INTERNATIONAL ROAD ASSESSMENT PROGRAMME

England & Wales · Charity number 1140357

Details

Other names	IRAP
Status	Registered
Legal form	Charitable company
Company number	05476000
Registered	2011-02-10
Register	View on the Charity Commission register

Contact

Address	60 Trafalgar Square London WC2N 5DS
Phone	07753321190
Email	shona.holroyd@irap.org
Website	www.irap.org

Activities

Objects: 1.1 THE OBJECTS OF THE CHARITY (THE OBJECTS) ARE THE INTERNATIONAL PROMOTION OF THE IMPROVEMENT OF ROAD SAFETY AND THE QUALITY OF ROADS FOR THE PUBLIC BENEFIT.

Activities: iRAP was established to promote international road safety and quality of roads for the benefit of the public.

Classification

- **How:** Makes Grants To Organisations, Provides Services, Provides Advocacy/advice/information, Sponsors Or Undertakes Research, Acts As An Umbrella Or Resource Body
- **What:** Education/training, The Advancement Of Health Or Saving Of Lives, The Prevention Or Relief Of Poverty, Economic/community Development/employment
- **Who:** Other Charities Or Voluntary Bodies, The General Public/mankind

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Geography

- **Area of benefit:** INTERNATIONAL
- Australia
- Brazil
- Chile
- China
- Colombia
- Dominica
- Ethiopia
- Ghana
- India
- Indonesia
- Mexico
- Nepal
- Pakistan
- Philippines
- South Africa
- Tanzania
- Thailand
- United States
- Vietnam
- Hampshire
- Throughout London

Finances

Period end	Income	Expenditure	Assets	Employees
2024-12-31	£4,306,341	£4,045,582	£1,306,808	17
2023-12-31	£3,313,457	£2,997,102	£1,046,049	18
2022-12-31	£2,215,770	£2,329,967	£729,694	20
2021-12-31	£2,274,034	£2,052,645	£843,891	21
2020-12-31	£1,740,926	£1,794,575	£622,505	20

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Trustees

Name	Role	Appointed
Avi Shalom Hayyim Silverman		2024-01-29
Dr Olive Chifefe Kobusingye		2023-03-15
Dr Susan Sharland		2019-03-04
Ferdinand Emanuel Smith		2016-01-14
Ian Andrew Gillespie		2021-06-02
MIQUEL NADAL		
Raquel Barrios Quintanilla		2021-09-09
Shane O'Connor		2020-10-26

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INTERNATIONAL ROAD ASSESSMENT PROGRAMME

England & Wales - Charity number 1140357

Accounts

Registered number: 05476000
Charity number: 1140357

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

(A company limited by guarantee)

TRUSTEES' REPORT AND FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

INTERNATIONAL ROAD ASSESSMENT PROGRAMME
(A company limited by guarantee)

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INTERNATIONAL ROAD ASSESSMENT PROGRAMME

(A company limited by guarantee)

REFERENCE AND ADMINISTRATIVE DETAILS OF THE COMPANY, ITS TRUSTEES AND ADVISERS FOR THE YEAR ENDED 31 DECEMBER 2024

Trustees	O C Kobusingye A S H Silverman (appointed 29 January 2024) R Barrios Quintanilla S P Billingsley (resigned 1 January 2024) I A Gillespie M Nadal S I O'Connor F E Smith Dr S M Sharland
Company registered number	05476000
Charity registered number	1140357
Registered office	60 Trafalgar Square London WC2N 5DS
Company secretary	S Holroyd
Independent auditor	Cooper Parry Group Limited Statutory Auditor Cubo Birmingham 4th Floor Two Chamberlain Square Birmingham B3 3AX
Bankers	Barclays Bank plc 8 Market Place Basingstoke Hamsphire RG217QA
Solicitors	Farrer & Co 66 Lincoln Inn Fields London WC2A 3LH

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

(A company limited by guarantee)

TRUSTEES' REPORT
FOR THE YEAR ENDED 31 DECEMBER 2024

The Trustees (who are also directors of the charity for the purposes of the Companies Act) present their annual report together with the audited financial statements of the International Road Assessment Programme for the year ended 31 December 2024. The Annual report serves the purposes of both a Trustees' report and a directors' report under company law. The Trustees confirm that the Annual report and financial statements of the charitable company comply with the current statutory requirements, the requirements of the charitable company's governing document and the provisions of the Statement of Recommended Practice (SORP) applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) (effective 1 January 2019).

Since the group and the Company qualify as small under section 383 of the Companies Act 2006, the Group strategic report required of medium and large companies under the Companies Act 2006 (Strategic Report and Directors' Report) Regulations 2013 has been omitted.

Objectives and activities

a. Policies and objectives

iRAP was established for the international promotion and improvement of road safety and the quality of roads for the public benefit. IRAP's vision is for a world free of high-risk roads for all road users.

In setting objectives for the year and planning its activities, the trustees have considered the Charity Commission's guidance on public benefit. In seeking grants and other voluntary income to support its ongoing road safety work, the trustees give careful consideration of the accessibility of its work to those organisations that seek to further the public benefit in relation to road safety. The use of the free-to-air iRAP tools, systems, specifications and support materials by government, industry, research and NGO partners worldwide remain central to fulfilling the charity's vision for creating a world free of high-risk roads for all road users.

Achievements and performance

a. Financial performance

The Charity achieved a surplus for the year of £260,759 compared to a surplus in 2023 of £316,355. The surplus is £55,596 lower than that achieved last year largely because in 2023, we received a one off payment of £121,792 in respect of the dissolution funds from the European Road Assessment Association (EuroRAP). Project performance improved during the year due to us being able to recover more staff time on research and advocacy projects. During the year, the gift aid payment arising from our trading subsidiary, Road Assessment Services Limited was slightly lower at £137,298 (2023: £169,142), due to lower project margins being achieved.

b. Review of key impacts and metrics in 2024

- **An estimated 700,000 deaths and serious injuries have been saved** by iRAP partnerships between 2016 and the end of 2024 (157,899 saved in last 12 months). The independent Johns Hopkins University study has been published in PLOS One and celebrated globally. With an expected average treatment life of 20 years, the roads already upgraded by partners worldwide are projected to save 3.2 million fatalities and serious injuries by 2044.

- **US$110.8 billion of infrastructure investment** in 90 countries has been made safer informed by iRAP assessments (an additional USD$9.8 billion added in last 12 months).

- **More than 134,000 km of roads have been upgraded** with safety enhancements influenced by iRAP partnerships.

- **34,027 individuals in 184 countries** worldwide are supported with iRAP resources and knowledge with an additional 3,727 new partners in last 12 months.

Achievements and performance (continued)

- iRAP related safety assessments have now been performed in **132 countries**.
- **Crash rate risk maps** have been performed for 1.92 million km of roads (107,128km added in last 12 months).
- Over **1.85 million km of roads have been Star Rated** (additional 86,271km in last 12 months with major assessments (>1,000km) in Australia (29,490), Saudi Arabia (17,235), Sri Lanka (7,900), USA (5,682), Mexico (4,351), South Africa (3,433), Mozambique (2,543), Czechia (2,028), Uruguay (1,398) and Brazil (1,265).
- **161,541km of "light" Star Ratings** have been performed, with 12,030km added in the last 12 months.
- **Star Ratings of Designs** have now been performed on 58,976km of roads in 68 countries.
- **Star Ratings for Schools (SR4S) used at 1,940 schools across 76 countries**. 584 new schools and 6 new countries added in the last 12 months. The safety of 458,732 students has been positively impacted by SR4S.
- **Nearly 8.4 million km of road data analysis is stored** in iRAP's free online software ViDA and the system is used by 22,145 registered users (Adding 1.1 million km of analysis and 3,282 user accounts in the last 12 months).
- Over **12.6 million communication touchpoints** with our #RAPCommunity since 2020. 2.5 million touchpoints added in the last 12 months.
- **75,966 participants in iRAP and safer roads training and events in 167 countries** (Adding 6,773 people in the last 12 months).
- Training courses delivered in **22 language**s (adding Dutch and Greek in the last 12 months).
- **273 iRAP accredited practitioners and 18 systems in 44 countries.**
- **86 policies or guidelines** exist worldwide including RAP metrics and performance targets (10 strategies added in last 12 months).



132 Countries where partner-led iRAP assessments have occurred.

TRUSTEES' REPORT (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

Achievements and performance (continued)

c. Review of Global Programme Partner Highlights in 2024

- **Announcement of 700,000 lives and injuries saved**: Research by Johns Hopkins University, published in the respected journal PLOS One, confirms that iRAP partners have prevented almost 700,000 deaths and serious injuries by the end of 2024 using the iRAP methodology and tools to inform road safety infrastructure changes and safer speeds. The finding was celebrated in a global online event "The Story Behind the Numbers" on 9 May, supported by the FIA Foundation; World Health Organisation; Johns Hopkins International Injury Research Unit; and iRAP staff and trustees.

