Co-funded by the
Erasmus+ Programme
of the European Union

EuroS@P
EUROPEAN ROAD SAFETY PARTNERSHIP

WP5. Development of innovative teaching and certification methodologies

IO.14 - Development of competence certification program

This project has been funded with the support of the European Commission. This publication reflects the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

Copyrights

CC BY NC

GDAŃSK UNIVERSITY OF TECHNOLOGY

Università di Catania

Bauhaus-Universität Weimar

Sveučilište u Zagrebu

EIRA
EUROPEAN INSTITUTE OF ROAD ASSESSMENT

List of authors:

Gdansk University of Technology

Wojciech Kustra, Marcin Budzynski, Joanna Wachnicka, Tomasz Mackun

Bauhaus-Universität Weimar

Julius Uhlmann, Johannes Vogel

European Institute of Road Assessment

Olivera Rozi, Marko Ševrović

University of Catania

Salvatore Damiano Cafiso, Giuseppina Pappalardo

University of Zagreb

Leonid Ljubotina, Sanja Leš, Anđelo Marunica

Contents:

1 ABOUT THE EUROS@P PROJECT

The main objective of the EuroS@P project is to promote the best education solutions in the area of RISM directive, with the increase of awareness and knowledge of road safety, by:

1) Developing an e-learning platform with access to project products,
2) The development of teaching and training materials dedicated to conducting classes at universities and training courses for RISM staff,
3) Raising competencies and skills in RISM, by changing curricula at universities and equipping students and staff with didactic materials based on innovative RISM methods and tools,
4) Creating the foundations for Road Safety Professional Certification (RSP),
5) The development of a lasting relationship and the continuation of active international cooperation between project partners with the possibility of its extension to other institutions.

The EuroS@P project targets the following groups:

1) Students, researchers, and academic teachers at universities.
2) Road authority staff at national, regional and local levels.
3) Experts, specialists, and practitioners involved in RS activities, including staff who conduct training in various RS courses.
4) All users of road infrastructure, as an indirect target group, for whom the risk of road accidents will ultimately be reduced by increasing the effectiveness and efficiency of RISM activities.

The project is also supported by a group of associates who will cooperate with project partners to consult and evaluate the results. They will implement final products and promote the dissemination and accessibility of the project results.

ABOUT OUTPUT IO.14

Objective:

- Development of a certification system for Road Safety Professionals (RSP) based on developed RSI methodology for teaching and training.
- The Road Safety Certification (RSC) certification aims to establish a minimum level of knowledge in road safety and promote professional development.

Key Points:

1. **Framework:** The task falls under working package 5 (WP5. Development of innovative teaching and certification methodologies).
2. **Certification Levels:** The RSC Certification will have two levels:
   - **RSP Level 1:** For professionals impacting road safety across various dimensions.
   - **RSP Level 2:** For those focused on improving road safety performance through infrastructure and road safety management programs.

2 CORE AND ADVANCED COMPETENCIES FOR ROAD SAFETY PROFESSIONALS UNDER EUROS@P RSC

For the Road Safety Professional (RSP) road safety certification, the competencies encompass a range of domains and respective knowledge and skills. For the RSP certified engineer within Europe, these include:

- **Road Safety Legislation**: Understanding and interpreting relevant national and EU road safety legislation, as well as appropriate strategies and goals on global, EU and national levels. RSC needs to possess the following legislation knowledge and skills after the RSC process:
  - Understanding and Interpreting Legislation: This competency requires the RSC certified engineer to be well-versed in the various road safety laws and regulations that are in place both at the national and EU levels. This includes being able to read, understand, and apply the legal texts in practical scenarios.
  - Global, EU, and National Strategies: Beyond just the legislation, the RSC certified engineer must be familiar with the broader road safety strategies and goals set at different levels. This includes global initiatives, relevant road safety EU-wide legislation, and specific national documents with objectives to reduce road accidents and fatalities.
- **Road Safety Analysis:** RSC professionals must be well versed in understanding and interpreting road safety data, identifying patterns, and making informed decisions based on subsequent analysis. RSP needs to possess the following road safety analysis knowledge and skills after the RSC certification process:
  - Data Interpretation: Reading and understanding road safety data is crucial. This involves analysing accident reports, traffic flow data, or other relevant metrics.
  - Pattern Identification: Recognizing patterns in the data with the goal of predicting potential problem areas and understanding the causes of certain types of accidents.
  - Informed Decision Making: Using the analysed data, the RSP needs to make decisions that enhance road safety, whether recommending infrastructure changes or suggesting new traffic regulations.
- **Safe Infrastructure Design principles:** Knowledge of safe road design principles, including pedestrian pathways, intersections, and traffic calming measures. RSP needs to possess the following infrastructure design principal knowledge and skills after the RSP certification process:
  - Safe Road Design Principles: This involves understanding the best practices in road design which ensure optimal safety.
  - VRU infrastructure: Designing safe and accessible infrastructure for Vulnerable Road Users such as pedestrians.
- Safety Inspections: Conducting thorough safety assessments of existing road infrastructure. RSP needs to attain the following broad knowledge of Road Safety Assessment procedures:
  - Assessment Techniques: Understanding the various techniques and tools available for conducting safety assessments, such as targeted and network-wide safety assessments evaluating the current state of roads and other infrastructure to identify potential safety hazards or areas for improvement.

Individuals who strive to attain **RSP Level 1** certification need to showcase the expertise of core knowledge in road safety concepts and relevant EU-level legislation since this certification is designed for a diverse group of professionals whose roles influence the safety of road users. This encompasses individuals from fields such as engineering, vehicle operations, behavioural sciences, policing, and emergency services.

Individuals striving for **RSP Level 2** certification should be experts primarily focused on enhancing infrastructure safety standards since certification targets those who devise and suggest infrastructure solutions that can minimise road accident-related fatalities and injuries. Therefore, this certification level will demand advanced competencies such as applying road safety targeted methodologies.

3 PROPOSED METHODOLOGY FOR IMPLEMENTATION OF THE EUROS@P RSC

The EuroS@P Road Safety Certification (RSC) is a comprehensive program designed to elevate European road safety standards. This proposed implementation methodology outlines the steps for its effective implementation, leveraging the materials developed under the EuroS@P project and Moodle Learning Management System (LMS) for seamless administration, content delivery, and certification.

The methodology outlined for implementing the EuroS@P RSC is fundamentally a proposed framework designed to provide a structured and comprehensive roadmap for integrating and administrating the certification program. It is crafted with the intention of offering a clear and coherent guide, drawing from the capabilities of the Moodle e-learning platform and guidelines of the EuroS@P IO.14 document. While the entire RSC process and administration scheme was developed under the EuroS@P project, the actual implementation, administration, and adaptation of the certification process will ultimately reside in the hands of the relevant national-level authorities and academic institutions willing to adopt the Road Safety Certification. These entities possess contextual knowledge of their specific regions, road safety challenges, legislative nuances, and educational paradigms. As such, while the proposed methodology offers a foundational structure, it is up to these national bodies and universities to tailor, refine, and execute the certification in alignment with both EU, national and EuroS@P IO.14 rules, ensuring it meets the unique needs and standards of their respective countries. This decentralised approach ensures that the certification remains consistent on an EU-wide scale and locally relevant, balancing standardised excellence and regional adaptability.

