



CRMMP / road safety

EIB's role and contributions

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- Who we are and what we do
- EIB procedures and requirements
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Who we are and what we do

- The European Union's bank
- Working with other EU institutions to implement EU policies
- Provide finance and expertise for sound and sustainable investment projects
- Projects must be bankable and comply with strict economic, technical, environmental, social and road safety standards

Who we are and what we do

- EU members states are at the forefront of road safety management
- EIB well positioned to export EU best practice



Effective separation of road users

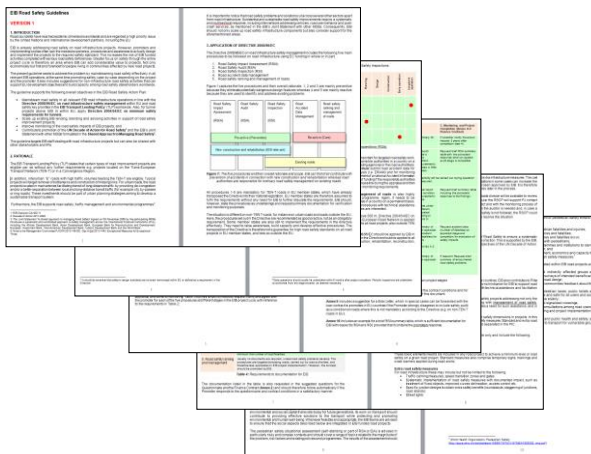


Safe integration of all road users

EIB's approach to road safety

1. Mainstream road safety in EIB road infrastructure operations
- **EIB Road Safety Guidelines**
2. Scale up existing EIB lending, blending and advising activities in support of road safety improvement projects
- **EIB Road Safety Action Plan**
3. Improve monitoring of road safety impacts on EIB financed projects

EIB Road Safety Guidelines





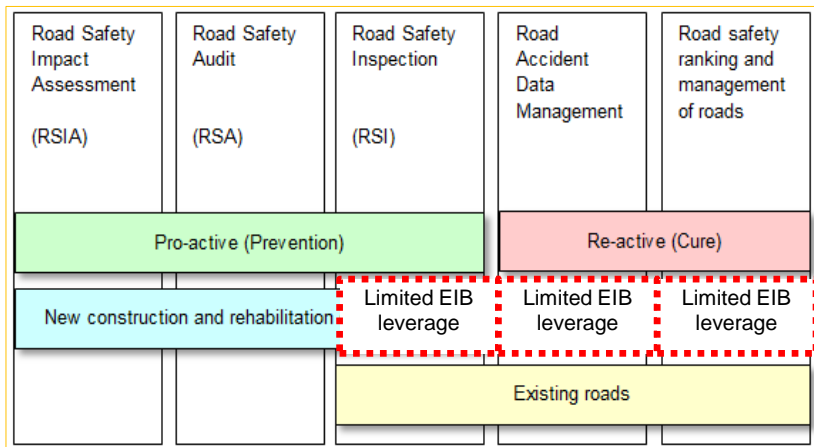
The five basic procedures

Directive 2008/96/EC – now under review by DGMOVE

- Road Safety Impact Assessment (RSIA) Article 3
Road safety impact assessment for infrastructure projects
- Road Safety Audits (RSA) Article 4
Road safety audits for infrastructure projects
- Road Safety Inspections (RSI) Article 6
Safety inspections
- Road accident data management Article 7
Data management
- Road safety ranking and management Article 5
Safety ranking and management of the road network in operation



EIB leverage and assistance



EIB requirements

- Road Safety Impact Assessment (RSIA)
- Road Safety Audits (RSA) on draft and detailed design, before completion, and during early operation
- Pedestrian Safety Assessments (PSA) in specific cases
- Design, supervision and contractor's teams must include a competent person responsible for road safety matters.



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EIB requirements

RSA Summary Table

Problem	Recommendation	Decision
4-way intersection in kmt 3+200	Roundabout	Accepted
No speed limit through urban area	50 km/h speed limit kmt 3+100-3+700	Accepted
High speeds through urban area	Speed humps	Not possible according to national standards - Other measures will be introduced
..

EIB in the region - *examples*

Project	Country	Length
Programmes, existing roads		
Roads Modernisation Federation BiH	Bosnia Herzegovina (2014-19)	290 km national road
Road Rehabilitation and Safety	Serbia (2014-19)	1100 km trunk road (WB,EBRD)
Sections, new construction		
Vlore Bypass +Fier Bypass	Albania (2014-16)	29 km bypass (EBRD)
Banja Luka- Doboј Motorway	Bosnia Herzegovina (2014-18)	72 km toll motorway (EBRD)
<i>Under appraisal:</i> Corridor VC Mostar South	Bosnia Herzegovina (2017-21)	21 km toll motorway (EBRD)

New platform or project in the region?

- **Road design standards:** Use EU best practice & safe system approach. Better coordination and predictability for road users, planners, designers, consultants.
- **Development of RSA capacity:** Allow RSA newcomers to gain experience through participation in RSA and RSI teams (pilot project-approach).
- **Awareness / communication / enforcement:** Use the same concepts and focus on the same messages to the same target groups ('recycling' of campaign concepts).
- **Accident data systems:** No need to 'reinvent the wheel'.



Possible EIB Support

Lending and blending

Funding of projects and programmes with sufficient volume

- 60+ m EUR within EU
- 30+ m EUR outside EU

This opens for investments in route- or area wise road safety and rehabilitation programmes where accident reductions provide the major benefits and contributions to feasibility and cost-effectiveness .

Road safety audits and/or inspections needs to be included!



Possible EIB Support

Dedicated road safety projects/programmes

- Must contain infrastructure investments
- Road safety must be the main objective
- Existing accident problems should be documented and analysed
- Costs should be justified by cost-benefit assessments

Minimum requirement for specific road infrastructure improvements:

- A road accident analysis, including accident reduction targets and suggested measures to meet the targets
- Ideally, a full Road Safety Impact Assessment in accordance with Directive 2008/96/EC



Possible EIB Support

Advice and TA

EIB has access to TA grant funds for capacity building if a promoter expresses the need for assistance with road safety and this cannot easily be integrated into a project loan.

A number of funding mechanisms are available:

- European Partnership TA Trust Fund (EPTA TF)
- Neighbourhood Investment Facility (NIF)
- Western Balkans Investment Framework (WBIF)

-but TA can also be integrated directly into the project loan.