- **Star Rating for Schools**: In 2024, SR4S achieved significant milestones in its mission to enhance road safety for students worldwide. 1,940 schools have been assessed across 76 countries since the programme's launch, directly benefiting nearly 460,000 students. Global progress continues to be monitored through the Safe Schools Upgrade Tracker. Key new achievements included large-scale assessments in Saudi Arabia (300 school areas), Uruguay (54 schools), Turkey (43 schools), and Armenia (40 schools). The FIA Safe and Sustainable Mobility Grant Programme, now in its fourth year, supported safety upgrades at 15 schools through proven interventions identified using SR4S assessments and implemented by FIA clubs. Recognition for impactful contributions included the Botnar Foundation and FIA Foundation supported AI&Me programme led by AIP Foundation with the support of iRAP receiving the Prince Michael International Road Safety Award and the Automobile Club of Moldova being honored with both the Prince Michael and Vision Zero Awards for their efforts in improving school zone safety.

- **Youth engagement** remained a priority, with Vietnam launching the "Empowering Youth for Livable Cities" initiative and advancements to the Youth Engagement App (YEA), fostering broader participation in road safety advocacy.

- **FIA Annual Conference, Uzbekistan; FIA General Assemblies, Rwanda & Google Partnerships**: FIA Clubs continue to play a critical role in creating policy and implementation support for safer roads in countries around the world. More than 150 mobility clubs in 96 countries are partnering with iRAP to support their national activities and priorities. Activities include the traditional Risk Mapping, Star Rating and the FIA Foundation supported Star Rating for Schools partnerships. iRAP contributed to the FIA Policy Committee. A positive AiRAP partnership with Google, iRAP and FIA clubs in Ecuador (ANETA), Costa Rica (ACCR), Uruguay (ACU) and Vietnam (AIPF) are helping to innovate and scale big data partnerships for road safety impact.

- **High-level advocacy for G20**: FIA Foundation and partners including iRAP were successful in the submission and publication of T20 policy briefs to support G20 leaders. iRAP worked with the FIA Foundation, ITF, the Organisation of American States and other partners to build momentum and advocacy for the G20 Summit and U20 Side Event in Brazil in November and supported lead-up events including the G20 India Briefing in Delhi and G20 Sherpas Conference in Brazil. iRAP supported the FIA Foundation led active mobility panel session at the U20 Side Event, and "Safe Active Mobility is a Climate Solution with Short-term Return" briefing, helping to inform the Summit Urban Communique.

- **Africa Impact**: The additional support of the FIA Foundation has enabled a significant increase in support for African partners and associated life-saving impact in the region. Strongest growth has been seen in Kenya, Malawi, Uganda, Botswana, South Africa, Tanzania, Tunisia, Benin, Senegal and Mozambique with a natural momentum of interest and engagement now visible across the Region providing a foundation for future impact.

Achievements and performance (continued)

- **ITF Summit (22-24 May)**: iRAP joined 1,200 delegates and around 50 ministers from 80 countries at the ITF Summit to advocate for safer roads and effective transport policy under the theme "Greening Transport: Keeping focus in times of crisis". iRAP presented in the Rethinking Public Spaces for Safer, Greener and more Active Cities session and in special media events on the Safe System Implementation Tool iRAP has developed in consultation with ITF, and on iRAP partner impact saving 700,000 fatalities and injuries in 74 countries since 2016.

- **4th Ministerial Conference on Road Safety, February 2025, Morocco**: iRAP played a key role as a member of the Ministerial Planning Committee, partner engagement worldwide and planning a range of events and announcements for the Ministerial Conference.

- **ADB Transport Forum**: iRAP joined the Asia and the Pacific ADB Transport Forum from 14 – 15 May in Manila, focused on transport as an enabler of development.

- **World Safety**: iRAP joined the 15th World Conference on Injury Prevention and Safety Promotion (Safety 2024) from 31 August to 4 September in New Delhi. As well as supporting two pre-conference workshops on Powered Two-Wheeler Safety and the Child Health Initiative-led "Challenges, Research Gaps and Learnings from Implementation of Global Road Safety Programmes", iRAP shared partner and project success, new technologies, and developments in the IndiaRAP programme and was recognized as part of 4 Media Awards.

- **IRF World Congress**: The IRF World Congress was a significant event on the iRAP calendar, held from 14-18 October in Istanbul with the theme 'Connecting to Empower Mobility: Roads as Enablers of a Sustainable Future for All'. The Congress attracted more than 2,000 road industry participants from 80 countries. iRAP participated in the Ministerial Meeting with Ministers from 30 countries, ran four Special Sessions on The Ten Step Plan for Safer Road Infrastructure (with IRF and PIARC), Private-sector Financing, an SR4D Skills Masterclass, and a High-level Roundtable: Shaping the Future of Road Designs for Safe and Sustainable Mobility. iRAP and partner activities were shared in more than 20 presentations.

- **Policy Commitments**: 86 policies – global, national and state road safety strategies and action plans – now include RAP targets. New policies added this period include the IEMA (Environmental Assessment of Traffic and Movement) Guidelines, the Private Infrastructure Development Group (PIDG) Project Guideline, Philippines 2028 Road Safety Strategy, Peru's 2030 Multisector Road Safety Strategy, West African Road Safety Organization (WARSO) Conakry Declaration, 2024-2028 Kenya National Road Safety Action Plan, Limpopo 2025-2035 Road Safety Strategy, Tanzania's 2024-2027 Road Safety Plan, UNECA's 2030 Strategy for Africa, and BrazilRAP Sao Paulo 2030 Plan. These now sit alongside those of Malawi, Thailand, Cayman Islands, Saudi Arabia, Australia, Pakistan, Laos, Georgia Uganda, Gambia, Vietnam, Saudi Arabia, Greece, Croatia, Slovenia, Brazil, New Zealand, Malaysia, and Indonesia in a global Policies into Practice page on the iRAP website.

- **Case studies of success:** Several new case studies celebrating iRAP projects' before and after star rating and FSI improvements were released in June on a new dedicated Success Stories webpage. The launch aligned to celebrating the release of the Johns Hopkins University research quantifying iRAP partners' impact. Examples include: in Victoria, Australia, deaths fell by 77% and hospital bed days reduced by 74% on 1,730km of key highways; in Karnataka, India, deaths reduced by 54% and injuries by 42% on a 62km section of the Belagavi – Yaragatti Highway; zero fatalities and an 89% fall in injuries on a section of Highway 4028 in Thailand; in Shaanxi, China, road deaths fell 33% and injuries more than halved (53%) on 850km of roads; in Albania, road deaths fell 23% following treatment on 1,335km of the nation's busiest primary and secondary roads; in England, deaths fell by 54% on more than 7,000km of strategic network roads; and in Colombia, speed limit reductions informed by iRAP assessments resulted in a 22% reduction in fatalities.

Achievements and performance (continued)

- **Mobility Snapshots**: iRAP supported the Global Alliance of NGOs for Road Safety Mobility Snapshots Campaign launched in May as part of their #CommittoAct movement. The campaign is using a unique and simplified data collection method developed by iRAP to shine a light on the local realities of daily commutes around the globe, with a particular focus on improving intersection safety and overall mobility access.

- **Safety Insights Explorer**. New data was unveiled in iRAP's Safety Insights Explorer, a critical datahub for decision-makers and partners worldwide seeking to understand the true extent of road trauma, the safety of the world's roads, and the positive impact that can be made with targeted investment. The Insights Explorer update was also supported by the Transport Accident Commission (TAC) in Australia.

- **'x'RAPs**: Five new national Road Assessment Programmes have been launched and supported – TanRAP, KSARAP, United Kingdom RAP, MexiRAP and BrazilRAP Sao Paulo – bringing the total to 14. The growth demonstrates iRAP's focus on building local ownership and the growing recognition of the global iRAP infrastructure safety standard and supporting free tools made possible by the charity. The development of SenRAP will be an outcome of the Ten Step Senegal Project commencing in January 2025.



- **AusRAP.** Major assessments of more than 50,000km are underway across the country including AiRAP approaches. The AusRAP Business Plan commits Australia's states and territories to publish AusRAP star ratings on all arterial roads by 2025, with a national policy target to achieve 80% of travel on 3-star or better roads by 2030. A significant federal government investment programme is underway, with co-contributions from the States, that has seen US$5.8 billion added this period for targeted road upgrades. This includes the Australian Government recent commitment to provide an additional AUD$7.2 billion (US$4.8 billion) to upgrade and fix the Bruce Highway in Queensland, to bring it up to a minimum three-star safety rating.

- **BrazilRAP:** Results of the 54,500km assessment of federal highways are informing BRL 18 billion in investment to halve deaths and serious injuries in the country. iRAP joined forces with eleven public and private entities in launching Brazil's Road Safety Pact in February, a campaign to promote road safety and reduce crashes on the Brazilian road network. 3-star or better targets are included in several multi-billion-dollar concessions across the country. BrazilRAP Sao Paulo was launched.

- **IndiaRAP:** The Asian Institute of Transport Development continues to lead IndiaRAP partnerships across the country. Over 17,000km of road network is being assessed in Karnataka and based on results, 1500km will be selected for upgrades. With World Bank funding, 500km of post construction assessments have been conducted in Uttar Pradesh and Tamil Nadu to confirm improvements in Star Rating performance metrics. The assessment of 7,000 km of roads in Himachal Pradesh, supported by the World Bank under the Himachal Pradesh State Road Transformation Programme (HPSRTP), has been completed and will inform the state's road safety action plan for the next decade. Additional work has occurred in Chennai, Maharashtra. Policy and design standards support has also been provided at the national level.