Implementation methodology emphasises the importance of adhering to the guidelines in the IO.14 document (this document) while allowing for national-level customisation and administration. The implementation methodology consists of the following steps:

1. **Moodle Platform Configuration:** Register to the Moodle RSC platform (https://enauczanie.pg.edu.pl/moodle/course/view.php?id=31189) and receive instructor privileges, ensuring all teaching materials, exams, certification templates, and other essential materials are present and visible, as described within IO.14.
2. **Localisation:** While the core content should remain consistent with the IO.14 guidelines, the addition of localised content, examples, or case studies relevant to each nation is allowed. Additional questions to students can be added within the exam structure regarding national legislation, as long as they follow the RSC course guidelines and the material (publicly accessible for download and free of charge) is listed to the student together with the remaining material, and the score threshold for passing remains on a threshold of 85%. Using supporting templates and documents provided on the platform is highly recommended during this step.
3. **Course Modules and Exams:** Integrate the course modules, complete with interactive lessons, multimedia content, and examinations, ensuring they align with the IO.14 guidelines.
4. **Verification:** Upon course completion, the instructor must ensure that candidates have met all requirements per the IO.14 guidelines.

5. **Certification Templates:** Access the certification templates for RSC Level 1 and Level 2 on Moodle, ensuring they are easily accessible for issuance upon successful course completion.
6. **Issuance of Certificates:** Once verified, instructors need to utilise developed certification templates available to them on the RSC e-learning platform to issue certificates to successful candidates. This ensures that the issuance process is standardised and aligns with the IO.14 document's stipulations.
7. **Entry of successful candidates into the RSC database:** Once the certificate has been issued, assessors need to ensure that all successful candidates are entered into the RSC database, available on the e-learning platform.

3.1 Requirements for RSC Instructor/assessor

The role of an assessor in the Road Safety Certification (RSC) process is crucial. They are entrusted with the responsibility of evaluating candidates' competencies and ensuring that only those who meet the stringent standards of the certification are awarded the same. Essential requirements that an individual must fulfil to be deemed qualified as an assessor for the RSC certification are the following:

- **Degree in Relevant Field:** The assessor should hold at least a master's degree in a field related to road safety, civil engineering, transportation planning, or a related discipline.
- **Advanced Training:** Preference should be given to those who have undergone advanced training or hold postgraduate degrees in road safety or related areas.
- **Relevant Work Experience:** A minimum of four years of professional experience in road safety management, infrastructure planning, or a related field is essential.
- **Experience in Assessment:** Prior experience conducting assessments, evaluations, or examinations in a professional or academic setting is needed.
- **Understanding of RSP Levels:** The assessor should be well-versed with the curriculum, objectives, and requirements of RSP Level 1 and Level 2.
- **Completion of RSC Certification:** It's recommended that the assessor has successfully completed the RSP certification themselves, ensuring a deep understanding of the process from both sides.
- **Moodle platform Familiarity:** Given that the certification process is hosted on the Moodle e-learning platform, assessors should be proficient in using Moodle for evaluation, feedback, and communication purposes.
- **Data Analysis Skills:** The ability to analyse and interpret examination results, performance metrics, and other relevant data to make informed decisions.
- **Ethical Integrity:** A strong commitment to upholding the highest standards of ethics and fairness in the assessment process.
- **Communication Skills:** Proficiency in conveying feedback, decisions, and recommendations clearly and constructively.

3.2 Administration of the RSC process

The RSC process, while comprehensive, is designed to be user-centric, ensuring candidates have a clear path from registration to certification. The use of the online e-learning platform streamlines many administrative tasks, ensuring efficiency and consistency throughout the process. The involvement of qualified assessors at crucial stages guarantees the credibility and high standards of the certification.

Registration & Enrolment

- **Online Application:** Candidates apply directly to assessor institutions, providing necessary details and documentation as required by RCS registration template assessors are required to share with the candidates. Assessors must share the RSP Level 1 or 2 registration form to candidates.
- **Verification:** Administrative staff verify the authenticity of the provided documents and eligibility of the candidate.
- **Confirmation:** Successful candidates receive a confirmation email with further steps from assessors.

2. Access to Learning Materials

- **Accessing learning materials:** Assessors send the Candidates access to the learning materials (a document is provided for assessors on the RSC e-learning platform).
- **Course Enrolment:** Candidates enrol in the relevant RSP Level (1 or 2) and access course materials, including documentation, interactive modules, and supplementary resources.

3. Learning & Assessment Phase

- **Module Completion:** Candidates progress through the course modules, completing interactive lessons and quizzes.
- **Final Examination:** Upon studying all relevant material, candidates can apply to their assessor to undertake the final examination (for RSP Level 1).

4. Assessment & Evaluation

- **Exam distribution**: Assessors distribute the exam and supporting documents (for RSP Level 1) to the candidates, strictly adhering to submitted templates and IO.14 guidance.
- **Examination Review:** Assessors review the examination results, ensuring fairness and consistency.
- **Verification for RSP Level 2**
  - **EuroS@P Moodle Courses:** For RSP Level 2, candidates must enrol and pass both the RSI and PCSI courses on the EuroS@P Moodle platform, as well as the RSP Level. Assessors verify the successful completion of both courses and RSP Level 1 before proceeding with the certificate issue. Assessors must share the RSP Level 2 registration form with candidates.

5. Certification Decision

- **Pass/Fail Determination:** Based on examination scores, a pass/fail decision is made for each candidate. Each candidate will have two chances to complete the exam (RSP Level 1) before needing to enrol again.
- **Review & Approval:** A review by a senior assessor or committee ensures the integrity of the decision-making process.

6. Certification Issuance

- **Certificate Generation:** For successful candidates, certificates are generated by Assessors using the templates stored on the RSC Moodle e-learning platform.
- **Email Notification:** Candidates need to receive an email from an assessor notifying them of their results. Successful candidates receive their digital certificate as an attachment or a link to download it.

7. Entry into the Road Safety Professional Database

- **Database entry:** The assessor database sheet is a comprehensive record of all assessors involved in the RSP certification process and is available to all assessors on the RSC E-learning platform. It is mandatory that all assessors are entered into the database by an administrator of an RSC e-learning platform, and each assessor must ensure that all candidates, with their data for which the certification is issued, are entered into the joint RSP database.

4 WEB PLATFORM FOR RSC METHODOLOGY DISSEMINATION

The RSP Certification Online Platform is a dedicated digital space designed to host, manage, and disseminate the documentation for the RSC methodology. Built on the robust Moodle Learning Management System (LMS), the platform is tailored to provide administrators and users with an intuitive, secure, and efficient experience. RSC methodology materials, RSC Level 1 and RSC Level 2 can be found at https://enauczanie.pg.edu.pl/moodle/course/view.php?id=31189.

