

Auditors and Inspectors Training – European Harmonisation

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PILOT4SAFETY

Pilot project for common EU Curriculum for road safety experts: training and application on Secondary Roads

DG MOVE project

Start date: 1 June 2010

Duration: 24 months

Budget: € 1.3M



Partners

FEHRL – Coordinator

ASTRAL Lazio

CDV Brno

Generalitat de Catalunya

Region of Central Macedonia



The “Pillars” of the Directive 2008/96/EC

Art. 3 - Road safety impact assessment-RIA

Art. 4 - Road safety audit-RSA



Art. 5 - Safety ranking and management of the road network in operation

Art. 6 - Road safety inspection



Art. 9 - Appointment and training of auditors



Member States shall ensure training curricula for road safety auditors are adopted by 19 December 2011.

The limits of the Directive

When the Directive is adopted by the Member States, it will apply **only** to TEN-T road network

.... but.....

The highest number of fatalities occurs on the so-called "secondary roads"

- 1-Single carriageway, two lanes
- 2-Paved road
- 3-Outside Urban Areas



Concept and Objectives of the Pilot4Safety Project

Pilot4Safety aims to overcome this “barrier”, by using a part of the Directive as a template for safety application on regional roads

- Develop curricula and tools for the auditing and inspections of secondary roads in a group of EU regions
- Reach an agreement between the regions about acceptance of a common training curricula and exchange of safety experts
- Application of RSA, RSI on some road projects and road stretches identified by each regional Authority as a priority in terms of safety.

Curriculum

for Road Safety personnel, mainly based on Road Safety Audit and Inspections

Steps:



A structured list of items related to RSA & RSI



To be organised in a comprehensive Training Program

Curriculum

for the Road Safety personnel, mainly based on Road Safety Audit and Inspections

STEP I. Draft a Curriculum plan (for RSA & RSI courses)

- Relevant EU bibliographic references

e.g. EURO-AUDITS ; RiPCORD-iSEREST

- EU national practices

Through experience from FEHRL umbrella partners

e.g. German, Austrian RSA courses



A structured list
of items related
to RSA & RSI

Curriculum

for the Road Safety personnel, mainly based on Road Safety Audit and Inspections

STEP II. Survey amongst partners

Aims of the topics survey were to:

- find out the relevance of specific curriculum topics
- figure out other (new) relevant topics
- define the session length (hours)

Grading key for the votes:

Highly relevant
Relevant
Interesting
Nice to have
Not relevant

RSA/RSI Curriculum Plans

Structure

STEP III. Two Curriculum plans

4 parts/modules:

- Preliminary Part
- Basics about RSA / RSI
- The Audit / Inspection Process
- Practical Part



Alignment of this EU-based program to the specific regional/national circumstances!

- Interactive – Practical – Participants contribution
- Include expectations of the trainees

RSA/RSI Training

Selection of the trainees

- Selection of the trainees by the participating region; criteria:
 - Education level;
 - Professionnal experience;
 - English language skills;
 - Availability for the project.

Invitation of some additional trainees through partner's contacts (Italy, Greece, Belgium)

RSA/RSI Training

Trainees Profile

- 7 participants completed the RSA training
- 12 participants completed the RSI training

(additional trainees included)

<i>Their position</i>
<i>(Traffic) engineers</i>
<i>Road projects auditors</i>
<i>Surveyor engineer</i>
<i>Traffic planner</i>
<i>Environmental engineer</i>
<i>Head of road service</i>
<i>Head of road works Dpt.</i>
<i>Engineer, project manager</i>
<i>Road safety coordinator</i>
<i>Mechanical Engineer in Public Work Services</i>