- **Korea:** The Korean Government has endorsed the development of KoRAP with national R&D funds and a National Highway Study over four years. iRAP is supporting the programme which will require an update to the road act to incorporate the iRAP methodology.

Achievements and performance (continued)

- **KSARAP:** KSARAP for Saudi Arabia launched in December last year, associated with the world's largest iRAP assessment occurring in the Kingdom of 72,000km. The Government is rolling out a US$300 million maintenance programme and has committed to reach their desired 3-star or better targets on the national network. The world's largest Star Rating for Schools assessment of 300 school areas kicked off in September, with the training of 40 engineers. The city of Dammam has commenced an urban pilot project, the first city in the Kingdom to adopt iRAP standards for the assessment of their road network. The NEOM project continues to be supported in their effort to create 5-star journeys across the new city.

- **Mexico:** MexiRAP launched in June hosted by the Ministry of Infrastructure, Communications and Transport (SICT) building on the MOU with SICT signed in November 2023. An MOU between iRAP and the Aleatica Foundation for Road Safety is in place with practical action on projects and programmes to reduce road traffic injury in Mexico.

- **Senegal:** Building on Tanzania's success, a UNRSF-funded Ten Step Plan Senegal Project will commence in January, bringing together local and international partners to build capacity and activities towards safer roads in the country.

- **South Africa RAP:** Government policy now requires use of iRAP with state road maintenance grants and Treasury is actively monitoring progress towards UN Targets. The SARAP Steering Committee was held in June where there was a strong focus on local action to support large scale assessments.

- **Spain:** The RACC Mobility Club and Real Automóvil Club de España (RACE) have presented their 20th edition of annual Crash Risk Mapping of the Spanish road network. The 25,101 km assessment, completed using the iRAP Methodology for the 2020-2022 triennium, identifies the sections of interurban roads with the highest risk of a serious or fatal crashes occurring. In addition, RACC released Catalonia's 23rd edition of annual Crash Risk Mapping for the state.

- **TanRAP:** New roads in the capital Dodoma are now being designed to achieve 3-stars or better for all. The UN Road Safety Fund supported Ten Step Plan for Safer Road Infrastructure Project in Tanzania was awarded a Prince Michael International Road Safety Award in December recognising its achievement in establishing capacity to improve infrastructure and policy. The project led to TanRAP being established and launched, safety data expanded to more than 10,000km using the iRAP Methodology, recommendations made to the National Road Safety Strategy and Road Geometric Design Manual, and more than 500 people trained, supporting iRAP accreditation.

- **ThaiRAP** has completed further Star Rating assessments, including two motorways. The Department of Highways has now star rated the entire network, with 64,000km receiving a light star rating. ThaiRAP is working with the Bangkok Metropolitan Administration to improve road safety through iRAP capacity building and assessment, with a 500km assessment of the city's road network complete.

- **United Kingdom RAP:** Led by the Road Safety Foundation, United Kingdom RAP released Britain's 2024 Crash Risk Mapping Results in December, tracking the safety performance of Great Britain's motorways and 'A' roads on an annual basis. The UK Government recently announced a further £38.3 million investment in improving the safety of 17 of the highest risk roads. It comes on top of the £147.5 million already invested to deliver life-saving improvements on 82 high risk roads across England. The partnership with National Highways has now seen the high-impact integration of the iRAP metrics, data and decision-making tools across all of the agency's activities.

- **Interest for new RAPs** is being supported in Malawi, Chile, Korea, Senegal, Tunisia, Ethiopia, Pakistan, Jamaica, Colombia, United Arab Emirates, Morocco, Indonesia, Somalia and Vietnam.

Achievements and performance (continued)

- **Building engagement and capacity:** Supported by our Safer Journeys Leads for Europe, The Americas and Africa, iRAP had a dedicated focus this year on building engagement and capacity. In collaboration with local and international partners, support included the 'Africa Regional Road Safety Seminar' (8-9 October, Nairobi with GRSP, the Kenya Red Cross Society and UNECA), and hosted the 'RAP in Europe Workshop' (4-5 September, Brussels) and 'RAP in Latin America: Safer Roads for Saving Lives Towards 2030' Event with Aleatica Foundation (27-28 November, Mexico City).

- **Training:** Nearly 76,000 people have now been trained in-person and online across the world, including 6,773 people trained this period. iRAP training has reached people in 167 countries. This year, six webinars have been presented in the #RAPKnowledgeLIVE series profiling 'Data-driving Insights: Enhancing iRAP road safety reports with Power BI', 'Lifting the Lid on ViDA', 'High Impact RAPs', 'Leveraging Technology and Youth Power for Safer Roads', 'Star Rating for Designs – A Key to Safer Roads', and 'Mobilizing Practitioners to Deliver iRAP Projects'. Grants have also been offered to 30 female engineers in conjunction with International Women in Engineering Day.

- **iRAP Connect**: Building on the initial FedEx support and ongoing NTT assistance, iRAP Connect is tracking iRAP activity by 34,027 partners worldwide in 184 countries. The Partner Portal and Resources for 5-Star RAPs are supporting partner knowledge and safer roads activities.

d. Review of Strategic Project Partnerships in 2024

The development of accredited supplier networks has seen an increasing number of iRAP assessments being completed directly by suppliers around the world. Where desired by partners iRAP teams are directly involved in strategically important projects with a focus on building sustainable national capacity where possible. The range and scale of strategic projects completed in 2024 demonstrates a diverse and sustainable source of project partnerships that contribute to iRAP's vision and associated metrics.

50 Strategic Project partnerships were supported in the period January – December 2024 including **25 new projects.**

- Partnership projects successfully completed within the calendar year include:
  - Support for Chula assessments of DMT Tollway in Bangkok Thailand (Chulalongkorn University).
  - Mozambique Feeder Road Development Project for the Mozambique National Roads Administration (ANE).
  - Motorway assessments and support for Autoroutes du Maroc;
  - Kiritimati Road Safety Study (World Bank);
  - Improving Road Safety in Cambodia (ADB);
  - Malawi M1 Rehabilitation Project (for RSK Group);
  - Coding QA for AusRAP Victoria (ARRB National Transport Research Organisation);
  - Chile MOP 2022 (DDQ Ingenieros Consultores Ltda);
  - Evaluation and capacity building for Grupo ISA (ISA Intervial);
  - 72,000km Saudi Arabia Assessment (Euro Group Engineering Consultancy);
  - Support for Aleatica Brebemi (Aleatica SA);
  - Botnar AI&Me (Vietnam);
  - Estonia Pilot Survey;
  - CCR Training in Brazil;
  - Mexico – QA of FONADIN network for SEMIC;
  - Limpopo Assessment (The Impact Catalyst);
  - Cycling Safety Assessment (CycleRAP) in Montevideo, and
  - FIA Region II training - Improving the Safety of School Zones across Region II.

Achievements and performance (continued)

- Partnership projects developed / delivered during 2024 and continuing into 2025 include:
  - PHOEBE – iRAP (European Commission);
  - ELABORATOR – IRAP (European Commission);
  - CAMBER Horizon Europe (European Commission);
  - IVORY Horizon Europe (European Commission);
  - Senegal Ten Step Plan (UN Road Safety Fund and PIDG);
  - Google AI for the Global Goals (Google.org);
  - Google Street View Projects in Ecuador, Costa Rica and Uruguay (Google);
  - Safe and Inclusive Design in Central Asia (UNRSF and UNESCAP);
  - QA and support for BahrainRAP (Government of Bahrain);
  - Mountainous Road Improvement Programme PNG (ADB);
  - Assessment in Jamaica and Bahamas (Caribbean Development Bank);
  - Cayman Islands Reassessment (Caribbean Development Bank); and
  - Uruguay National Assessment (Road Corporation of Uruguay).

- Following a restructuring of the **Millennium Challenge Corporation (MCC)** in April 2025, iRAP's contract with MCC came to an end. However, during 2024, the following activities were undertaken:
  - Star Rating and Investment Plan Assessments in Cote d´Ivoire;
  - Star Rating and Investment Plan Assessments in Gambia;
  - Star Rating and Investment Plan Assessments in Nepal;
  - Star Rating for Schools in Cote d'Ivoire and other priority MCC corridors;
  - Capacity building (training and accreditation) including in-person training workshops in Mozambique, Malawi and Benin;
  - Technical assistance for MCC staff and partners;
  - Development of Private-sector financing and impact investment platforms that can support the Millennium Impact Infrastructure Accelerator (MIIA) and Africa50 initiatives;
  - Establishment support for local self-governing Road Assessment Programmes in Malawi, Indonesia, Mozambique and Zambia; and
  - the development of the Light Data Star Rating and Network Analysis tool for Road Safety (RAPIDO).

e. Review of Innovation and Development Partnerships in 2024

iRAP's Innovation Framework is supporting 142 partner organisations in projects and initiatives to create the future-focussed tools that meet the expanding local needs and ensure continuous improvement of the iRAP offering.

