Success is a journey, not a destination

EuroRAP began as an idea in 1999 to address the unnecessary and preventable toll of death and serious injury on Europe’s roads. Within the Safe System approach, the programme sought to promote the least understood pillar of safer road infrastructure, developing consistent methods to measure and map safety performance. The commitment of our Members has won the programme overwhelming support. Through a spirit of co-operation and enabling others EuroRAP has grown from a 4-country pilot to a programme now active in nearly 30 countries, in the past decade. Here we chart the programme’s evolution and our commitment in the next decade for a Europe Free of High Risk Roads.
Inception
1999 With the support of Governments and motoring clubs across Europe, RSF, ANWB, ADAC and TRL develop EuroRAP as a sister programme to EuroNCAP, focusing on the least understood pillar of the safe road system - infrastructure. The programme seeks to promote improvement of road safety through road design.

Pilot
2000-2001 Pilot work gets underway to develop a methodology capable of assessing and benchmarking road safety in different countries. Risk maps in Great Britain, Netherlands, Spain and Sweden show fatal and serious crash rates, and a standard “drive through” inspection of routes for road safety features is tested in Great Britain, Sweden, Netherlands and Germany.

Important findings for the programme include:

• 80% of fatal and serious crashes on interurban roads in Europe are associated with 4 impact types: head-ons, intersections, run-offs and vulnerable road users;
• 60% of deaths in Europe occur on roads outside built-up areas;
• The majority of deaths on roads outside built-up areas are on single carriageway roads.

Australia gears up for an AusRAP programme.

2002 EuroRAP is established as a Brussels based International Non Profit Association (AISBL) to manage Road Assessment Programmes across the EU. ADAC, ANWB and RSF become Founding Members.

Results from the biggest study ever undertaken of the safety of Europe’s roads is published, showing risk rates for national roads in the United Kingdom, Netherlands, Sweden and Spain.

GB risk maps appear in commercially available road atlases helping to raise public awareness of risk.

The EuroRAP Journey 1999-2012
**EuroRAP I**

**2003** EuroRAP is recognised as the basis for a European safety monitor of road networks to assess road safety performance in Member States.

Formal roll out and extension begins with *EuroRAP I*, a 12-month project, financially supported by the EC, to change the priority that Governments give to the way roads are equipped and managed to reduce death and serious injury.

The first performance tracking results are published in Great Britain; a national road inspection programme prepares to launch in Sweden; and the first risk mapping on federal roads in Spain is published.

The year ends on a high note with the programme winning the prestigious Autocar award for road safety.

Pilot work begins on usRAP.

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**2004** Star Rating picks up pace. In Sweden a programme to star rate the national road network is supported by Toyota, while in Germany, ADAC begin the most comprehensive test programme yet on its national roads, supported by Daimler Chrysler. Pilot road inspections get underway in Switzerland.

EuroRAP wins the *Prince Michael International Road Safety Award* in recognition of its “outstanding contribution to international road safety”.

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The EuroRAP Journey 1999-2012
2005 EuroRAP moves from project to programme with *EuroRAP II: From Measurement to Action*; a 2-year programme promoting investment in large-scale applications of safer road infrastructure to save lives and money.

Inter-continental validation of RAP methodology and a request from the World Bank leads to the formation of iRAP as an umbrella organisation for global expansion.

First risk mapping results of major roads in Ireland are published.

The year ends with the publication of *From Arctic to Mediterranean*, demonstrating how in just 5 years EuroRAP has moved from a 4 country pilot to a programme active in 18 countries.

2006 The *Safer Roads Save Lives* campaign is launched to raise awareness amongst decision makers and public of what needs to be done to improve road infrastructure, and the solutions available.

Road inspections rapidly roll out:

- ADAC work on motorways in Bavaria and Rhineland-Palatinate show that upgrading from 3- to 4-star will halve severe run-off crashes.
- FIB present pilot results around the capital city of Reykjavik.
- In the UK, national road authorities support inspection of major inter-urban roads.

The *Getting Organised to Make Roads Safe* report urges action to stem the €160bn (2% GDP) lost annually in EU road crashes and identifies the actions authorities must take to manage roads to higher safety standards.
EuroRAP III

2007 EuroRAP III: From Measurement to Mass Action begins; a 2-year programme committed to extending into Eastern EU nations, assessing Europe’s trade routes and rolling out network safety upgrading projects - moving from measuring risk to the practical application of countermeasures.

Slovakia becomes the first of the group to produce risk mapping.

First star rating results for Spanish motorways are released by RACC showing less than 50% reaching a 4-star standard.

EuroRAP members help RAP development in low and middle income countries: ADAC inspect roads in East Africa and RACC in Latin America.

New Members of the Association

- AMCC
- PEA
- BIHAMK
- Cheshire East Council
- Cheshire West and Chester

New countries involved

- Bosnia and Herzegovina
- Croatia
- Czech Republic
- Slovakia

Countries involved

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2008 Growth into Central and Eastern EU continues with risk mapping results in Czech Republic and Slovakia, and pilot road inspections underway in Slovakia and Crete. With World Bank Global Road Safety Facility support a major programme of road inspections begin in Serbia, generating the first Safer Roads Investment Plan in Europe.