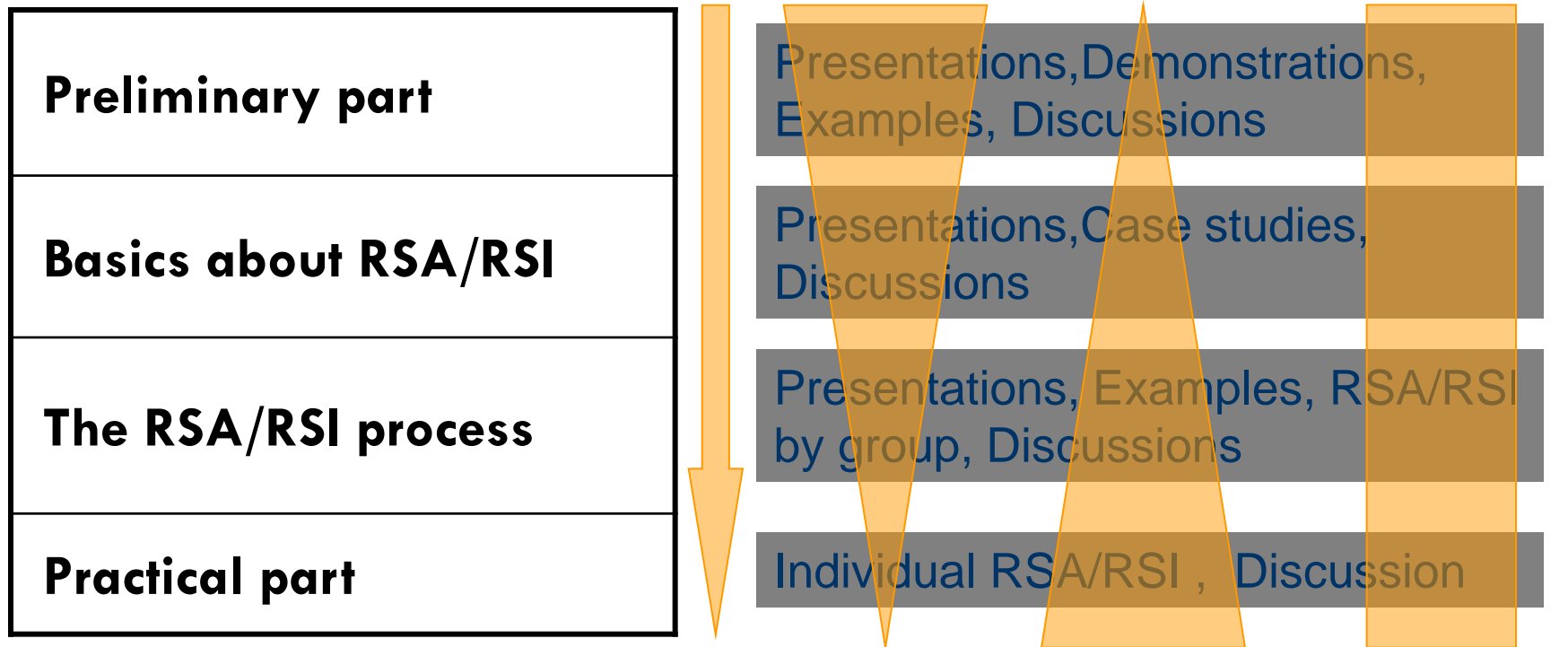
RSA/RSI Training

Agreement on a detailed program

- Curriculum plans = reference documents (seen as flexible and open)
- Fine tuning of the training sessions content finally done by the trainers
- Specific regional/national circumstances considered (participants contribution)
- Possible feedback/expectations from the trainees
- Training programs agreed between FEHRL partners

RSA/RSI training – summary

4 parts/modules



Harmonisation of Auditors and Inspectors Training

Why is harmonisation necessary?

EC Communication COM (2010) 389 (*Towards a European road Safety area: policy orientation on road safety 2011-2020*)

“The Commission will promote the application of the relevant principles on infrastructure safety management to secondary roads of Member States, in particular through the exchange of best practices”

Harmonisation of Auditors and Inspectors Training

A certified European training will comply with EC objective by:

- ◆ Allowing the cross-national sharing of best practices
- ◆ Optimising the outputs, due to the (independent) point of view of experts coming from different EU areas
- ◆ Being a starting point to implement common road safety standards for the European road network
- ◆ Underlining that the safety issues should not stop/change at borders

Harmonisation of Auditors and Inspectors Training

A common/harmonised European training will be the first step to getting a common high level of road safety on all roads across the EU member states. By having safety personnel with a harmonised technical background, similar road safety solutions will be adopted for similar road safety problems

Pilot project for common EU Curriculum
for Road Safety experts: training and
application on Secondary Roads



Next steps to common EU training of road safety experts

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PILOT4SAFETY
Next steps to common EU training of road safety experts



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Next steps to common EU training of road safety experts

Objectives:

- ◆ Provide recommendations to stakeholders to support their objectives in term of best practice exchange and the continuous improvement of safety management practices
- ◆ Support member states in their efforts to implement RSA/RSI on the secondary road network

It sets the basis for the establishment of a common training for European road safety auditors and inspectors

Next steps to common EU training of road safety experts

The report contains:

- ◆ Recommendations regarding RSA/RSI training
- ◆ Recommendations regarding practical RSA/RSI on secondary roads
- ◆ Conclusions and open issues

Recommendations regarding RSA/RSI training

- ◆ Length of training
 - recommended length = 8 working days in the classroom (including theory and practical exercises), plus some homework
 - in total, about 100 hours including homework, which is consistent with the extent of training organised in PILOT4SAFETY