Main features of Web-Platform for RSC methodology dissemination:

User-Friendly Interface	**Dashboard Design:** Upon logging in, users are greeted with a clean, organized dashboard that displays progress, tasks, and any notifications or announcements.
	Navigation: The platform utilizes Moodle's intuitive navigation bars and menus, ensuring that users can easily find the documentation or course modules they're looking for.
Comprehensive Documentation Repository	**Organized Filing:** All certification documentation is stored in categorized folders, such as 'Course Materials', 'Examination Guidelines', 'Legislative References', etc.
	Search Functionality: Leveraging Moodle's advanced search capabilities, users can quickly locate specific documents or topics within the repository.
Integrated E-learning Modules	**Interactive Lessons:** The platform hosts interactive e-learning modules, complete with multimedia content like videos, infographics, and quizzes, ensuring an engaging learning experience.
	Progress Tracking: Moodle's progress tracking feature allows users to see how much of a module they've completed, encouraging them to stay on track.
Secure Examination Portal	**Timed Exams:** Administrators can set time limits for exams, ensuring fairness and consistency.
	Randomized Question Sets: To maintain the integrity of the exams, the platform can generate randomized question sets for each candidate from a larger question bank.
	Instant Feedback: Post-examination, users can receive immediate feedback on their performance, with the option for administrators to provide detailed explanations for each answer.
Collaborative Forums	**Discussion Boards:** Users can participate in discussion boards, fostering a collaborative learning environment where they can discuss course materials, seek clarifications, and share insights.
	Moderation Tools: Administrators and moderators have tools at their disposal to ensure discussions remain productive and respectful.
Technical Aspects and Security	**Data Security:** All user data, including examination results and personal information, is encrypted and stored securely. Regular backups ensure data integrity.
	Plugin Integration: Moodle's extensive plugin library allows for the integration of additional features as needed, ensuring the platform remains adaptable to evolving requirements.
Administrative Tools	**User Management:** Administrators can easily manage user profiles, assign roles, and monitor user activity.
	Content Management: Uploading new documentation, updating course materials, or modifying exam questions can be done seamlessly, ensuring the platform's content remains up-to-date.

5 RSC CERTIFICATION LEVELS AND PROCEDURES

5.1 RS Certification for RSP Level 1

Catering to professionals who influence road safety across a myriad of dimensions, RSP Level 1, besides basic road safety principles knowledge, emphasises a profound understanding of legislation, particularly the EU directive 1936/2019, commonly referred to as RISM (Road Safety Infrastructure Management). This level ensures that professionals are well-versed in the intricacies of this directive, which lays down the most updated and relevant principles for road safety management across the European Union. Professionals certified at this level are adept at interpreting and implementing the legislative guidelines, ensuring that road safety measures align with the overarching goals and standards set by the EU.

5.1.1 RSP Level 1 candidate prerequisites

RSP Level 1 Candidates need to have **professional experience/or completed** university studies in professions related to **road safety**, **urban planning**, **traffic engineering**, **transportation management**, or similar fields. This ensures they have a foundational understanding of the domain and can benefit maximally from the RSP Level 1 program.

A **minimum of 3 years of professional experience** in the aforementioned fields is required to enrol into RSC. This ensures that candidates have practical exposure to road safety challenges and can relate the curriculum to real-world scenarios. For fresh graduates or professionals with less than three years of experience, a recommendation letter from a senior professional or academician in the field can be considered an alternative.

5.1.2 RSP Level 1 certification process

The RSP Level 1 Course Certification process is displayed in figure 1. The Road Safety Professional (RSP) Level 1 certification process begins with pre-registration preparations, where candidates review criteria and gather necessary documents. After registering and receiving confirmation, candidates engage in coursework, which includes several mandatory self-reading materials and lectures. As the course concludes, candidates prepare for and take the examination. Successful candidates are then awarded the RSP Level 1 Certification. This streamlined process ensures that every certified individual is well-equipped with the knowledge and skills pertinent to road safety, especially concerning familiarity with global goals and relevant road safety EU directives, such as 1936/2019 (RISM).

Before signing up for the RSP 1 certification, road safety professionals and students should first familiarise themselves with the RSP Level 1 criteria.

This involves accessing and registering to the official RSP certification e-learning platform (https://enauczanie.pg.edu.pl/moodle/course/view.php?id=31189), which serves as a comprehensive resource for all certification-related information. By **reviewing the detailed criteria and prerequisites**, candidates can set clear expectations and understand the certification's scope. Additionally, gathering the necessary documentation in advance - academic qualifications and professional experience ensures a smooth registration process.