- **Innovation Partnerships** include:

  - The EU-funded 'Predictive Approaches for Safer Urban Environment' (PHOEBE) project aims to increase the road safety of vulnerable road users, especially those who use active mobility and e-scooters. This is achieved through the inter-disciplinary power of traffic simulation and road safety assessment. The PHOEBE project is integrating Star Ratings for pedestrians and cyclists, along with CycleRAP insights with traffic simulation, human behaviour and mode shift data to inform policy and investment. The project involves 11 partners and draws inspiration from real-world scenarios in the three pilot cities of Athens (GR), Valencia (ES) and West Midlands (UK).

Achievements and performance (continued)

- The EU funded ELABORATOR Project involves 12 living labs and 38 partners across 6 lighthouse cities of Helsinki, Copenhagen, Milan, Issy-les-Moulineaux, Zaragoza and Trikala and 6 follower cities of Lund, Liberec, Velenje, Split, Krusevac and Ioannina. Part of the Horizon Europe programme, the project aims to use a holistic approach for planning, designing, implementing and deploying specific innovations and interventions towards safe, inclusive and sustainable urban mobility. The iRAP expertise, tools, metrics and data are providing an objective evidence-based approach to inform and measure investment and impact across the participating cities.

- The Google.org funded Star Rating for Schools partnership in Vietnam is using AI, satellite imagery and Street-View images to detect road safety risks. iRAP, together with partners AIP Foundation, Anditi and the University of Zagreb (FPZ, FER), will provide a country-wide star rating evaluation of road infrastructure around schools in Vietnam and support the upgrades at the highest-risk schools. The project will leverage the Botnar Foundation and FIA Foundation supported YEA Youth Engagement App that will also be used to capture student perceptions of the risks they face to inform decision- making.

- The UK Route Review Tool developed by iRAP in partnership with the Department for Transport, National Highways and Road Safety Foundation is providing a user-focussed investment planning tool that allows local experts to turn iRAP Safer Road Investment Plans into actionable work plans ready for investment, design and construction. Immediate feedback is available on predicted reductions in deaths and serious injury and the Star Rating performance empowering practitioners to maximise lives saved and exceed safety targets.

- **ViDA:** Continuous investment is being supported for the core free-to-air tools of iRAP that are used by over 22,000 users worldwide to ensure they remain current, secure and meet the growing demand for use within acceptable performance criteria. A Road Map for future step changes in model, software design and functionality is being developed to ensure iRAP remains fit for purpose and state-of-the-art for all partners worldwide.

- **CycleRAP:** Seven CycleRAP suppliers are now in place. There have been over 1,500km of CycleRAP assessments in 18 countries worldwide. Large assessments (400km) are planned in Australia and Canada in 2025. In addition, the CycleRAP Demonstrator tool (available for free in five languages) is supporting the quick assessment of cycling infrastructure safety.

- **Star Rating for Schools:** Enhancements to the SR4S model went live in June integrating latest research and user experience for improved star rating results. The SR4S model update is part of a broader review of iRAP models being implemented. The SR4S mobile app has been updated and is available on Google Play and the Apple Store to better meet lead partner needs. The Youth Engagement App (YEA) was launched as part of the Botar Foundation and FIA Foundation supported AI&Me project and is now embedded in the SR4S web app providing supplementary data on youth perceptions of risk at specific locations.

Financial review

a. Going concern

After making appropriate enquiries, the Trustees have a reasonable expectation that the Company has adequate resources to continue in operational existence for the foreseeable future. For this reason, they continue to adopt the going concern basis in preparing the financial statements. Further details regarding the adoption of the going concern basis can be found in the accounting policies.

b. Reserves policy

The reserves policy sets out the approach of the charity to holding and managing reserves. The charity holds reserves to:

- Provide financial stability and meet ongoing commitments.
- Ensure continuity of services in the event of income disruption.
- Cover unexpected expenses or emergencies.
- Invest in future projects or opportunities that support the charity's objectives.

The trustees may decide to draw on reserves where: there is a short-term shortfall in income; unexpected expenditure is required; or an opportunity arises to deliver a key strategic objective

The Charity aims to maintain unrestricted free reserves equivalent to 6 months of core operating costs. Based on the current budget, this equates to approximately £1,403, 223. At year end the charity had available reserves of £1,306,808 (2023: £1,046,049).

This level is considered appropriate to cover core costs, e.g. staff salaries, office rent, essential service delivery, and provide sufficient time to adjust operations if funding decreases.

The reserves level will be reviewed annually by the Board. Where reserves fall below the target level, the Board will agree an action plan. If reserves significantly exceed the target, the Board will consider whether funds should be designated for specific future use.

c. Investment policy and performance

Under the memorandum and articles of association, the charity has the power to deposit and invest its funds in any manner (but to invest only after obtaining such advice from a financial expert such as the Trustees consider necessary) and having regard to the suitability of investments and the need for diversification. The charity has adopted a low risk approach to investing surplus cash by placing cash on deposit accounts at the bank.

d. Principal funding

iRAP benefits from the generous support of the FIA Foundation for the Automobile and Society and this support will continue until at least 2025.

Our partnerships with the Global Road Safety Facility, World Bank, Caribbean Development Bank, Asia Development Bank, Australian AID, Latin American Development Bank and the Inter American Development Bank continue to enable iRAP assessments to be undertaken in low income and middle income countries around the world. The financing for the road upgrades is typically supported by these same agencies in partnership with the relevant government agency.

High income countries continue to invest in their own programmes with central iRAP support. Automobile club and government partners finance and undertake national assessments with the RAP protocols integrated in their advocacy, policy and decision making as appropriate.

The iRAP Centre of Excellence network now includes ARRB Group (Australia); MRI Global (USA), the Malaysian Institute of Road Safety Research (MIROS); TRL (UK); the Instituto Mexicano del Transporte,Korean Transport Institute (KOTI), SWOV (Netherlands),LabTrans (Brazil),the Research Institute of Highways (China) and also now the University of Zagreb, Faculty of Transport and Traffic Sciences (FPZ) based in Croatia.

TRUSTEES' REPORT (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

Structure, governance and management

a. Constitution

IRAP is registered as a charitable company limited by guarantee and was incorporated on 9 June 2005. A subsidiary company, Road Assessment Services Limited, was incorporated on 15 May 2012. It is a wholly owned subsidiary of iRAP and together they form the iRAP group.

The principal objective of the company and the group is the international promotion of the improvement of road safety and quality of roads for the public benefit.

b. Methods of appointment or election of Trustees

The management of the company and the group is the responsibility of the Trustees who are elected and co opted under the terms of the Articles of Association.

Trustees are sought for the Board specifically to add value to the charity. This is both in terms of creating a Board that is representative of the community that the charity serves and one that has all of the skills and experience required to properly carry out the work of the charity.

c. Organisational structure and decision-making policies

The charity is ultimately governed by the Trustees who agree and monitor the Forward Plan and approve all of the charity's policies. The day to day running of the charity is delegated to staff under the leadership of the Executive. Trustee meetings are held at least three times a year primarily to review financial reports, discuss issues of strategic direction, and programme priorities.

For the purposes of company law, the Trustees shown on page 1 are the directors of the company. The Trustees who served during the year were as follows:

Miquel Nadal
Saul Billingsley (resigned 1 January 2024)
Ferdinand Emanuel Smith
Dr Susan M Sharland
Shane I O'Connor
Raquel Barrios Quintanilla
Ian Andrew Gillespie
Dr Olive Chifefe Kubosingye
Avi Shalom Hayim Silverman (appointed 29 January 2024)

The minimum number of Trustees shall be two save for circumstances where a charity (as defined by s1 of the Charities Act 2011) is appointed as a trustee, in which case it may serve as a sole trustee of the charity. The maximum number is twelve.

Structure, governance and management (continued)

d. Policies adopted for the induction and training of Trustees

The charity is fortunate that it is able to attract committed individuals with great relevant experience in the field and in public life. When a potential trustee is identified, they are usually invited to attend a Trustees' meeting in the capacity of observer. Once they and the Board of Trustees have gained a greater understanding of each other they are nominated for election to the position of trustee and elected by unanimous decision.

Most Trustees are already familiar with the practical work of the charity and familiar with the work of charities in general. New Trustees are given briefings to provide personally tailored orientation to brief them as appropriate on their legal obligations under charity and company law, the content of the Memorandum and Articles of Association, the committee and decision making processes, the business plan and recent financial performances of the charity. The opportunity of the new Trustee is generally taken to provide the Board as a whole with presentations of overall progress with the charity's work. If needed, Trustees would be encouraged to attend appropriate external training events where these will facilitate the undertaking of their role.

e. Pay policy for key management personnel

It is essential for iRAP to have credible leaders who bring professional expertise, leadership experience and who are capable of developing and growing the organisation to be world class. Having a competitive reward offering is one of the many ways in which iRAP can secure the very best people.

iRAP has a clear and transparent policy that not only ensures the selection and retention of high calibre leaders but also ensures our donors, supporters, staff, volunteers, beneficiaries and public recognise the importance of accountability in all aspects of our work including the determination of pay and benefits of the Chief Executive and senior management team.

