(c) thereof,				(4) In recent years, major advances have been made in vehicle design (safety measures and the development and application of new technologies) which have helped to reduce the number of people killed or injured in road accidents. If the target set for 2010 is to be achieved, action must be taken in other areas too. Managing the safety of road infrastructure offers plenty of scope for improvement, which must be used to advantage.			
Having regard to the proposal from the Commission,				(5) The setting up of appropriate procedures is an essential tool for improving the safety of road infrastructure within the trans-European road network. Road safety impact assessments should demonstrate, on a strategic level, the implications on road safety of different planning alternatives of an infrastructure project and they should play an important role when routes are being selected. The results of road safety impact assessments may be set out in a number of documents. Moreover, road safety audits should identify, in a detailed way, unsafe features of a road infrastructure project. It therefore makes sense to develop procedures to be followed in those two fields with the aim of increasing safety of road infrastructures on the trans-European road network, whilst at the same time excluding road tunnels which are covered by Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (*).			
Having regard to the opinion of the European Economic and Social Committee (*),				(6) Several Member States already possess well functioning road infrastructure safety management systems. These countries should be permitted to continue using their existing methods, in so far as they are consistent with the aims of this Directive.			
After consulting the Committee of the Regions,				(7) Research is vital to improving safety on the roads within the European Union. Developing and demonstrating components, measures and methods (including tele-			
Acting in accordance with the procedure laid down in Article 251 of the Treaty (*),							
Whereas:							
(1) The trans-European road network defined in Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network (*), is of paramount importance in supporting European integration and cohesion as well as ensuring a high level of well-being. In particular, a high level of safety should be guaranteed.							
(2) In its White Paper of 12 September 2001 'European transport policy for 2010: time to decide' the Commission expressed the need to carry out safety impact assessments and road safety audits, in order to identify and manage high accident concentration sections within the Community. It also set the target of halving the number of deaths on the roads within the European Union between 2001 and 2010.							
(3) In its Communication of 2 June 2003 'European Road Safety Action Programme, Halving the number of road accident victims in the European Union by 2010: A							

A common book of rules across the EU...

- Generalised usage of RISM procedures & terminologies
- Introduced approaches to preventive risk diagnosis & management that would not have happened without EU intervention

...whose implementation is devolved to the Member States

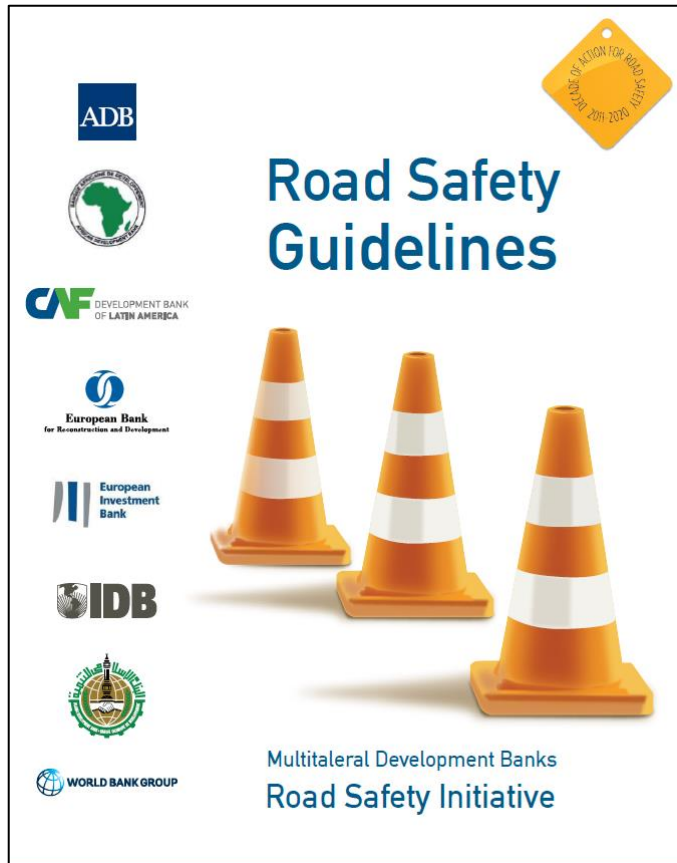
- Transposed national legislation sometimes established exceptions
- National RSA manuals
 - *GG 119 (UK)*
 - *Guide d'Audit de Sécurité Routière (FR)*
 - *RVS 02.02.33 Verkehrssicherheitsaudit (AT)*
- National Certification requirements for individual auditors
- CBA framework, inc. Value of Statistical Life (VoSL)

When to conduct a RSA?

Is traffic flow substantially modified?

Mandatory Application	Optional Application
New roads	Structural works outside the carriageway (e.g. bridge piers, tunnel gallery reinforcement)
Reconstruction, road rehabilitation	Periodic maintenance
Route realignment	Replacement of existing features (guardrails, markings, etc.)
Addition of a traffic lanes, bike lanes, road widening with impact on traffic flows	Modernization of Traffic Management Systems
Redesign of intersections	
<i>Road work zones</i>	

How to conduct an effective RSA?



We expect qualified personnel to be responsible for road safety in the projects we finance (includes the supervision & contracting teams)

We expect road authorities to apply RSAs at all relevant stages

We expect road authorities to document their steps

- ✓ *What problems were identified?*
- ✓ *What solutions were suggested by the RSA team?*
- ✓ *Were they accepted by the responsible authority?*
- ✓ *If not – why not? What alternative measures were applied instead?*

We expect tender documents to include the findings of the RSA process

Why are audits important?