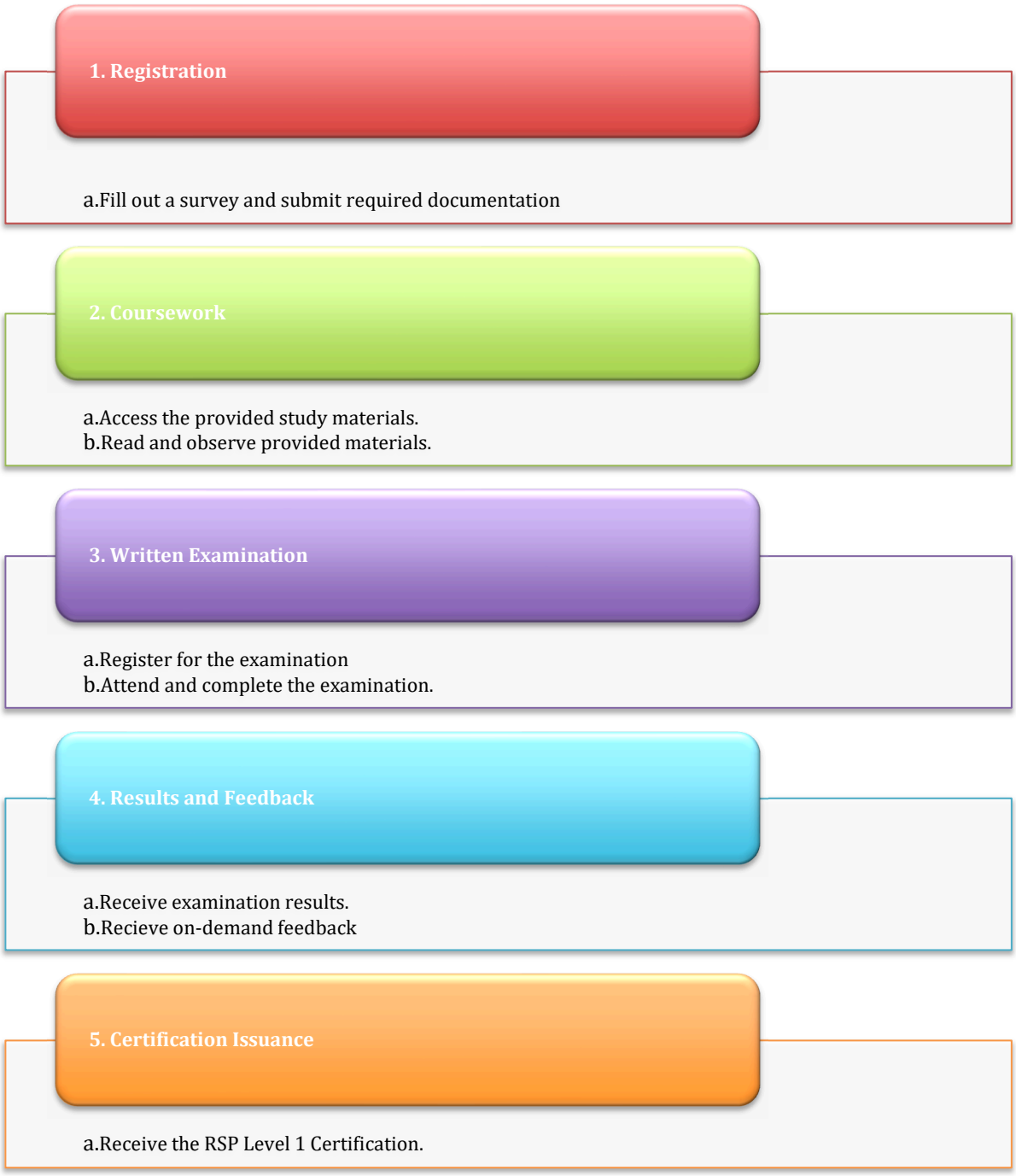

Figure 1. RSP Level 1 Course Certification 6-step process

The **registration phase** is the formal step into the RSP Level 1 certification process. Candidates will be required to complete an online registration form detailing their personal and professional information. This form serves as the first assessment point, gauging the candidate's eligibility. Once the registration is complete and the evaluator confirms the candidate's eligibility, candidates need to receive a confirmation email. This email contains essential details like course access, study materials, and schedules. An e-mail template for the assessor is provided within IO.14.

The **coursework** is the heart of the RSP Level 1 certification. It's designed to provide candidates with a deep understanding of road safety principles, the EU directive 1936/2019 (RISM), and its implications for road safety. A list of learning materials will be provided to the candidates, which they will have a chance to go through before they apply for written examinations. Candidates are encouraged to review all course materials and notes.

The **written examination** is the culmination of the RSC process. It tests candidates on all aspects covered during the coursework. Scheduling the examination is flexible, allowing candidates to access the exam when it suits them. The examination format includes multiple-choice questions, with the goal of assessing not just rote knowledge but the ability to apply this knowledge in practical contexts.
The post-examination phase is where a national-level assessor will judge if the student has successfully completed an exam. Successful candidates can celebrate their achievements and move on to the certification issuance phase. At the same time, those who don't succeed will have a chance to repeat the test after revising the materials.

Achieving a passing score in the examination leads to the **certification issuance phase**. Once done, they receive the RSP Level 1 Certification document, confirming that they have achieved RSP Level 1 competence and expertise.

5.1.3 RSP level 1 examination and assessment

5.1.3.1 RSP Level 1 examination structure

The RSP Level 1 Examination is envisioned to be an important measurement of basic road safety knowledge within the road safety profession. Designed to evaluate a candidate's understanding of road safety principles, especially in the context of the EU Directive 1936/2019 - RISM, the examination is comprehensive. All defining features of the examination's structure are provided in the following table. The examination structure will be available for download in a separate document, with the purpose of sharing it towards students in order to ensure maximum transparency.

Table 1 - RSP Level 1 examination structure

Number of Questions
The RSP Level 1 Examination comprises a total of 60 questions. This number has been strategically determined to ensure a thorough yet concise assessment of a candidate's knowledge across all pertinent topics. Each question is crafted to challenge and evaluate the depth of a candidate's understanding. The aim is to maintain a balance, ensuring candidates are tested on the breadth of important road safety topics and legislation.
Duration of the Examination
The allocated duration for the RSP Level 1 Examination is 90 minutes. This timeframe has been carefully chosen to provide candidates with ample opportunity to read, analyse, and answer each question without feeling time pressure. It averages to a little over one minute per question, allowing for both contemplation and review within the given time.
Multiple-choice questions (MCQs): Structure and Scoring

MCQs are the primary format for the examination. Each MCQ presents a statement or question with multiple potential answers. Candidates must discern and select the correct answer or answers. The design of these questions tests candidates' recall, comprehension, and application of information. Each MCQ carries one mark.

Scoring Mechanism

The scoring mechanism for the RSP Level 1 Examination is transparent and straightforward, designed to offer candidates a clear understanding of how their performance will be evaluated.

Point distribution for each question type

Each question in the examination is worth one mark. This uniformity ensures that candidates can easily track their potential scores as they progress through the examination. It also simplifies the post-examination evaluation process, ensuring swift and accurate result compilation.

Criteria for passing and grading thresholds

To achieve the RSP Level 1 Certification, candidates must secure a minimum score of 85% to pass the examination. This high threshold ensures that only those Candidates with a robust and comprehensive understanding of road safety principles and legislation earn the certification. It underscores the examination's commitment to upholding the highest standards in the road safety profession.

5.1.3.2 RSP Level 1 content coverage

The RSP Level 1 examination content coverage is broad, ensuring that candidates are well-versed in both foundational concepts and specific nuances of the field. This chapter provides an in-depth exploration of the core topics and areas that candidates can expect to encounter in the examination. All defining features of the content coverage for RSP Level 1 are provided in the following table.

Core principles of road safety
The examination's content is rooted in the fundamental principles of road safety. These principles form the bedrock upon which all advanced concepts and methodologies are built. Candidates are expected to have a firm grasp of these foundational ideas, as they serve as the basis for more complex scenarios and problem-solving tasks in the examination. The core areas provide a holistic view of road safety, encompassing everything from basic terminologies to the intricacies of implementing safety measures in diverse environments. Candidates are expected to be familiar with: • **Terminologies and Definitions:** Understanding basic road safety terms, such as "black spot," "traffic calming," and "pedestrian priority zones," to ensure clarity in communication and comprehension. • **Key Stakeholders in Road Safety:** Recognizing the roles and responsibilities of various entities, from government agencies to non-governmental organisations, in shaping and implementing road safety measures. • **Basic Safety Measures:** Familiarity with standard safety measures, such as signage, road markings, and traffic signals, and their significance in ensuring road user safety.