The Board of Trustees is responsible for defining iRAP's pay policy approving and deciding on the salaries of the Chief Executive and the senior management team. The Board delegates this responsibility to the Remuneration Committee which is chaired by a nominated trustee. More information about pay ranges for our senior staff is in the relevant disclosure on staff costs.

Our approach is to pay a fair salary to attract and retain skilled and expert senior leaders for iRAP. Salaries and benefits should be competitive within the charity sector, proportionate to the complexity of each role and responsible in line with our charitable objectives. To achieve this our Executive Group Pay Policy aims to:

- Ensure performance is reviewed and reported to the Remuneration Committee on an annual basis.
- To pay a fair salary in the respective geographic market to attract and retain skilled staff, meeting all national pay standards and provide all staff with a living wage.
- Apply performance related pay elements only where required.
- Monitor charity sector trends through appropriate surveys.

TRUSTEES' REPORT (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

Structure, governance and management (continued)

f. Risk management

IRAP acknowledges at all times the risks associated with its work as a charitable company. The charity has risk management policies and procedures through which risks arising from existing operations and developments are identified and evaluated. The Trustees are required to analyse these, assess them according to their impact on the Charity and their likelihood of occurrence and report on procedures which are in place or are developed or enhanced to provide assurance that the risk is being minimised. The key risks which iRAP has identified and the steps being taken to minimise these risks are listed below:

Government Policy

We manage this risk by having a diverse range of global partners. We regularly monitor the global geopolitical landscape and monitor proposed regulatory changes. We are also supported by our membership of relevant umbrella bodies. Finally we have contingency plans built into our financial models and frameworks.

Volatility in funding and other financial risks:

This risk is managed by the provision and review of management accounts and long term financial forecasts with action plans to bridge any funding gaps. In addition to this, the Charity's Reserves policy is regularly reviewed to ensure that it is in line with the charity's needs. Volatility in exchange risks is managed through the provision of forward currency hedging. The risk of fraudulent payments is minimised through the provision of a dual signatory policy on all payments. iRAP is also increasing the number of income streams to diversify its sources of income.

Skills Shortage

We are managing this risk by conducting a staff skills audit at least once per year to identify skills gaps amongst staff and to put training programmes in place. In addition, we are developing a panel of subcontractors who we can utilise when new contracts are signed and we need additional resources.

Inflationary risk

We are managing this risk by reviewing our pricing policies and reviewing our cost base.

Technology risk

We are managing this risk by having an innovation development plan for all our products. Further Product Lifecycle reports are reviewed regularly.

Political risk

We are managing this risk by having in place a contract with global risk management consultants, Healix. They are on hand to support us both strategically and operationally. Training on the services provided by Healix and their tools is provided to all our staff.

Structure, governance and management (continued)

g. Information on fundraising practices

The International Road Assessment Programme (iRAP) is registered with the Fundraising Regulator, the independent body which sets and maintains the standards for charitable fundraising in England, Wales and Northern Ireland. This demonstrates our commitment to good fundraising practice. We have also committed to abide by their Code of Fundraising Practice and to the Fundraising Promise

All our fundraising efforts are undertaken by our own staff, trusted partners and volunteers and we do not engage any professional fundraisers to undertake any fundraising on our behalf. At all times, we ensure that our fundraising is clear, open and honest. During the year, no complaints were received by the charity in respect of its fundraising activities.

Plans for future periods

iRAP's vision is for a world free of high-risk roads for all road users. The 4th Global Ministerial Conference on Road Safety in Morocco in February 2025 will see Government leaders and global road safety stakeholders gather to share experience and set commitments for 2030 and beyond. With over 130 countries with active iRAP data and partnerships, the event will provide an opportunity to share success and inspire others to eliminate high-risk roads.

The UN Sustainable Development Goal to halve road deaths by 2030 will be a focus. Ensuring that the estimated US$800 billion spent by road agencies worldwide is well placed and contributes to the improvement of Star Rating performance and the reduction of road trauma remains a priority for the charity. Global Programme, Innovation and Development and Strategic Project efforts will support partners to achieve the UN Member State agreed Global Road Safety Performance Targets, including:

- Target 3 – By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three-star rating or better
- Target 4 – By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety (equivalent to a three-star rating or better).

Maximising the efficiency and impact of the charity's efforts will be centred on the use of Artificial Intelligence and AiRAP, innovative financing and the development of sustainability linked financing for road safety and the integration of Star Ratings in commonly used road design products used by the road industry.

The charity will also seek to maximise the road safety outcomes and synergies with the UN Decade of Sustainable Transport and ongoing global efforts to address climate change, mode shift and climate resilience.

By 2030 the charity aims to influence the safety of over US$200 billion of road investment and most importantly save more than 2 million people from death and injury worldwide.

Structure, governance and management (continued)



TRUSTEES' REPORT (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

Statement of Trustees' responsibilities

The Trustees (who are also the directors of the Company for the purposes of company law) are responsible for preparing the Trustees' report and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trustees to prepare financial statements for each financial . Under company law, the Trustees must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the Group and the Company and of their incoming resources and application of resources, including their income and expenditure, for that period. In preparing these financial statements, the Trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles of the Charities SORP (FRS 102);
- make judgments and accounting estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards (FRS 102) have been followed, subject to any material departures disclosed and explained in the financial statements;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Group will continue in business.

The Trustees are responsible for keeping adequate accounting records that are sufficient to show and explain the Group and the Company's transactions and disclose with reasonable accuracy at any time the financial position of the Group and the Company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the Group and the Company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Disclosure of information to auditor

Each of the persons who are Trustees at the time when this Trustees' report is approved has confirmed that:

- so far as that Trustee is aware, there is no relevant audit information of which the charitable group's auditor is unaware, and
- that Trustee has taken all the steps that ought to have been taken as a Trustee in order to be aware of any relevant audit information and to establish that the charitable group's auditor is aware of that information.

Approved by order of the members of the board of Trustees and signed on their behalf by:

Miquel Nadal

Miquel Nadal
Trustee

Date: 29 May 2025

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF INTERNATIONAL ROAD ASSESSMENT PROGRAMME

Opinion

We have audited the financial statements of International Road Assessment Programme (the 'parent charitable company') and its subsidiaries (the 'group') for the year ended 31 December 2024 which comprise the Consolidated statement of financial activities, the Consolidated balance sheet, the Company balance sheet, the Consolidated statement of cash flows and the related notes, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the Group's and of the parent charitable company's affairs as at 31 December 2024 and of the Group's incoming resources and application of resources, including its income and expenditure for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the Group in accordance with the ethical requirements that are relevant to our audit of the financial statements in the United Kingdom, including the Financial Reporting Council's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the Trustees' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the Group's or the parent charitable company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the Trustees with respect to going concern are described in the relevant sections of this report.

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF INTERNATIONAL ROAD ASSESSMENT PROGRAMME (CONTINUED)

Other information

The other information comprises the information included in the Annual report other than the financial statements and our Auditor's report thereon. The Trustees are responsible for the other information contained within the Annual report. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon. Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the course of the audit, or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Matters on which we are required to report by exception

In the light of our knowledge and understanding of the charitable company and its environment obtained in the course of the audit, we have not identified material misstatements in the directors' and trustees' annual report.

We have nothing to report in respect of the following matters in relation to which the Companies Act 2006 requires us to report to you if, in our opinion:

- adequate and sufficient accounting records have not been kept by the Group and charitable company, or returns adequate for our audit have not been received from branches not visited by us; or
- the Group's and charitable company's financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of trustees' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the trustees were not entitled to prepare the financial statements in accordance with the small companies' regime and take advantage of the small companies' exemptions in preparing the Directors' and Trustees' Annual Report and from the requirement to prepare a strategic report.

Responsibilities of trustees

As explained more fully in the Trustees' responsibilities statement, the Trustees (who are also the directors of the charitable company for the purposes of company law) are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the Trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Trustees are responsible for assessing the Group's and the parent charitable company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Trustees either intend to liquidate the Group or the parent charitable company or to cease operations, or have no realistic alternative but to do so.

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF INTERNATIONAL ROAD ASSESSMENT PROGRAMME (CONTINUED)

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an Auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

Our assessment focused on key laws and regulations the charitable company has to comply with and areas of the financial statements we assessed as being more susceptible to misstatement. These key laws and regulations included, but were not limited to, compliance with the Companies Act 2006, Charities Act 2011, taxation legislation, data protection, antibribery and employment legislation.

We are not responsible for preventing irregularities including fraud. Our approach to detecting iregularities including fraud included, but was not limited to, the following:

- obtaining an understanding of the legal and regulatory framework applicable to the group and charitable company and how the group and charitable company is complying with that framework, including agreement of financial statement disclosures to underlying documentation and other evidence;
- obtaining an understanding of the group and charitable company's control environment and how the group and charitable company has applied relevant control procedures, through discussions with Trustees and other management and by performing walkthrough testing over key areas;
- obtaining an understanding of the group and charitable company's risk assessment process, including the risk of fraud;
- reviewing meeting minutes of those charged with governance throughout the year; and
- performing audit testing over the risk of management override of controls, including testing of journal entries and other adjustments for appropriateness, evaluating the business rationale of significant transactions outside the normal course of business and reviewing accounting estimates for bias.