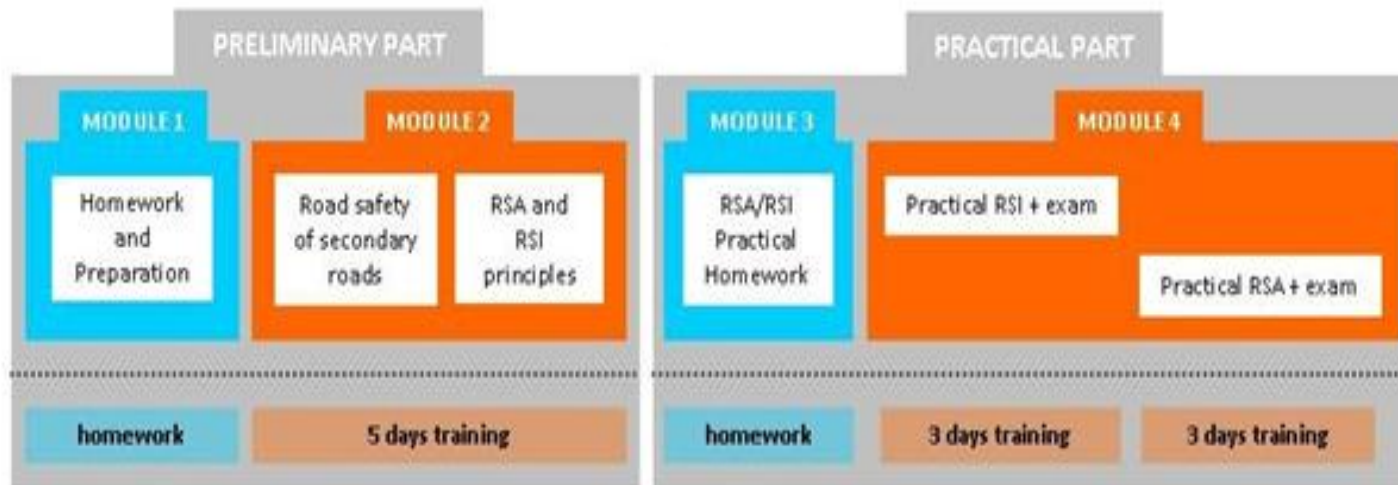
- ◆ Number of trainees
 - optimal size of the training class = 8-10 trainees
 - a mixture of different nationalities within the course

Recommendations regarding RSA/RSI training

◆ Skills and knowledge of the trainees

The trainees should have some kind of Europe-wide homologated engineering training (e.g. equivalent of university degree) and at least three years of experience in road design and/or road safety engineering and/or accident analysis.

◆ Structure of the training



Recommendations regarding RSA/RSI training

◆ Final examination

The training should end with the final practical exercise, which should at the very least be in a semi-real situation (meaning the whole audit or inspection process should be covered, i.e. from the ordering of the audit/inspection to the presentation of the results to the client).



Recommendations regarding practical RSI on secondary roads

- ◆ International composition of the RSI team
 - The international character of the inspection team does not cause any serious problems
 - The presence of visiting inspectors was considered as beneficial by all involved parties
 - There were no general barriers identified; only language and unfamiliarity with local conditions were mentioned as potential issues
 - The exchange of knowledge and increased respect from local authorities were the most beneficial factors mentioned

Recommendations regarding practical RSI on secondary roads

◆ Procedures

RSI team

It is strongly recommended that the RSI is carried out by a team of at least two inspectors

Checklists

The usage of checklists should not be mandatory during the inspection, but it is recommended to use them, especially after conducting the inspection, to ensure that no safety critical issue has been forgotten

Recommendations regarding practical RSI on secondary roads

◆ Procedures

Safety of the inspection team and other road users

When inspecting using a car driving slower than the usual traffic, it is important to use a car equipped with warning signs/markings or a switchable flashing light(s) mounted on the roof

Point of view of all road users

It is vital that the inspection is not only car-oriented. It is necessary to check the safety issues from the point of view of all road users (e.g. pedestrians, cyclists, motorcyclists, and children) as well as to inspect not only the major road, but the crossings or side roads as well

Recommendations regarding practical RSI on secondary roads

◆ Procedures

Recommendations for safety improvements

Recommendations should be elaborated in a general way, and should not replace the work of the road operator. The inspector or RSI team must highlight the potential road safety deficiencies and risks and may give recommendations if necessary, but the solutions must be prepared by the client

Ranking

The RSI report could indicate the relative importance of each deficiency and therefore assist the client in making appropriate decisions. This is done using language forms such as “must”, “should” or “consideration should be given to” within the recommendations, or by adding expressions like “highly recommended”, “potential high impact”, “suggestions to consider”

Recommendations regarding practical RSI on secondary roads

◆ Procedures

Client's formal response

The responsible road authority shall prepare a written statement outlining the actions taken and the justification for the decision if no actions were taken. Both the inspection report and the formal response together form the documentation for conducting the inspection

Conclusions

- Effective structure of the training in 4 consecutive modules
 - **Module 1:** complete review of the necessary basics
 - **Modules 2 & 3:** appropriate and progressive practical training of the RSA and RSI procedures
 - **Module 4:** Check & consolidation of knowledge
- Mixed learning method (theoretical/practical)

Conclusions

- About the interest of a common training at EU level:
 - unique opportunity to exchange about rules, practices & experiences
 - step towards a common high level of road safety in EU

Acknowledgements The PILOT4SAFETY Team

