



**EuroRAP AISBL**  
**SUBMISSION**

**GREEN PAPER**  
**TEN-T: A policy review**

**TOWARDS A BETTER INTEGRATED TRANSEUROPEAN TRANSPORT  
NETWORK AT THE SERVICE OF THE COMMON TRANSPORT POLICY**

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## Introduction

This short submission focuses on the omission of safety from the Commission's consultation as invited in question 1. EuroRAP believes that this submission will be the single most important that the Commission receives in response to this consultation.

A major recent global change in safety management by progressive countries and institutions has been the rejection of the notion that road casualties are a fact of life that has to be accepted. It is open to the Commission, without legislation, to establish minimum levels of safety on the TEN-T that are acceptable to the citizens of Europe.

The Commission, like other development institutions, can now use existing instruments to channel resources towards programmes that give the highest economic and social returns. Targeted infrastructure safety programmes are now being generated, evaluated and funded worldwide with new tools.

EuroRAP would be pleased to brief the Commission on what is being achieved in Europe and worldwide and ensure future TEN-T policy reflects world class practice in managing the safety of networks.

## Key Points

- In the past 20 years, EuroRAP provisionally estimates that at least one million European citizens have been killed or seriously injured on the 100,000km TEN-T road network.
- The annual cost of road crashes on the TEN-T road network may be worth as much as 0.25% of entire European GDP.
- It is now possible to measure the safety of roads to the common international RAP Road Assessment Programme protocols used worldwide. Safety is now measured objectively for routes and networks.
- Most European countries choose to work with EuroRAP as advised in the 2008 OECD document "*Towards Zero*" which advises "*a competent authority...will seek...understanding of the linkages between crash rates and road protection scores derived from iRAP.*"
- In autumn 2009, EuroRAP proposes to publish the first maps focusing on the safety performance of the TEN-T road network. This uses results from the *European Road Safety Atlas* project supported by the Commission. Many individual national results are already available.
- Therefore, there is a major opportunity this year for the Commission to focus on measuring and then raising the safety performance of the TEN-T road network in partnership with progressive nations and without legislation.
- There are high economic returns on main national and regional routes from targeting and eliminating infrastructure problems associated with high risks of death and serious injury.

- Development banks and worldwide are now using new RAP tools to help systematically generate and fund targeted safe infrastructure programmes.
- Western European countries are among those trialling in 2009 how these can be applied in high income countries.
- The availability of systematic, transparent, international measures of safety is showing quickly why the death and serious injury rate is so high even on purpose built high speed roads. Even advanced countries show surprising safety deficits on their networks.
- In 2008, following economic appraisal, Europe's top performing country in safety, the Netherlands, pledged to eliminate roads with less than 3-star safety performance from its national network by 2020. It expects this to be completed far sooner.
- The term 'core network' was first advanced in Scottish national roads policy in 1992 in the face of shortage of funds. Major reconstruction and ITS were to be focused on the core network but safety programmes were to be pursued across the network, particularly on non- core routes.
- EuroRAP proposes that trial economic appraisals should be carried out on costs and benefits of upgrading the safety performance of the TEN-T road network. **The key test is whether 4-star safety standards should be set for the core network and 3-star on non-core.**
- EuroRAP's proposals present the European Commission with real opportunity to add value quickly without legislation by helping accelerate public, political and professional understanding of the important new approaches to safety management – and the saving of life and economic loss.
- EuroRAP believes the these proposals will impact quickly well beyond the TEN-T as learning is transferred in-country (e.g., the 2009 UK government road safety strategy will focus on its main road network ('A' roads) as does work in the Netherlands, Spain and Sweden).
- In eastern Europe, the focus on programmes should be on national networks. EuroRAP is working with the World Bank to develop high return Safe Road Infrastructure Programmes in south eastern Europe as part of the global iRAP programme.
- EuroRAP would like to encourage the Commission to play an active part in leading the development of global road safety policy in infrastructure through the TEN-T given its unique experience in high, middle and low income countries. In particular the Commission should note:
  - the World Bank's 2008-2012 transport policy document entitled *Safe, Clean and Affordable Transport*. The Commission should note the change in sentiment and the policies developing to ensure that new roads and rehabilitation schemes are not undermined by haphazard attention to safe road design – the safety of networks not sites;

- the United Nations General Assembly has mandated the first inter-Ministerial conference on road safety in November 2009 with infrastructure safety a key subject;
- the OECD's *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*.

### **About EuroRAP**

EuroRAP is a sister association to EuroNCAP. It has approximately 50 members comprising European motoring organisations, national and regional road authorities and motor manufacturers. EuroRAP is a key supporter of iRAP, the International Road Assessment Programme which operates in low, middle and high income countries worldwide [www.irap.net](http://www.irap.net).

EuroRAP's goals are to develop safe roads by ensuring all parts of road transport system – roads, vehicles and drivers – work as a single safe system. This requires clear responsibilities to be allocated in future to manufacturers, road authorities and drivers. The regulatory framework has a key role to play. Details of the work of EuroRAP can be found at [www.eurorap.org](http://www.eurorap.org).

EuroRAP is uniquely supported by all stakeholders in a safe roads system and its views are based on research commissioned in-house and from Europe's leading road safety laboratories such as the Transport Research Laboratory (TRL). Road Authority Members and Expert Members also give technical advice to the Association but are not responsible for its public policy views. The views of EuroRAP do not necessarily represent the views of any of its Members individually.