Whilst considering how our audit work addressed the detection of irregularities, we also consider the likelihood of detection of fraud based on our approach. Irregularities arising from fraud are inherently more difficult to detect than those arising from error.

Because of the inherent limitations of an audit, there is a risk that we will not detect all irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with a law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of our Auditor's report.

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF INTERNATIONAL ROAD ASSESSMENT PROGRAMME (CONTINUED)

Use of our report

This report is made solely to the charitable company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the charitable company's members those matters we are required to state to them in an Auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charitable company and its members, as a body, for our audit work, for this report, or for the opinions we have formed.

Glen Bott (Senior Statutory Auditor)
for and on behalf of:

Cooper Parry Group Limited
Statutory Auditor
Cubo Birmingham
4th Floor
Two Chamberlain Square
Birmingham
B3 3AX

Date: 10 June 2025

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

(A company limited by guarantee)

CONSOLIDATED STATEMENT OF FINANCIAL ACTIVITIES (INCORPORATING INCOME AND EXPENDITURE ACCOUNT) FOR THE YEAR ENDED 31 DECEMBER 2024

	Note	Unrestricted funds 2024 £	Total funds 2024 £	Total funds 2023 £
Income from:				
Donations and grants	3	1,423,753	1,423,753	1,455,511
Charitable activities	4	2,009,188	2,009,188	1,023,044
Other trading activities	5	791,623	791,623	657,259
Other income	6	81,777	81,777	177,643
Total income		4,306,341	4,306,341	3,313,457
Expenditure on:				
Raising funds	7	620,984	620,984	440,574
Charitable activities	9	3,424,598	3,424,598	2,556,528
Total expenditure		4,045,582	4,045,582	2,997,102
Net movement in funds		260,759	260,759	316,355
Reconciliation of funds:				
Total funds brought forward	18	1,046,049	1,046,049	729,694
Net movement in funds	18	260,759	260,759	316,355
Total funds carried forward	18	1,306,808	1,306,808	1,046,049

The Consolidated statement of financial activities includes all gains and losses recognised in the year.

The notes on pages 26 to 42 form part of these financial statements.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

(A company limited by guarantee)
REGISTERED NUMBER: 05476000

CONSOLIDATED BALANCE SHEET
AS AT 31 DECEMBER 2024

	Note		2024 £		2023 £
Fixed assets					
Tangible assets	14		28,291		15,319
Current assets					
Debtors	16	670,730		346,828	
Cash at bank and in hand		2,441,751		2,804,656	
		3,112,481		3,151,484	
Creditors: amounts falling due within one year	17	(1,833,964)		(2,120,754)	
Net current assets			1,278,517		1,030,730
Total assets less current liabilities			1,306,808		1,046,049
Total net assets			1,306,808		1,046,049
Charity funds					
Restricted funds	18		-		-
Unrestricted funds	18		1,306,808		1,046,049
Total funds			1,306,808		1,046,049

The Trustees acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and preparation of financial statements.

The financial statements have been prepared in accordance with the provisions applicable to entities subject to the small companies regime.

The financial statements were approved and authorised for issue by the Trustees and signed on their behalf by:

Miquel Nadal

Miquel Nadal
Director

Date: 29 May 2025

The notes on pages 26 to 42 form part of these financial statements.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

(A company limited by guarantee)
REGISTERED NUMBER: 05476000

COMPANY BALANCE SHEET
AS AT 31 DECEMBER 2024

	Note		2024 £		2023 £
Fixed assets					
Tangible assets	14		28,291		15,319
Investments	15		100,001		100,001
			128,292		115,320
Current assets					
Debtors	16	481,769		429,416	
Cash at bank and in hand		2,298,814		2,561,202	
		2,780,583		2,990,618	
Creditors: amounts falling due within one year	17	(1,602,070)		(2,059,889)	
Net current assets			1,178,513		930,729
Total assets less current liabilities			1,306,805		1,046,049
Total net assets			1,306,805		1,046,049
Charity funds					
Restricted funds	18		-		-
Unrestricted funds	18		1,306,805		1,046,049
Total funds			1,306,805		1,046,049

The Trustees acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and preparation of financial statements.

The financial statements have been prepared in accordance with the provisions applicable to entities subject to the small companies regime.

The financial statements were approved and authorised for issue by the Trustees and signed on their behalf by:

Miquel Nadal

Miquel Nadal
Director

Date: 29 May 2025

The notes on pages 26 to 42 form part of these financial statements.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

(A company limited by guarantee)

CONSOLIDATED STATEMENT OF CASH FLOWS FOR THE YEAR ENDED 31 DECEMBER 2024

	Note	2024 £	2023 £
Cash flows from operating activities			
Net cash used in operating activities	21	(340,945)	1,985,461
Cash flows from investing activities			
Purchase of tangible fixed assets		(21,960)	(11,128)
Net cash used in investing activities		(21,960)	(11,128)
Cash flows from financing activities			
Net cash provided by financing activities		-	-
Change in cash and cash equivalents in the year		(362,905)	1,974,333
Cash and cash equivalents at the beginning of the year		2,804,656	830,323
Cash and cash equivalents at the end of the year	22	2,441,751	2,804,656

The notes on pages 26 to 42 form part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

1. Accounting policies

1.1 Basis of preparation of financial statements and consolidation

The financial statements consolidate the activities of International Road Assessment Programme and of its subsidiary undertaking, Road Assessment Services Limited ('the subsidiary').

The financial statements have been prepared under the historic cost convention, unless otherwise stated in the relevant accounting policy, and in accordance with the the Financial Reporting Standard Applicable in the UK and Republic of Ireland (FRS 102), the Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (published in October 2019 and effective from 1 January 2019), the Charities Act 2011 and the Companies Act 2006.

International Road Assessment Programme meets the definition of a public benefit entity under FRS 102.

The Consolidated Statement of Financial Activities (SOFA) and Consolidated Balance Sheet consolidate the financial statements of the Company and its subsidiary. The results of the subsidiary are consolidated on a line by line basis.

The Company has taken advantage of the exemption allowed under section 408 of the Companies Act 2006 and has not presented its own Statement of Financial Activities in these financial statements.

The income and expenditure account for the year dealt with in the financial statements of the parent charitable company was a surplus of £260,759 (2023: surplus of £316,355).

1.2 Going concern

The trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the forseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

The financial statements have been prepared on a going concern basis. The trustees have reviewed and considered relevant information, including the annual budget and future cash flows in making their assessment. Based on these assessments, the trustees have concluded that they can continue to adopt the going concern basis in preparing the annual report and accounts.

1. Accounting policies (continued)

1.3 Income

All income is recognised once the charity has entitlement to the income, it is probable that the income will be received and the amount of income receivable can be measured reliably.

Project income is recognised on the stage of completion of the project, which is calculated based on the estimated margin at completion of the project.

Grants are included in the Consolidated statement of financial activities on a receivable basis. The balance of income received for specific purposes but not expended during the period is shown in the relevant funds on the Balance sheet. Where income is received in advance of entitlement of receipt, its recognition is deferred and included in creditors as deferred income. Where entitlement occurs before income is received, the income is accrued.

Donated professional services and facilities are recognised on the basis of the value of the gift to the company which is the amount it would have been willing to pay to obtain services or facilities of equivalent economic benefit on the open market; a corresponding amount is then recognised in expenditure in the period of receipt.

Other income is recognised in the period in which it is receivable and to the extent the goods have been provided or on completion of the service.

1.4 Expenditure

Expenditure is recognised once there is a legal or constructive obligation to transfer economic benefit to a third party, it is probable that a transfer of economic benefits will be required in settlement and the amount of the obligation can be measured reliably.

Expenditure is classified by activity. The costs of each activity are made up of the total of direct costs and shared costs, including support costs involved in undertaking each activity.

Direct costs attributable to a single activity are allocated directly to that activity.

Shared costs which contribute to more than one activity and support costs which are not attributable to a single activity are apportioned between those activities on a basis consistent with the use of resources.

Central staff costs are allocated on the basis of time spent, and depreciation charges allocated on the portion of the asset’s use.

Expenditure on charitable activities is incurred on directly undertaking the activities which further the Group's objectives, as well as any associated support costs.

Grants payable are charged in the year when the offer is made except in those cases where the offer is conditional, such grants being recognised as expenditure when the conditions attaching are fulfilled. Grants offered subject to conditions which have not been met at the year end are noted as a commitment, but not accrued as expenditure.

All expenditure is inclusive of irrecoverable VAT.

1. Accounting policies (continued)

1.5 Taxation and deferred taxation

International Road Assessment Programme is a registered charity and as such is exempt from income tax and corporation tax under the provisions of Section 478 of the Corporation Tax Act 2010. There is no similar exemption for VAT, which is included in expenditure or in the cost of assets as appropriate.

1.6 Tangible fixed assets and depreciation

Tangible fixed assets are capitalised and recognised when future economic benefits are probable and the cost or value of the asset can be measured reliably.