• **Human Factors in Road Safety:** Understanding the behavioural aspects of road users, including perception, decision-making, and reaction times, and their impact on road safety scenarios. • **Environmental and Contextual Factors:** Recognizing how factors like weather conditions, time of day, and road conditions can influence road safety and the measures needed to address these variables.
EU Directive 1936/2019 - RISM
A significant portion of the examination is dedicated to the EU Directive 1936/2019, commonly referred to as RISM (Road Infrastructure Safety Management). This directive represents a pivotal framework in the realm of road safety, outlining the standards, procedures, and methodologies that member states should adopt to enhance road infrastructure safety. Candidates are expected to be familiar with: • **The objectives of the RISM directive:** Understanding the overarching goals and the rationale behind the directive's establishment. • **Key provisions and requirements:** A deep dive into the specific mandates, guidelines, and standards set forth by the directive. • **Implementation strategies:** Insights into how the directive's provisions can be translated into actionable measures on the ground.

5.1.3.3 Study Materials and Resources for RSP Level 1

Reading and video material which the RSP Level 1 candidate will need to study in order to get certified successfully is listed in the following table.

Table 2. Study materials for RSP Level 1

Topic	Link	Type of resource
Introduction - Why do we need road safety	https://www.youtube.com/watch?v=wKEUtvB4V2I	**Video**
Vision Zero	https://visionzeronetwork.org/about/what-is-vision-zero/	**Website**
	https://www.youtube.com/watch?v=EkcAZQOzJV0&t=3s	**Video**
Road Safety Management	https://roadsafety.piarc.org/en/road-safety-management	**Website**
The Safe System approach	https://roadsafety.piarc.org/en/road-safety-management/safe-system-approach	**Website**
	https://www.youtube.com/watch?v=4z51miuxU7I	**Video**
Global Plan for the Decade of Action 2021 - 2030	https://unece.org/general-unece/press/unece-and-partners-release-global-plan-decade-action-road-safety-2021-2030	**PDF document**
	https://www.youtube.com/watch?v=t_cp9q--eTU	**Video**
Global status report on road safety 2018	https://www.who.int/publications/i/item/9789241565684	**PDF**
Road Safety Engineering	https://www.youtube.com/watch?v=aPZlQVPmSFc	**Video**
RISM DIRECTIVE	https://eur-lex.europa.eu/eli/dir/2019/1936/oj	**PDF document**

Topic	Link	Type of resource
2004/54/EC DIRECTIVE on Road Tunnel Safety	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32004L0054	**PDF document**
Road Safety Inspection	https://www.youtube.com/watch?v=wCA33cFakuQ	**Video**
	https://www.piarc.org/ressources/documents/actes-seminaires06/c31-togo06/8718,2-PIARC_Oct06_Allan.pdf	**Presentation**
Road Safety Audit	https://www.youtube.com/watch?v=IcTts5m_1OU	**Video**
	https://highways.dot.gov/safety/data-analysis-tools/rsa/road-safety-audits-rsa	**Webpage**
Common EU network-wide approach	https://www.youtube.com/watch?v=PuVSZlqkRKk	**Video**
RISM directive impact on cyclists	https://www.youtube.com/watch?v=h4DBA6tMX94	**Video**
iRAP network-wide road safety approach	https://www.youtube.com/watch?v=Wd8Yq0nstnQ	**Video**
	https://irap.org/presentation-slide-packs/	**Presentation packs**

5.1.3.4 RSP Level 1 exam questions

All possible questions which can occur during RSP Level 1 with the correct answer listed after the question is listed in the continuation of this subchapter.

1. **What is the primary reason for emphasising road safety?**

   a) To reduce traffic congestion
   b) To prevent fatalities and injuries from road accidents
   c) To promote a better safety situation for on-site road workers
   d) To increase road construction budgets
   Answer: b) To prevent fatalities and injuries from road accidents

2. **Which group benefits the most from improved road safety?**

   a) Vehicle manufacturers
   b) Road construction companies
   c) Vulnerable road users
   d) Public transportation companies
   Answer: c) Vulnerable road users

3. **Why is road safety a global concern?**

   a) International trade optimisation
   b) Due to the high costs of road construction
   c) Because road accidents impact economies and public health
   d) Because of vehicle exports
   Answer: c) Because road accidents impact economies and public health

4. What is the ultimate goal of the Vision Zero approach?

a) 50% reduction of fatalities and serious injuries in road traffic by 2040
b) Zero traffic congestion
c) Zero fatalities and serious injuries in road traffic
d) Zero public transportation issues

Answer: c) Zero fatalities and serious injuries in road traffic

5. Which principle underlies Vision Zero?

a) Road accidents are inevitable
b) Human life and health are prioritised over mobility
c) Speed limits should be increased by having safer roads
d) Vulnerable road users should be taught to adapt to unsafe traffic conditions

Answer: b) Human life and health are prioritised over mobility

6. In which country did the Vision Zero approach originate?

a) Germany
b) United States
c) Sweden
d) Japan

Answer: c) Sweden

7. What is the primary objective of Road Safety Management?

a) To manage the balance between safety and traffic flow
b) To systematically reduce and eventually eliminate road traffic fatalities and injuries
c) To increase road construction rate
d) To promote safer vehicles being used on roads

Answer: b) To systematically reduce and eventually eliminate road traffic fatalities and injuries

8. Which of the following is NOT a component of Road Safety Management?

a) Data collection and analysis
b) Installing speed bumps
c) Identifying high-risk sites
d) Monitoring and evaluation of road safety strategies

Answer: b) Setting up speed bumps

9. Effective Road Safety Management requires collaboration between:

a) Vehicle manufacturers and construction companies
b) Public transportation and vulnerable road users
c) Multiple sectors and levels of government
d) Schools and police offices

Answer: c) Multiple sectors and levels of government

10. What is the core principle of the Safe System approach?

a) People make mistakes, and the road system should account for that
b) Pedestrians and cyclists are responsible for their own safety
c) Vehicles and the high state of their mobility should be the primary focus of road safety

d) Roads should be built for maximum mobility

Answer: a) People make mistakes, and the road system should account for that

11. In the Safe System approach, who shares the responsibility for road safety?

a) Only the drivers
b) Only vulnerable road users
c) Road users and those who design/manage the road system
d) Only road construction companies
f) Vulnerable road users and vehicle occupants

Answer: c) Road users and those who design/manage the road system

12. The Safe System approach aims to ensure that:

a) Accidents never happen
b) When crashes occur, they do not result in serious or fatal injuries
c) Roads are free of all deficiencies
d) Speed limits are always optimised for high mobility

Answer: b) When crashes occur, they do not result in serious or fatal injuries

13. What was the primary goal of the Global Plan for the Decade of Action in road safety?

a) To promote public transportation usage and, therefore, reduce vehicle usage
b) To stabilise and then reduce global road traffic fatalities
c) To increase the number of high-impact roads (such as highways) globally
d) To promote the usage of electric vehicles

Answer: b) To stabilise and then reduce global road traffic fatalities by 2020

15. Which organisation endorsed the Global Plan for the Decade of Action in road safety?

a) World Health Organization (WHO)
b) The World Bank (WB)
c) International Road Transport Union (IRU)
d) International Automobile Federation (FIA)

