



# STATEMENT OF POLICY

by the International Road Federation

## “Minimum Requirements for Road Safety Audit Team Leaders”

Update – July 13, 2017

---

Road Infrastructure Safety Management procedures are effective and efficient tools to help road authorities reduce the number of accidents and casualties, because design standards alone cannot guarantee road safety in all conditions<sup>1</sup>.

The International Road Federation (IRF) strongly supports the extended and expanded use of these procedures, chief among which Road Safety Audits and Inspections. IRF has previously endorsed a resolution<sup>2</sup> supporting the mandatory introduction of, and associated funding for, road safety audits linked to all new road investment loans by Multilateral Development Banks.

The ultimate goal is to use locally-drawn expertise to conduct these audits and/or inspections wherever possible. This in turn requires road authorities to have a clear definition detailing who can conduct audits and inspections.

An unqualified Road Safety Audit Team Leader (RSATL) could miss obvious safety concerns resulting in an unsafe road. Worse yet, the road authority would be using its limited financial resources to conduct these audits with less than acceptable results. Poorly performed or badly documented Road Safety Audits can have negative effects on safety.

In order to ensure minimum qualification criteria are met, each country needs to establish a national certifying body or set accreditation standards for independent third party bodies, whether national or international, to train and certify Road Safety Audit Team Leaders. IRF recommends that this certifying body be determined by the National Road Authority. In countries where no national certifying body currently exists, IRF will provide a list of reputed Road Safety Audit training centers that could be used to certify RSATL until the national certifying body is established.

***This document is designed by the International Road Federation (IRF) to create guidelines for the minimum qualifications for Road Safety Auditor Team Leaders to ensure the quality and effectiveness of audits & inspections.***

\*\*\*\*\*

---

<sup>1</sup> OECD/ITF (2015) research report “Road Infrastructure Safety Management”

<sup>2</sup> IRF (2015) policy statement “Setting Ambitious Road Safety Requirements”

## **RECOMMENDED MINIMUM REQUIREMENTS FOR CERTIFICATION OF A ROAD SAFETY AUDIT TEAM LEADER**

The Road Safety Audit Team Leader (RSATL) Leader needs to meet the following requirements at a minimum. Road Authorities in a particular countries may require additional characteristics, training, education, etc. based on the specific needs of the country.

- **Independent:** RSATL cannot be employed by the organization that is hiring the Road Safety Audit (RSA) team.
- **Professional Experience:** Prior to application for RSATL Credential, have a minimum of five (5) years relevant experience in a road design, road construction, traffic law enforcement or traffic engineering field.
- **Understanding of RSA:** Within twenty-four (24) months prior to application for RSATL Credential, successfully receive a certificate from a recognized Road Safety Audit training course with a minimum of at least sixteen (16) hours duration; as well as at least one recognized certified training course of eight (8) hours or a minimum of eight (8) Professional Development Hours (PDHs) that covers Road Safety Legal Issues, Legislation and Policy, Collision Investigation, Road Safety Engineering, or Road Design.
- **RSA Experience:** Within thirty-six (36) months prior to application for RSATL Credential, provide verifiable evidence of participation on RSA teams that conducted a minimum of three (3) large road safety audits/inspections requiring over ten (10) person-days level of effort each OR six (6) small road safety audits/inspections requiring less than ten (10) person-days level of effort each, with an explanation of the applicant's participation and knowledge gained. The Road Safety Audit Team Leader on these teams must sign off on this experience, verifying that the applicant actively and significantly participated in the process
- **Industry Knowledge:** continue to be aware of developments in best practices and state of the art technologies regarding road safety. This knowledge is only gained through active participation in training programs, in person or online and/or attendance at Road Safety Congresses and Exhibitions.
- **On-Going Recertification Requirements:** Conduct as Team Leader a minimum of six (6) audits or inspections every twenty-four (24) months. Achieve sixteen (16) Professional Development Hours (PDHs) in Accident Investigation, Road Safety Engineering, or related discipline every twenty-four (24) months.
- **Organizational Skills:** Able to identify and appoint necessary team Members (2 to 6 people) based on project requirements. These Members could include a Road Safety Specialist (Accident Investigator), a Traffic Operations Engineer, a Road Design Engineer, Maintenance Personnel, a Local Contact Person, Law Enforcement, a Pedestrian Safety Specialist, a Bicycle Safety Specialist, a Motorcycle Safety Specialist, a Roadside Safety Specialist, a Traffic Psychologist, a Persons with Disabilities Specialist, etc.

- The following Traits are also highly recommended for any RSATL
  - Ability to co-ordinate tasks, liaise with others within deadlines.
  - Ability to write clear, concise reports.
  - Ability to visualize schemes from plans, from the point of view of ALL road users.
  - Good attention to detail.
  - Ability to understand complex schemes.
  - Ability to use Road Safety Audit prompt lists to make roads safer for all road users.