



STATEMENT OF POLICY

by the International Road Federation

“Minimum Requirements for Road Safety Audit Team Leaders”

November 18, 2015

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 conditions¹.

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 resolution² 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.

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

² 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 Certification, have a minimum of five (5) years relevant experience in a road design, road construction, traffic law enforcement or traffic engineering field. Road Safety Engineering experience is essential. For RSATL conducting Design/Redesign to Pre-Opening Stage Road Safety Audits, also known as Pre-Construction Stage Road Safety Audits, an engineering degree with a focus on road design, road safety or traffic engineering may also be required.
- **Understanding of RSA:** Within eighteen (18) months prior to application for RSATL Certification, 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 that covers Road Safety Legal Issues, Legislation and Policy, Collision Investigation, Road Safety Engineering, or Road Design. The International Road Federation (IRF) can provide certification for these courses.
- **RSA Experience:** Prior to application for RSATL Certification, provide verifiable evidence of participation on RSA teams that conducted a minimum of five (5) audits in each of the previous two (2) years 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 a minimum of four (4) audits in a year as Team Leader. Attend or teach a minimum of one minimum sixteen hour (16) hour certified training course in Accident Investigation or one minimum sixteen hour (16) hour training course in Road Safety Engineering 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.