Answer: a) World Health Organization (WHO)

16. What was a significant finding of the Global status report on road safety 2018?

a) Road traffic injuries are the leading cause of death for children and young adults
b) Road safety has improved globally
c) Most countries have reduced road traffic deaths
d) Electric vehicles have reduced road traffic accidents

Answer: a) Road traffic injuries are the leading cause of death for children and young adults

17. The Global Status Report on Road Safety 2018 highlighted the need for:

a) More road infrastructure
b) Proactive measures to address the road safety crisis
c) Reduction in the number of deficient vehicles
d) Promotion of cycling in low-income countries

Answer: b) Proactive measures to address the road safety crisis

18. According to the Global Status Report on Road Safety 2018, approximately how many countries have laws that address key risk factors like speed, drink-driving, seatbelts, child restraints, and helmets?

a) approx. 20 countries
b) approx. 40 countries
c) approx. 100 countries
d) approx. 200 countries

Answer: c) 100 countries

19. What is the primary purpose of a Road Safety Inspection?

a) To check the quality of road construction materials
b) To identify potential road safety issues on existing roads and suggest measures to eliminate or mitigate them
c) To identify potential road safety issues before the road is built and suggest measures to eliminate or mitigate them
d) To assess the minimally required compliance with relevant legislation regarding road infrastructure construction.

Answer: b) To identify potential road safety issues and suggest measures to eliminate or mitigate them

20. Periodic Road Safety Inspections are typically conducted:

a) Only after a number of major accidents
b) At regular intervals on high-risk sections, regardless of accident history
c) Only when a road is newly constructed
d) Only upon request

Answer: b) At regular intervals, regardless of accident history

21. Which of the following is NOT a typical outcome of a Road Safety Inspection?

a) Identification of high-risk sites
b) Recommendations for road safety improvements
c) Issuance of speeding tickets after speed measurements
d) Suggestions for road maintenance

Answer: c) Issuance of speeding tickets

22. What differentiates a Road Safety Audit from a Road Safety Inspection?

a) Audits are conducted only after accidents, while inspections are routine
b) Audits focus on future road projects, while inspections focus on existing roads
c) Audits are for highways, while inspections are for urban roads
d) Audits are conducted by the public, while inspections are conducted by officials

Answer: b) Audits focus on future road projects, while inspections focus on existing roads

23. At which stage(s) can a Road Safety Audit be conducted?

a) Only before road construction begins
b) Only after road construction is completed
c) At various stages, including planning, design, and post-construction
d) Only during road construction

Answer: c) At various stages, including planning, design, and post-construction

24. The primary goal of a Road Safety Audit is to:

a) Ensure the road is built within budget
b) Ensure the road is completed on time
c) Identify and address potential safety hazards before they become issues
d) Ensure the road meets minimally required legislative standards

Answer: c) Identify and address potential safety hazards before they become issues

31. What does the iRAP star rating primarily assess?

a) The appeal of roads
b) The level of safety a road provides to its users
c) The speed limits of roads
d) The construction quality of roads

Answer: b) The level of safety a road provides to its users

34. A higher iRAP star rating indicates:

a) A more scenic route
b) A higher speed limit
c) A higher level of road safety
d) A more recently constructed road

Answer: c) A higher level of road safety

33. The iRAP star rating system is used to:

a) Rank countries based on road quality
b) Inform road users about the state of the infrastructure
c) Prioritize road safety interventions and investments
d) Determine road tax rates

Answer: c) Prioritize road safety interventions and investments

35. Which term refers to a location with a history of traffic accidents?

a) Traffic hotspot
b) Hazard zone
c) Black spot
d) Risk area

Correct Answer: c) Black spot

36. How do weather conditions influence road safety?

a) They affect tire traction on the road.
b) They can affect visibility and road grip.
c) They influence the braking distance.
d) They determine road material durability.

Correct Answer: b) They can affect visibility and road grip.

37. Which safety measure helps in directing and managing traffic flow?

a) Road dividers
b) Traffic signals
c) Lane markings
d) Speed bumps

Correct Answer: b) Traffic signals

38. Is the term "traffic calming" related to reducing vehicle speeds in specific areas for safety?

a) Yes
b) No
Correct Answer: a) Yes

39. Which factor is NOT typically considered in road safety scenarios concerning infrastructure?

a) Time of day
b) Type of vehicle
c) Road user's age
d) Road conditions
Correct Answer: c) Road user's age

40. Which entity is NOT a key stakeholder in road safety?

a) Transportation departments
b) Road safety NGOs
c) Vehicle manufacturing companies
d) Local community leaders
Correct Answer: c) Vehicle manufacturing companies

41. Do road markings play a significant role in ensuring road user safety?

a) Correct
b) Incorrect
Correct Answer: a) Correct

42. Which term refers to areas where pedestrians are given priority over vehicles?

a) Safety zone
b) Pedestrian crossing
c) Protected area
d) Pedestrian priority zone
Correct Answer: d) Pedestrian priority zone

43. Has the evolution of road safety principles seen major milestones over the years?

a) Yes
b) No
Correct Answer: a) Yes

44. By what year does the Union aim to move close to zero fatalities?

a) 2030
b) 2040
c) 2050
d) 2060
Answer: c) 2050

45. Which type of roads should reduce the probability of road accidents?

a) Roads with frequent intersections
b) Well-designed and clearly marked roads
c) Roads with minimal horizontal but clear vertical signage
d) Roads with high traffic volume due to inability for speeding
Answer: b) Well-designed and clearly marked roads

46. What is the main purpose of 'forgiving roads'?

a) To ensure a high level of mobility
b) To ensure that driving errors lead to minimal consequences
c) To provide frequent resting areas for drivers where they can regain focus
d) To simplify the roadside surroundings

Answer: b) To ensure that driving errors lead to minimal consequences

47. Which network of roads is crucial for European integration?

a) Roads leading to airports
b) TEN-T network roads
d) Intercontinental highways

Answer: b) TEN-T network roads

48. Which directive is being amended by the 2019/1936 EU directive?

a) Directive 2005/96/EC
b) Directive 2008/96/EC
c) Directive 2010/96/EC
d) Directive 2012/96/EC

Answer: b) Directive 2008/96/EC

49. Are road sections built on bridges covered by the RISM Directive?

a) Yes, in all cases
. b) No, they are exempt
c) Only if they are part of the TEN-T network
d) Only if they are longer than 500 meters

Answer: a) Yes, in all cases

50. Why should seasonal conditions be considered in the national provisions transposing the RISM Directive?

a) To ensure aesthetic appeal and therefore to avoid loss of focus due to boredom for long-distance travellers
b) To account for varying weather conditions affecting road safety
c) To ensure uniformity across all regions
d) To adjust speed limits seasonally

Answer: b) To account for varying weather conditions affecting road safety

51. What is essential to support drivers and connected and automated vehicles?

a) Wider roads
b) High-quality road markings and road signs
c) More traffic lights
d) More parking spaces