Tangible fixed assets are initially recognised at cost. After recognition, under the cost model, tangible fixed assets are measured at cost less accumulated depreciation and any accumulated impairment losses. All costs incurred to bring a tangible fixed asset into its intended working condition should be included in the measurement of cost.

Depreciation is charged so as to allocate the cost of tangible fixed assets less their residual value over their estimated useful lives, using the straight-line method.

The estimated useful lives are as follows:

Office equipment	-	3 years
Computer equipment	-	2 years

Fixed assets are reviewed for impairment where there are indications their service potential may be reduced. For example, an asset related to a specific activity will be reviewed for impairment when there are indications the activity may cease or be reduced.

1.7 Interest recievable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the charity; this is normally upon notification of the interest paid or payable by the Bank.

1.8 Debtors

Trade and other debtors are recognised at the settlement amount after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.

1.9 Cash at bank and in hand

Cash at bank and in hand includes cash and short-term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.

1. Accounting policies (continued)

1.10 Liabilities and provisions

Liabilities are recognised when there is an obligation at the Balance sheet date as a result of a past event, it is probable that a transfer of economic benefit will be required in settlement, and the amount of the settlement can be estimated reliably.

Liabilities are recognised at the amount that the Company anticipates it will pay to settle the debt or the amount it has received as advanced payments for the goods or services it must provide.

Provisions are measured at the best estimate of the amounts required to settle the obligation. Where the effect of the time value of money is material, the provision is based on the present value of those amounts, discounted at the pre-tax discount rate that reflects the risks specific to the liability. The unwinding of the discount is recognised in the Consolidated statement of financial activities as a finance cost.

1.11 Financial instruments

The Charity's activities expose it to the financial risk of changes in foreign exchange rates and they therefore enter into forward contracts to hedge against volatile exchange rate movements.

Derivatives are initially recognised at fair value on the date a derivative contract is entered into and are subsequently remeasured at their fair value. The method of recognising any resulting gain or loss depends on whether the derivative is designated as a hedging instrument and, if so, the nature of the item being hedged.

Changes in the fair value of any derivative instruments that do not qualify for hedge accounting are recognised immediately in the income statement.

1.12 Foreign currencies

Monetary assets and liabilities denominated in foreign currencies are translated into sterling at rates of exchange ruling at the balance sheet date. Transactions in foreign currencies are translated into sterling at the rate ruling on the date of the transaction. Exchange gains and losses are recognised in the statement of financial activities.

1.13 Pensions

The charity operates a defined contribution pension scheme and the pension charge represents the amounts payable by the charity to the fund in respect of the year.

1.14 Fund accounting

General funds are unrestricted funds which are available for use at the discretion of the Trustees in furtherance of the general objectives of the Group and which have not been designated for other purposes.

Designated funds comprise unrestricted funds that have been set aside by the Trustees for particular purposes. The aim and use of each designated fund is set out in the notes to the financial statements.

Investment income, gains and losses are allocated to the appropriate fund.

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2024

2. Critical accounting estimates and areas of judgment

Estimates and judgments are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.

Critical accounting estimates and assumptions:

The Company makes estimates and assumptions concerning the future. The resulting accounting estimates and assumptions will, by definition, seldom equal the related actual results.

Critical areas of judgment:

The assessment of the useful economic lives and the method of depreciating fixed asset requires judgement. Depreciation is charged to the Statement of Financial Activities based on the useful economic life selected, which requires an estimation of the period and profile over which the Company expects to consume the future economic benefits embodied in the assets.

3. Income from donations and grants

	Unrestricted funds 2024 £	Total funds 2024 £	Total funds 2023 £
Donations	28,270	28,270	36,904
Grants	1,395,483	1,395,483	1,418,607
	1,423,753	1,423,753	1,455,511

4. Income from charitable activities

	Unrestricted funds 2024 £	Total funds 2024 £	Total funds 2023 £
Project delivery income	1,955,753	1,955,753	965,389
Accreditation	30,597	30,597	41,787
Webinars	22,838	22,838	15,868
	2,009,188	2,009,188	1,023,044

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2024

5. Income from other trading activities

Income from non charitable trading activities

	Unrestricted funds 2024 £	Total funds 2024 £	Total funds 2023 £
Net income from trading subsidiary	791,623	791,623	657,259
Total 2023	657,259	657,259	

6. Investment income

	Unrestricted funds 2024 £	Total funds 2024 £	Total funds 2023 £
Interest receivable	32,929	32,929	809
Other operating income	48,561	48,561	176,834
Subsidiary interest receivable	287	287	-
	81,777	81,777	177,643

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

7. Expenditure on raising funds

Other trading expenses

	Unrestricted funds 2024 £	Total funds 2024 £	Total funds 2023 £
Cost of sales	460,686	460,686	274,252
Administration expenses	12,571	12,571	15,198
Cost of sales staff costs	117,065	117,065	133,493
Administration staff costs	30,662	30,662	17,631
	620,984	620,984	440,574
Total 2023	440,574	440,574	

8. Analysis of grants

	Grants to Institutions 2024 £	Total funds 2024 £	Total funds 2023 £
Grants to EIRA	70,266	70,266	8,631

9. Analysis of expenditure on charitable activities

Summary by fund type

	Unrestricted funds 2024 £	Total 2024 £	Total 2023 £
Charitable activities	3,373,773	3,373,773	2,537,101
Governance costs	50,825	50,825	19,427
	3,424,598	3,424,598	2,556,528
Total 2023	2,556,528	2,556,528	

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

10. Analysis of expenditure by activities

	Activities undertaken directly 2024 £	Grant funding of activities 2024 £	Support costs 2024 £	Total funds 2024 £	Total funds 2023 £
Charitable activities	3,128,909	70,266	174,598	3,373,773	2,537,101
Governance costs	-	-	50,825	50,825	19,427
	3,128,909	70,266	225,423	3,424,598	2,556,528
Total 2023	2,338,808	8,631	209,089	2,556,528	

Analysis of direct costs

	Charitable activities 2024 £	Total funds 2024 £	Total funds 2023 £
Staff costs	1,102,970	1,102,970	995,200
Other staff costs	54,384	54,384	48,338
Communications	26,120	26,120	15,121
Premises	32,849	32,849	27,429
IT costs	164,856	164,856	143,557
Travel	178,300	178,300	126,905
Events	60,719	60,719	89,208
Other costs	24,187	24,187	51,541
Subcontractor costs	1,484,524	1,484,524	841,509
	3,128,909	3,128,909	2,338,808
Total 2023	2,338,808	2,338,808	

10. Analysis of expenditure by activities (continued)

Analysis of support costs

	Charitable activities 2024 £	Governance 2024 £	Total funds 2024 £	Total funds 2023 £
Staff costs	106,647	-	106,647	96,113
Other staff costs	11,258	-	11,258	11,114
Finance costs	14,229	-	14,229	14,487
Insurance	37,978	-	37,978	28,496
Exchange differences	(28,956)	-	(28,956)	13,742
Other costs	24,453	-	24,453	17,400
Governance	-	50,825	50,825	19,427
Depreciation	8,989	-	8,989	8,310
	174,598	50,825	225,423	209,089
Total 2023	189,662	19,427	209,089	

11. Net income/(expenditure)

	2024 £	2023 £
Operating lease rentals	13,195	12,565
Depreciation on tangible fixed assets	8,989	8,310
Net (gains) / losses on foreign exchange	(28,956)	13,742
Fees paid to auditor for:		
- audit	13,850	13,200
- other services	1,625	1,400

12. Staff costs

	Group 2024 £	Group 2023 £	Company 2024 £	Company 2023 £
Wages and salaries	1,178,566	1,084,605	1,030,839	933,481
Social security costs	59,940	53,478	59,940	53,478
Pension costs	118,838	104,354	118,838	104,354
Other employee benefits	65,642	59,452	65,642	59,452
	1,422,986	1,301,889	1,275,259	1,150,765

The average number of persons employed by the Company during the year was as follows:

	Group 2024 No.	Group 2023 No.
Employees	17	18

The number of employees whose employee benefits (excluding employer pension costs) exceeded £60,000 was:

	Group 2024 No.	Group 2023 No.
In the band £60,001 - £70,000	2	1
In the band £70,001 - £80,000	2	2
In the band £80,001 - £90,000	1	2
In the band £90,001 - £100,000	1	-
In the band £100,001 - £110,000	1	1
In the band £110,001 - £120,000	1	-
In the band £140,001 - £150,000	-	1
In the band £180,001 - £190,000	1	-

The key management personnel of the charitable group comprise the trustees and the senior management team, namely the Chief Executive Officer and the Chief Financial Officer. The total amount of key management personnel benefits (including employer pension contributions and employer national insurance contributions) received by key management personnel for their services to the charity was £326,035 (2023: £271,463)

13. Trustees' remuneration and expenses

During the year, no Trustees received any remuneration or other benefits (2023 - £NIL).

During the year ended 31 December 2024, expenses totalling £1,530 were reimbursed or paid directly to 1 Trustee (2023 - £3,560 to 3 Trustees). Expenses were in respect of travel and compliance costs.

