



# STATEMENT OF POLICY

by the International Road Federation

## “Road Markings”

January 14, 2014

---

**Although the International Road Federation (IRF) has not conducted its own investigation, the IRF has reviewed and now endorses the concept outlined below. This position is based upon extensive supporting documentation regarding the need for adequate and effective road markings on roads around the world. These road markings not only should be used on new roads but every effort should be made to ensure these road markings are properly maintained. The resolution is contained below:**

*Road markings are one of the most cost-effective safety solutions that are available to policymakers and road owners. They provide drivers with much needed guidance on the road allow for better preview time and can significantly help avert the risks of run-off-road accidents and head-collisions. Nevertheless, as a result of budget cuts implemented by governments in some countries in recent years, the quality of road markings around the world has deteriorated significantly and in some cases, they have even disappeared altogether.*

*“The systematic under-maintenance of roads and road markings in particular represents first and foremost a hazard for the road user,” explains George Lee, Chairman of the ERF Working Group on Road Markings. “There is a plenty of empirical evidence and research findings that proves that road markings greatly increase driver comfort and can produce significant first year rates of return for road authorities’.*

*In addition, and as outlined by EuroRAP and EuroNCAP in their consultation paper launched in November 2013, the absence of visible road markings also essentially negates the large potential safety benefits that can arise from the introduction of Lane Departure Warning Systems in new vehicles. Many of the current Lane Departure Warning Systems rely on clear road markings to calculate the vehicle’s position on the road.*

*In the United States, the paper “The Benefits of Pavement Markings: A Renewed Perspective Based on Recent and Ongoing Research” concludes that “There are many advances underway. Pavement marking technologies are producing more durable markings, brighter markings, and markings that continue to retro reflect even during rainy conditions. Agencies are continuing to use pavement markings on rumble strips for added visibility and durability. Many agencies are developing successful pavement marking management tools that include innovative performance measures. The specifications for pavement markings are also evolving to accommodate new technologies and innovative pavement marking management practices. These efforts, and others, have been shown to be effective. As noted earlier, the Missouri Department of Transportation has seen a 25 percent reduction in lane departure crashes since implementing policies to help keep drivers on the road.”*

*The solution is to establish intervention and maintenance standards that can ensure markings remain visible at all time, both to the driver and the intelligent vehicle irrespective of light conditions (day vs night), weather conditions (dry vs wet vs wet and rainy) and age (young vs old).*

*“We believe that this can be summarized by the simple 150x150. In other words, road markings should have a minimum performance 150 mcd/lux/m<sup>2</sup> and a minimum width of 150 mm for all roads. For wet and rainy conditions the minimum performance level should be 35 mcd/lux/m<sup>2</sup> (RW2),” explains George Lee.*

*“We know that this is feasible from a technological point of view and believe that any additional costs will be more than compensated by better increased safety levels and reduction in accidents. This is why this proposal has been endorsed by a wider range of stakeholders. Thus, what we are calling for is for road authorities around the world to upgrade their road marking practices and for European Member States in particular to honour their pledge made at Leipzig Summit and to allocate to road administrations sufficient funds to keep Europe’s roads safe.”*

\*\*\*