Answer: b) High-quality road markings and road signs

52. What is the safety priority for level crossings?

a) Increasing the number of crossings for VRU users
b) Signalling and infrastructure improvement
c) Reducing train speeds on crossing zones

Answer: b) Signalling and infrastructure improvement

53. What is the purpose of road safety ratings?

a) To increase road construction budgets
b) To inform road users and authorities about the state of the infrastructure

c) To rank countries based on road quality
d) To determine road tax rates
Answer: b) To inform road users about the state of the infrastructure

54. The RISM Directive encourages the exchange of experience on:

a) Road construction techniques
b) Safe System methodologies
c) Traffic management systems
d) Vehicle manufacturing standards
Answer: b) Safe System methodologies

55. What should be the result of action at the Union level regarding road safety?

a) Travel throughout the Union should become more attractive
b) Travel throughout the Union should become safer
c) There should be more road safety agencies in the Union
d) The number of highways (safest type of road) should be increased
Answer: b) Travel throughout the Union should become safer

56. The RISM Directive focuses on:

a) Road traffic law
b) Road infrastructure
c) Vehicle manufacturing standards
d) Public transportation systems
Answer: b) Road infrastructure

57. Which of the following is the main focus of Directive 2008/96/EC?

a) Road traffic law
b) Road infrastructure
c) Vehicle manufacturing standards
d) Public transportation systems
Answer: b) Road infrastructure

58. Which of the following is NOT a focus of the Directive?

a) Road infrastructure
b) Road traffic law
c) Road safety audits
d) Road maintenance schedules
Answer: b) Road traffic law

59. The RISM Directive encourages Member States to:

a) Reduce targeted road inspections in road safety audits
b) Gradually increase road tolls and reduce the traffic demand, therefore increasing safety
c) Take advantage of developing technologies for inspecting road sections
d) Limit the use of automated vehicles only on roads that automated vehicles can 100% read
Answer: c) Take advantage of developing technologies for inspecting road sections

60. What should be the systematic follow-up of the findings of RISM procedures?

a) Create action plans but delay their dissemination until viable funds are found for interventions

b) Prioritized action plans to implement necessary interventions
c) Incorporating the findings into future national legislation
d) Awaiting further Union directives
Answer: b) Prioritized action plans to implement necessary interventions

5.1.4 Issuance of RSP Level 1 Certificate

The Road Safety Professional (RSP) Level 1 Certificate is an issued testament to a candidate's proficiency in foundational road safety principles. The certificate acknowledges the recipient's comprehensive understanding of core road safety concepts and the EU Directive 1936/2019 - RISM. Possession of this certificate signifies a commitment to upholding and promoting the highest standards in road safety practices.

The RSP Level 1 certificate is provided in Figure 2. It is important to remember that the printed certificate might be different visually, but the core information provided within the image will need to remain the same.

Figure 2. RSC issued a certificate of achievement - RSP level 1

5.2 RS Certification for RSP Level 2

Tailored for individuals whose primary objective is to enhance road safety performance, RSP Level 2 specialises in the domain of road safety. Professionals at this level possess a comprehensive understanding of engineering principles and practices that directly influence road safety and risk assessment. Their focus is not just on theoretical knowledge but on the practical application of engineering solutions to real-world road safety challenges. Their expertise ensures that road infrastructure is not only compliant with legislative standards but is also optimised for the safety of all road users.

5.2.1 RSP Level 2 candidate prerequisites

Candidates must have successfully completed the RSP Level 1 certification. This ensures that they have a solid foundation and are ready to delve into the advanced methodologies and practices covered in RSP Level 2. A valid RSP Level 1 certification certificate should be presented as proof of completion prior to enrolling on the RSP Level 2 certification process.

5.2.2 RSP Level 2 certification process

The RSP Level 2 Course Certification process is displayed in figure 3. The RSP Level 2 certification process integrates advanced road safety engineering principles with EuroS@P developed methodologies. Candidates initiate the process via the e-learning platform, where they separately access detailed Level 2 RSP criteria, emphasising EuroS@P's Pedestrian Crossing Safety Inspection (PCSI) and Road Safety Inspection (RSI) procedures. The e-learning platform hosts the core coursework, segmented into dedicated EuroS@P modules. Successful completion of these modules, verified through module-specific exams, is mandatory for certification eligibility. The final certification examination assesses candidates' comprehensive understanding of engineering principles and their proficiency in EuroS@P procedures. Continuous professional development, focusing on traffic engineering and EuroS@P updates, ensures certified professionals maintain relevance in the field.

Before signing up on the RSP Level 2 certification, candidates must be provided with the official RSC certification material, accessible at https://enauczanie.pg.edu.pl/moodle/course/view.php?id=31189.

This initial step provides a comprehensive overview of the Level 2 criteria, emphasising the integration of EuroS@P methodologies. Candidates will need to familiarise themselves with the advanced engineering requirements and the EuroS@P project's specific methodologies.

The registration phase is pivotal in formalising a candidate's intent to pursue the RSP Level 2 certification. This involves completing a detailed registration form that captures general engineering experiences and any prior engagements with RSC procedures. Once all required documents, which serve as a testament to the candidate's expertise, are completed, successful registration is acknowledged.

1. Pre-Registration Information Gathering

- Obtaining the certification for RSP Level 1.
- Understand the advanced criteria for Level 2, including enrolling for courses regarding methodologies from the EuroS@P project.

2. Registration

- Fill out the registration form
- Receive course access, schedule details, and EuroS@P materials.

3. Coursework

- Access advanced engineering materials on the e-learning platform.
- Complete courses on EuroS@P PCSI (Pedestrian crossing safety inspection) and/or EuroS@P RSI procedure.

6. Certification Issuance

- Verify attendance and successful completion of the EuroS@P e-learning modules, as well as RSP level 1 certification.
- Receive the RSP Level 2 Certification, emphasizing proficiency in applying principles of road safety with EuroS@P methodologies.

Figure 3. RSP Level 2 Course Certification 6-step process

The e-learning platform (https://enauczanie.pg.edu.pl/moodle/my/) serves as the primary medium for delivering the RSP Level 2 coursework material to RSC Assessors. Here, the institutions responsible for certification can access and disseminate the provided material to candidates who can delve deep into advanced engineering materials tailored for road safety. The platform offers a blend of general engineering content and specialised modules dedicated to EuroS@P methodologies. A distinguishing feature of the RSP Level 2 certification is the dedicated EuroS@P section within the e-learning platform. After successfully completing RSP Level 1 certification, candidates will be required to enrol in the EuroS@P methodologies section, which offers courses on the EuroS@P Pedestrian Crossing Safety Inspection (PCSI) and the EuroS@P Road Safety Inspection (RSI) procedure. These modules are comprehensive, featuring interactive sessions, quizzes, and practical exercises that ensure a deep understanding of the EuroS@P methodologies. Successful completion of all associated

modules is required in order to gain the RSP Level 2 certificate, as it's a testament to the candidate's proficiency in these specialised procedures.