Consequences of poor road design



Cross road on high speed road



Unsafe pedestrian facilities



Inadequate provisions for left turns

Why are audits important?

Applies to road work zones as well



Unsafe median separators





Vehicle making an illegal U-turn maneuver

What a Safety Auditor is on the lookout for


Desirable characteristics	Key principles
Is the road self-explaining?	Predictability, simplicity, visibility, conspicuity
Are the roadsides forgiving?	Remove/soften/protect hard objects, adequate lane widths, safety zones, emergency lanes, crash barriers/cushions,
Are motorized and non motorized transport users separated?	Separate hard and soft road users effectively - or integrate them safely
Is speed managed?	Adapt speed limits to match the expected type and risk of collision, self-enforcing traffic calming measures.


Linking RSAs to Safety Ratings


 MINISTÉRIO DA OBRA PÚBLICA, HABITAÇÃO E URBANISMO
 DIRECÇÃO GERAL DA INFRA-ESTRUTURA E TRANSPORTES
 UNIDADE DE GESTÃO DO PROJECTO DE CONECTIVIDADE NORTE UGP-CN



PROJET DE RENFORCEMENT DE LA CONNECTIVITE DAN 8 LE NORD DE LA GUINEE BISSAU (P178942)





Audit de sécurité routière de la route Safim-MiPack dans le cadre du Projet de Connectivité Nord (PCN)
 Contrat N° 006/PCN/CI/2022

Rapport d'audit de sécurité routière et évaluation iRAP au stade de la conception détaillée
 Tranche 2 PK45+950 – PK113+466

Avril 2023 | v.02

N°	LOCALISATION	PROBLÈME / RECOMMANDATION	RISQUE/ PRIORITÉ	PROBLÈME ACCEPTÉ [OUI/NON]	RECOMM. ACCEPTÉE [OUI/NON]	COMMENTAIRE DU PROMOTEUR (ET/OU MESURES ALTERNATIVES)	COMMENTAIRE DE L'AUDITEUR
3.5.1	PK61+645	Points de conflits dangereux au niveau du carrefour giratoire Améliorer la signalisation et installer des clôtures pour les piétons. Déplacer l'entrée de l'église. Désigner un espace pour le terminus de bus à l'extérieur du giratoire.	moyen				
3.5.2	les routes non pavées qui se croisent	Faible adhérence aux intersections avec des routes non revêtues Revêtir les 10 derniers mètres des routes secondaires.	moyen				

Classement par étoiles	Occupant de véhicule		Motocycliste		Piéton		Cycliste	
	Avant l'ASR	Après l'ASR	Avant l'ASR	Après l'ASR	Avant l'ASR	Après l'ASR	Avant l'ASR	Après l'ASR
5 étoiles	3,0%	21,6%	3,0%	18,1%	16,9%	21,9%	14,2%	22,2%
4 étoiles	17,2%	2,8%	15,1%	6,4%	5,0%	1,1%	8,0%	2,0%
3 étoiles	23,7%	75,5%	16,7%	75,5%	0,0%	16,7%	11,4%	61,5%
2 étoiles	56,2%	0,0%	65,2%	0,0%	0,3%	48,0%	52,0%	0,0%
1 étoile	0,0%	0,0%	0,0%	0,0%	65,5%	0,0%	0,0%	0,0%
Non applicable	0,0%	0,0%	0,0%	0,0%	12,3%	12,3%	14,4%	14,4%

Advancing RSA through EIB Advisory Services

Turning EU policies, regulations & requirements into infrastructure project

Beneficiaries – project owners, planning, preparing and implementing projects.

EC – setting and implementation of EU policy & financial support programs.

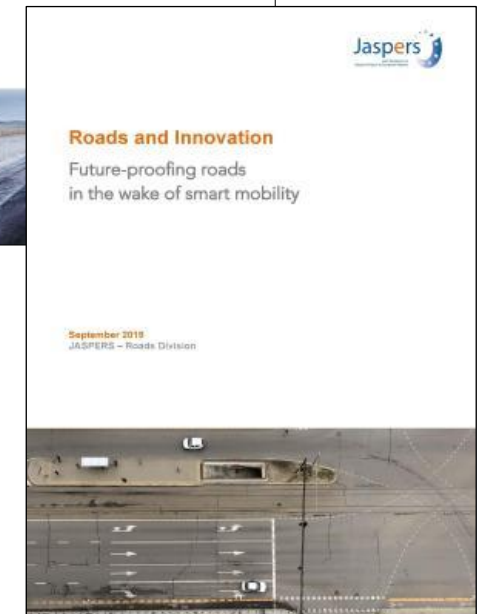
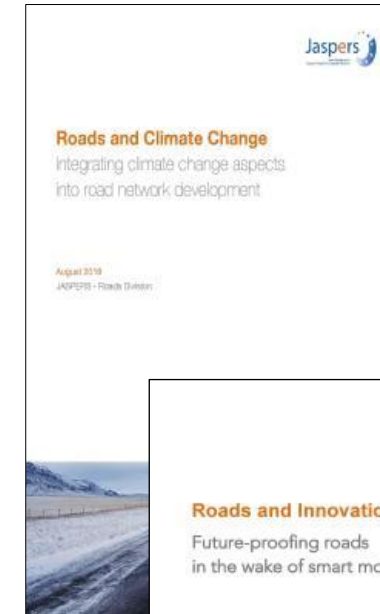
JASPERS

Joint Assistance to Support Projects in European Regions

<https://jaspers.eib.org>

EIB – provision of loan financing for projects. Support and implementation of dedicated EU policies.

JASPERS – supports beneficiaries in project preparation. Tailored advice for specific projects, horizontal support for project development.



THANK YOU

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