



Better Road Infrastructure Safety Management Directive (RISM)

This thematic area is focused on implementation of the [EC Directive 2019/1936/EC Amendment](#) in countries of the Danube Area Region. All of the Member States, with some states outside EU, successfully implemented the EC Directive 2008/96/EC and set up procedures throughout with Road Safety Impact Assessment (RSIA), Road Safety Audit (RSA) and Road Safety Inspections (RSI) being performed on newly designed and

existing road infrastructure. Since European Commission amended the mentioned directive, Member States need to amend respective national laws to include newly set requirements. Revised Directive seeks to remove disadvantages of Directive 2008/96/EZ.

Better Road Infrastructure Safety Management Directive (RISM)

Because Your Road Safety is on our RADAR.

This goal is pursued by introducing the following main changes:

- ▶ Prescribing **transparency** and directing **further action** based on the results of road infrastructure safety management procedures.
- ▶ Incorporating a **network-wide road safety assessment**, a process of systematic and proactive risk mapping to assess the “in-built”, or inherent, road safety in the European Union.
- ▶ Extending the scope of the Directive beyond the Trans-European Transport Network (TEN-T) to **include motorways** and **primary roads** outside TEN-T network and all roads outside urban areas that are wholly or partly **built with EU funds**.
- ▶ Establishing **general requirements** regarding the characteristics of **road signs** and **traffic signs** in order to facilitate the introduction of cooperative, interconnected, and automated mobility systems.
- ▶ Introducing an obligation for **vulnerable road users** to be systematically considered within all road safety management procedures.

By 31 October 2025, Member states should provide a report to the Commission on the safety classification of the entire network assessed, after which such reports should be provided every five years. Results of the above-mentioned safety inspections should also be delivered in a common format which would allow for comparison between states.

Analysis of RISM Directive implementation status and achievements in the Danube Area

Foreseen challenges in RISM directive implementation process:

- ▶ Unclear definition of “Primary” road network.
- ▶ Lack of traffic data and road crash data.
- ▶ Poor quality of road crash data.
- ▶ Difficulty to access personal injury accident data.
- ▶ Difficulty of integrating the aspects considering VRUs.
- ▶ Funding and organisation related challenges.
- ▶ Challenges regarding legal framework.
- ▶ Problems with distinguishing the difference between targeted and periodical road safety inspections.
- ▶ Problems with ensuring the independence of road safety auditors.
- ▶ Need to develop common methodology for performing Network-wide Road assessments.

Road safety assessment procedures per country:

Presence of applied procedures	NWRSR	RSIA	RSI	RSA
Slovenia	✓	✓	✓	✓
Croatia	✓	✓	✓	✓
Hungary	✓	✓	✓	✓
Czech Republic	✓	✓	✓	✓
Bulgaria	✓	✓	✓	✓
Austria	✓	✓	✓	✓
Bosnia and Herzegovina	✗	✗	✗	✗
Serbia	✗	✗	✓	✓
Moldova	✗	✗	✗	✗
Slovakia	✓	✓	✓	✓
Romania	✓	✓	✓	✓
Montenegro	✓	✓	✓	✓

ABOUT RADAR PROJECT

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RADAR project is modelling a safe future by:

- ▶ Identifying and reducing crash risk on roads network using a methodology of network-wide risk assessment that is accepted by the European Directive and other international organisations.
- ▶ Enhancing transnational cooperation between stakeholders to build strategy that will save lives on roads
- ▶ Defining cost-effective solutions to reduce crash risk by improving road infrastructure for all road users.

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RECOMMENDED BY RADAR PROJECT

Recommendations for state governments/ministries/agencies:

- ▶ National authorities should encourage including roads where at least 50% of fatal and serious accidents occur.
- ▶ Country specific classification should be encouraged in order to enable proper classification of high, medium, and low risk roads.
- ▶ Safe system concepts should be built in all road infrastructure related legal acts.
- ▶ Vulnerable Road Users: Pay special attention to VRUs and promoting Active modes of Transport by developing dedicated road infrastructure.
- ▶ Investment plans should be made based on cost/benefit analysis with modelling of savings in terms of fatal and serious injuries prevented.
- ▶ Raise the minimal road safety design standards for new and existing road infrastructure.

Recommendations for local governments:

- ▶ Road safety audit and inspection procedures should be performed on regional road network based on crash occurrence analysis.
- ▶ Pay special attention to VRUs and promoting Active modes of Transport by developing dedicated road infrastructure in urban and suburban areas.
- ▶ Promote and expand 30 km/h speed limit zones in residential areas.

Recommendations for road authorities:

- ▶ Significantly increase weight of road safety priorities in investment and maintenance plans development.
- ▶ Define clear strategy and action plan to reduce 50% of fatal and serious accident on managed road network by 2030.
- ▶ Set internal guidelines above the minimal road safety standards.