Star rating results in the Netherlands lead to a target of no national 2-star roads by 2020.

Sweden introduces a new speed system, adjusting posted limits to road protection standards. On ¾ of rural roads speed limits are lowered.

A special RAP panel publish Barriers to Change following review work to assess the safety of roadside and central barrier design for motorcyclists.

New Members of the Association

- AMS
- Ministry of Transport and Communications of R. Macedonia

New countries involved

- Ministry of Transport and Communications of R. Macedonia

Countries involved

23
The EuroRAP Journey 1999-2012

2009 The EC supports the 3-year European Road Safety Atlas Project which aims to provide a key resource on the safety deficits of Europe’s roads.

The Polish EuroRAP programme launches with the publication of risk mapping of international roads.

RACC are the first to build EuroRAP risk ratings into their on-line route planner available to motorists.

EuroRAP Members join together in the European Campaign for Safe Road Design to demonstrate how safe road design can cut road death and injury by ⅓, saving €50bn in crash costs annually.

EuroRAP receives a Special Prince Michael International Award at the first UN inter Ministerial conference on road safety for its European and global work establishing iRAP.

In its commitment to ‘enable others’ EuroRAP begins an accreditation programme to provide a pool of road inspection providers.

2010 A unique collaboration between ACAFA, ANWB, RACC, RSF, & TCB publish star ratings for popular tourist routes through Belgium, France and Spain.

BIHAMK release the first risk maps on national roads in Bosnia and Herzegovina.

Motormännen star rating results show that in Sweden, despite massive speed reductions, 1 in 4 roads do not reach acceptable safety standards.

How Safe Are You on Europe’s Trade Routes provides the first comprehensive analysis of TEN-T roads in 15 countries, finding that just 31% meet “best possible” safety standards.

FIB provide road inspection services for star rating in Tanzania.

New Members of the Association

New Members of the Association

New countries involved

Countries involved 24
The EuroRAP Journey 1999-2012

EuroRAP commits to build a Europe Free of High Risk Roads as its contribution to the UN Decade of Action for Road Safety 2011-2020.

To do so we commit to:
• extend our Membership of civil society, authorities and experts;
• ensure our systematic measurements of known high risks and remedies compels action;
• build capacity and train authorities in RAP assessment and the Safe System, and show policy makers and public that routine, predictable road deaths can be eliminated;
• extend RAP assessments to 90% of motorways and national roads and 50% of busy regional roads.

EuroRAP mobilises 14 eastern European nations with the SENSoR (South East Neighbourhood Safe Routes) project – applying the latest RAP analysis tools to develop plans to eliminate high risk roads and extend public and professional support.

The first online European Road Safety Atlas is released giving safety ratings of 240,000kms of roads across 23 countries.

Road inspections go from strength-to-strength:
• With support from MCC and national Government star ratings are released in Moldova. A Safer Roads Investment Plan shows a BCR of 5. The value of star ratings in design plans is demonstrated.
• FIB provide road inspection services for a star rating pilot in Canada.
• AMSS support pilot road inspections in Russia.
• ANWB begin an ambitious self-funded programme to star rate all provincial roads in the Netherlands.

Working with leading motor manufacturers, EuroRAP and EuroNCAP collaborate on Roads That Cars Can Read - an initiative to define the tolerances and logical structure needed for cars to read the road, and the extent to which existing major road networks fall short.

Following increasing demand EuroRAP develops and delivers training for planners, engineers and road safety professionals.

New countries involved

Countries involved 27

2011

2012

Enabling Others

The EuroRap Journey 1999-2012
The European Road Assessment Programme (EuroRAP AISBL) is an international not-for-profit organisation (Associations Internationales Sans But Lucratif) registered in Belgium, dedicated to saving lives through safer roads.

EuroRAP aims to:

- Reduce death and serious injury on Europe’s roads through a systematic programme of risk assessment, identifying major safety shortcomings that can be addressed by practical road improvement measures;
- Ensure risk assessment lies at the heart of strategic decisions on route improvements, crash protection and standards of route management; and
- Forge partnerships between those responsible for a safe road system – motoring organisations, vehicle manufacturers and road authorities.

In a handful of years, EuroRAP has grown from a 4-country pilot to become a major force for change, with active programmes currently in over 30 countries. EuroRAP’s success is now being replicated across the world with Road Assessment Programmes (RAP) in more than 50 countries throughout Europe, Asia Pacific, North, Central and South America and Africa.

EuroRAP is financially supported by the FIA Foundation for the Automobile and Society, the European Commission and the European Association of Motor Manufacturers (ACEA). Programmes are typically self-financed by in-country automobile associations and national governments. Specific projects receive funding from the World Bank, Global Road Safety Facility, automobile associations, regional development banks, national governments, automobile clubs and associations, charities, the motor industry and institutions such as the European Commission. In addition, many individuals donate their time and expertise to support EuroRAP.

EuroRAP has received two Prince Michael International Road Safety Awards. The first in 2004 for founding the European programme, and the second in 2009 at the first inter-Ministerial conference on road safety in Moscow, for founding the global International Road Assessment Programme (iRAP).

For more information
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