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*
Public

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”
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)
1. EIB & Road Safety

*Investing in Safe, Accessible, Green & Efficient Transport*

2. Advancing RSA Practices

*Building on 15 years of experience in the EU*
15 years of the RISM Directive

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?*

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

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Localisation</th>
<th>Problem / Recommendation</th>
<th>Risk / Priority</th>
<th>Problem Accepted [Yes/No]</th>
<th>Recom. Accepted [Yes/No]</th>
<th>Commentaire du Promoteur (Etou Mesures Alternatives)</th>
<th>Commentaire de l'Auditeur</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.5.1</td>
<td>PK501+643</td>
<td>Points de conflits dangereux au niveau du carrefour giratoire</td>
<td>moyen</td>
<td>moyen</td>
<td>moyen</td>
<td>moyen</td>
<td>moyen</td>
</tr>
<tr>
<td>3.5.2</td>
<td>les routes non pavées qui se croisent</td>
<td>Faible adhérence aux intersections avec des routes non relevées</td>
<td>moyen</td>
<td>moyen</td>
<td>moyen</td>
<td>moyen</td>
<td>moyen</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Classetion par étoiles</th>
<th>Occupant de Véhicule</th>
<th>Motocycliste</th>
<th>Pléton</th>
<th>Cycliste</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Avant l'ASR</td>
<td>Après l'ASR</td>
<td>Avant l'ASR</td>
<td>Après l'ASR</td>
</tr>
<tr>
<td>5 étoiles</td>
<td>3,0%</td>
<td>21,6%</td>
<td>3,0%</td>
<td>18,1%</td>
</tr>
<tr>
<td>4 étoiles</td>
<td>17,2%</td>
<td>2,8%</td>
<td>15,1%</td>
<td>6,4%</td>
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<tr>
<td>3 étoiles</td>
<td>23,7%</td>
<td>75,5%</td>
<td>16,7%</td>
<td>75,5%</td>
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<tr>
<td>2 étoiles</td>
<td>56,2%</td>
<td>0,0%</td>
<td>65,2%</td>
<td>0,0%</td>
</tr>
<tr>
<td>1 étoile</td>
<td>0,0%</td>
<td>0,0%</td>
<td>0,0%</td>
<td>0,0%</td>
</tr>
<tr>
<td>Non applicable</td>
<td>0,0%</td>
<td>0,0%</td>
<td>0,0%</td>
<td>0,0%</td>
</tr>
</tbody>
</table>
Advancing RSA through EIB Advisory Services

Turning EU policies, regulations & requirements into infrastructure project

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

**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.

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

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JASPERS
Joint Assistance to Support Projects in European Regions

https://jaspers.eib.org

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Roads and Climate Change
Integrating climate-change aspects into road network development

August 2016
JASPERS Trainee Jumper

Roads and Innovation
Future-proofing roads in the wake of smart mobility

September 2016
JASPERS Trainee Jumper
THANK YOU

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