Candidates who successfully complete **both RSP Level 1 certification and EuroS@P module/s** have a right to access the certification issuance phase. Once all formalities are completed, the RSP level 2 certification is issued, serving as a testament to the candidate's expertise in advanced road safety engineering and proficiency in EuroS@P methodologies.

5.2.3 RSP level 2 assessment

The Road Safety Professional (RSP) Level 2 certification is a significant milestone for professionals aiming to deepen their expertise in road safety management. Unlike traditional examination formats, the RSP Level 2 has no standalone examination. Rather than testing candidates through a separate examination, it evaluates their proficiency based on their performance and completion of two distinct methodologies under the EuroS@P project:

1. **Pedestrian Crossing Safety Inspection (PCSI)**
2. **Road Safety Inspection (RSI)**

Both methodologies are integral to the modern road safety landscape, addressing specific challenges and scenarios in the field.

To ensure a thorough understanding and practical application of these methodologies, candidates are required to complete dedicated e-learning platform modules for both PCSI and RSI, found at https://enauczanie.pg.edu.pl/moodle/my/. These modules are designed to offer:

- **Comprehensive Course Content:** Detailed lessons covering the breadth and depth of EuroS@P road safety methodologies, from foundational principles to advanced techniques.
- **Interactive Learning Experiences:** Engaging activities, simulations, and real-world scenarios that allow candidates to apply their knowledge in practical contexts.

To be eligible for the RSP Level 2 certification, candidates must:

- **Complete both EuroS@P PCSI and RSI e-learning modules:** This ensures that candidates have a holistic understanding of both methodologies and can integrate them effectively in real-world scenarios.
- **Complete RSC's RSP Level 1 certification**
- **Apply for RSC's RSP Level 2 certification:** Upon verification of the successful completion of both EuroS@P modules, candidates will be awarded the RSP Level 2 certification. This certification is not just a testament to their theoretical knowledge but also a reflection of their practical expertise in implementing advanced road safety measures. Since EuroS@P offers multiple modules, Issued level 2 certification can slightly differ depending on the modules for which it is issued.

5.2.4 Issuance of RSP Level 2 Certificate

The Road Safety Professional (RSP) Level 2 certificate recognises the recipient's adeptness in road safety by applying EuroS@P methodologies - the EuroS@P Pedestrian Crossing Safety Inspection (PCSI) and EuroS@P Road Safety Inspection (RSI) procedures. Holders of RSP Level 2 certificate have demonstrated their capability to conduct one or both EuroS@P road safety methodologies, ensuring they adhere to the highest standards and best practices in the field, which is reflected in their Certificate. Earning the RSP Level 2 Certificate signifies a deep commitment to advancing road safety and showcases a mastery of modern road safety methodologies and their field application.

Different RSP Level 2 certificates exist, depending on which methodology a Candidate completed. Depending on the technical limitations of the e-learning platform, it is important to remember that the certificate might be visually different, but the core information provided within the image will remain the same.

Figure 4. RSC issued a certificate of achievement - RSP level 2 (Both EuroS@P PCSI and RSI procedures completed)

CERTIFICATE OF ACHIEVEMENT

This certifies that

[NAME OF THE CANDIDATE]

has successfully completed the requirements for **Road Safety Certification (RSC)** and passed the examination for

Road Safety Professional (RSP) - Level 2

*The candidate demonstrated **advanced expertise in road safety infrastructure assessment**, showcasing a deep understanding of the **EuroS@P PCSI (Pedestrian crossing safety inspection) methodology***

EuroS@P
EUROPEAN ROAD SAFETY PARTNERSHIP

Co-funded by the Erasmus+ Programme of the European Union

[DATE]

Figure 5. RSC issued certificate of achievement - RSP level 2 (EuroS@P PCSI course completed)

CERTIFICATE OF ACHIEVEMENT

This certifies that

[NAME OF THE CANDIDATE]

has successfully completed the requirements for **Road Safety Certification (RSC)** and passed the examination for

Road Safety Professional (RSP) - Level 2

*The candidate demonstrated **advanced expertise in road safety infrastructure assessment**, showcasing a deep understanding the **EuroS@P Road Safety Inspection procedure**.*

EuroS@P
EUROPEAN ROAD SAFETY PARTNERSHIP

Co-funded by the Erasmus+ Programme of the European Union

[DATE]

Figure 6. RSC issued certificate of achievement - RSP level 2 (EuroS@P RSI course completed)

6 ROAD SAFETY CERTIFICATION PROFESSIONAL DATABASE

The certification process, while primarily focused on the evaluation and upskilling of candidates, also necessitates a robust system for record-keeping and data management. A well-structured certification database ensures transparency, traceability, and accountability in the certification process. This chapter delves into the structure and management of the certification database, which comprises two primary sheets: one for assessors and another for successful candidates.

6.1 Database of RSC Instructors/assessors

The assessor database sheet comprehensively records all assessors involved in the RSP certification process. This database also serves as a verification tool, ensuring that only qualified and approved assessors evaluate candidates.

Attribute fields in the Assessor database:

- **Assessor ID:** A unique identifier for each assessor,
- **First name,**
- **Last name,**
- **Country of practice,**
- **Contact Information:** Email and phone number,
- **Qualifications:** Relevant degrees, certifications, and training,
- **Years of Experience,**
- **Specialization:** Specific areas within road safety where the assessor has expertise,
- **Number of Candidates Assessed:** A running total, updated after each assessment cycle.

6.2 Database of RSC certified professionals

Post-assessment, assessors are required to update the database with details of successful candidates. This sheet serves as a record of all candidates who have successfully achieved RSP certification, either Level 1 or Level 2.

Fields in the Successful Candidates Database Sheet:

- **Candidate ID:** A unique identifier for each candidate,
- **First name,**
- **Last name,**
- **Contact Information:** Email,
- **Certification Level:** RSP Level 1 or RSP Level 2,
- **Date of Certification,**
- **Assessor ID:** The ID of the assessor who evaluated the candidate,
- **Country of practice.**

7 ALIGNMENT OF RSC WITH EUROPEAN LEGISLATIVE AND ROAD SAFETY TRENDS

The Road Safety Professional (RSP) Levels 1 and 2 certifications are structured to align with the European Union's legislative framework and contemporary road safety methodologies. These programs are designed to ensure that professionals are equipped with the theoretical knowledge and practical skills necessary to address road safety challenges in the European context. The suggested RSC protocol ensures that candidates are familiar with RISM specific provisions, including both targeted and network-wide approaches to road safety, with a greater focus on targeted inspection.

The RSC procedures and issued level 2 certifications are **aligned with the European Union's road safety legislative framework on targeted road safety inspections, as stated within respective parts of ANNEX IIa**. While the full transposition of the RISM directive fully depends on individual member-states, the RSC programme still ensures that road safety professionals working within the European Union are equipped to address the multifaceted challenges of road safety.