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2024

14. Tangible fixed assets

Group and Company

	Office equipment £
Cost or valuation	
At 1 January 2024	58,200
Additions	21,960
At 31 December 2024	80,160
Depreciation	
At 1 January 2024	42,881
Charge for the year	8,988
At 31 December 2024	51,869
Net book value	
At 31 December 2024	28,291
At 31 December 2023	15,319

15. Fixed asset investments

Company	Investments in subsidiary companies £
Cost or valuation	
At 1 January 2024	100,001
At 31 December 2024	100,001
Net book value	
At 31 December 2024	100,001
At 31 December 2023	100,001

Principal subsidiaries

The following was a subsidiary undertaking of the Company:

Name	Company number	Registered office or principal place of business	Holding	Included in consolidation
Road Assessment Services Limited	08070356	60 Trafalgar Square, London, WC2N 5DS	100%	Yes

The financial results of the subsidiary for the year were:

Name	Income £	Expenditure £	Profit/(Loss) / Surplus/ (Deficit) for the year £	Net assets £
Road Assessment Services Limited	791,623	(654,325)	137,298	100,004

A gift aid payment was made from the subsidary to the parent charitable company of £137,298 (2023: £169,142) in line with the terms of the deed of covenant.

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

16. Debtors

	Group 2024 £	Group 2023 £	Company 2024 £	Company 2023 £
Due within one year				
Trade debtors	343,083	126,095	112,155	60,568
Amounts owed by group undertakings	-	-	199,866	226,472
Other debtors	74,831	63,712	54,864	63,712
Prepayments and accrued income	252,816	157,021	114,884	78,664
	670,730	346,828	481,769	429,416

17. Creditors: Amounts falling due within one year

	Group 2024 £	Group 2023 £	Company 2024 £	Company 2023 £
Trade creditors	191,386	41,904	19,314	7,063
Amounts owed to group undertakings	-	-	358	-
Other taxation and social security	53,429	64,580	53,429	61,404
Other creditors	12,482	6,134	12,482	6,134
Accruals and deferred income	1,576,667	2,008,136	1,516,487	1,985,288
	1,833,964	2,120,754	1,602,070	2,059,889

	Group 2024 £	Group 2023 £	Company 2024 £	Company 2023 £
Deferred income at 1 January 2024	1,671,892	140,136	1,668,326	123,780
Resources deferred during the year	1,197,315	1,671,892	1,177,492	1,668,326
Amounts released from previous periods	(1,671,892)	(140,136)	(1,668,326)	(123,780)
	1,197,315	1,671,892	1,177,492	1,668,326

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

18. Statement of funds

Statement of funds - current year

	Balance at 1 January 2024 £	Income £	Expenditure £	Balance at 31 December 2024 £
Unrestricted funds				
Designated funds				
ViaSofia fund	26,401	-	-	26,401
Europe Road Safety Fund	121,792	-	(70,266)	51,526
	148,193	-	(70,266)	77,927
General funds				
General fund	897,856	4,306,341	(3,975,316)	1,228,881
Total Unrestricted funds	1,046,049	4,306,341	(4,045,582)	1,306,808

Designated funds relate to:

ViaSofia fund - the purpose of this fund is to help with the costs in determining the future investment potential in road safety data in the field of Artificial Intelligence.

Europe Road Safety Fund - the purpose of this fund is to help with future work on improving road safety in Europe. Monies for this fund have arisen following the dissolution of EuroRAP in November 2023.

Statement of funds - prior year

	Balance at 1 January 2023 £	Income £	Expenditure £	Balance at 31 December 2023 £
Unrestricted funds				
Designated funds				
ViaSofia fund	49,116	-	(22,715)	26,401
Europe Road Safety Fund	-	121,792	-	121,792
	49,116	121,792	(22,715)	148,193
General funds				
General fund	680,578	3,191,665	(2,974,387)	897,856

18. Statement of funds (continued)

Statement of funds - prior year (continued)

	Balance at 1 January 2023 £	Income £	Expenditure £	Balance at 31 December 2023 £
Total Unrestricted funds	729,694	3,313,457	(2,997,102)	1,046,049

19. Analysis of net assets between funds

Analysis of net assets between funds - current period

	Unrestricted funds 2024 £	Total funds 2024 £
Tangible fixed assets	28,291	28,291
Current assets	3,112,481	3,112,481
Creditors due within one year	(1,833,964)	(1,833,964)
Total	1,306,808	1,306,808

Analysis of net assets between funds - prior period

	Unrestricted funds 2023 £	Total funds 2023 £
Tangible fixed assets	15,319	15,319
Current assets	3,151,484	3,151,484
Creditors due within one year	(2,120,754)	(2,120,754)
Total	1,046,049	1,046,049

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

20. Pension commitments

The group operates a defined contribution pension scheme. The assets of the scheme are held separately from those of the group in an independently administered fund. The pension cost charge in the year represents contributions payable by the group to the scheme and amounted to £118,838 (2023: £104,354). At the year end, contributions of £7,069 (2023: £6,052) were payable to the scheme and are included in creditors.

21. Reconciliation of net movement in funds to net cash flow from operating activities

	Group 2024 £	Group 2023 £
Net income for the period (as per Statement of Financial Activities)	260,759	316,355
Adjustments for:		
Depreciation charges	8,988	8,310
Decrease/(increase) in debtors	(323,902)	48,952
Increase/(decrease) in creditors	(286,790)	1,611,844
Net cash provided by/(used in) operating activities	(340,945)	1,985,461

22. Analysis of cash and cash equivalents

	Group 2024 £	Group 2023 £
Cash in hand	2,441,751	2,804,656
Total cash and cash equivalents	2,441,751	2,804,656

23. Analysis of changes in net debt

	At 1 January 2024 £	Cash flows £	At 31 December 2024 £
Cash at bank and in hand	2,804,656	(362,905)	2,441,751
	2,804,656	(362,905)	2,441,751

24. Operating lease commitments

At 31 December 2024 the Group and the Company had commitments to make future minimum lease payments under non-cancellable operating leases as follows:

	Group 2024 £	Group 2023 £	Company 2024 £	Company 2023 £
Not later than 1 year	5,937	13,195	5,937	13,195

25. Related party transactions

Mr Avi Silverman, a Trustee of the charitable company, is the Deputy Director of the FIA Foundation, which made grants to iRAP totalling £1,274,807 (2023: £1,293,816).

The connected charity, Road Safety Foundation, is considered to be a related party. During the year income was received from this charity to the sum of £181,455 (2023: £201,149). During the year purchases were made with the charity to the sum of £26,009 (2023: £4,000), and wages and salaries costs were recharged to the charity for the value of £81,654 (2023: £93,536). At the year end £45,708 (2023: £43,525) was due from the charity and included within Other Debtors.

Another connected charity, Evropski inštitut za ocenjevanje cest - EuroRAP (EIRA), is considered to be a related party. During the year a grant was given to this charity to the sum of £70,266 (2023: £8,631), purchases were made with the charity to the sum of £59 (2023: £Nil) and wages and salaries costs were recharged to the charity for the value of £4,695 (2023: £1,324 recharged from EIRA). At the year end £2,337 (2023: £10,895) was due from the charity and included within Other Debtors.

The connected charity, The European Institute of Road Assessment (EuroRAP), is considered to be a related party. During the year income was received from the charity to the sum of £Nil (2023: £171,184), purchases were made with the charity to the sum of £Nil (2023: £8,565), and wages and salaries costs were recharged to the charity for the value of £Nil (2023: £14,468). At the year end £Nil (2023: £Nil) was due to or from the charity. The European Institue of Road Assessment (EuroRAP) was dissolved in November 2023 and funds of £121,891 were transferred from the charity.

Mrs Shona Holroyd, Chief Financial Officer of iRAP, is both a Director of EIRA and the Chief Financial Officer and Company Secretary of the Road Safety Foundation.

Dr Sue Sharland, is a Trustee for both iRAP and the Road Safety Foundation.

The trading subsidiary is considered to be a related party. The available exemption for transactions with wholly owned subsidiaries under Section 20 FRS 102 has been taken.

26. Members' liability

Each member of the charitable company undertakes to contribute to the assets of the company in the event of it being wound up while he/she is a member, or within one year after he/she ceases to be a member, such amount as may be required, not exceeding £10 for the debts and liabilities contracted before he/she ceases to be a member.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

England & Wales - Charity number 1140357

Accounts

Registered number: 05476000
Charity number: 1140357

International Road Assessment Programme

(A company limited by guarantee)

Trustees' report and financial statements

For the year ended 31 December 2023

International Road Assessment Programme

(A company limited by guarantee)

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International Road Assessment Programme

(A company limited by guarantee)

Reference and administrative details of the charity, its trustees and advisers
For the year ended 31 December 2023

Trustees	Avi Shalom Hayim Silverman (appointed 29 January 2024) Miquel Nadal Saul Billingsley (resigned 1 January 2024) F Emanuel Smith Dr Susan M Sharland Shane I O'Connor Raquel Barrios Quintanilla Ian Andrew Gillespie Olive Chifefe Kobusingye (appointed 15 March 2023)
Company registered number	05476000
Charity registered number	1140357
Registered office	60 Trafalgar Square London WC2N 5DS
Principal operating office	Bracknell Enterprise and Innovation Hub Ocean House The Ring Bracknell Berkshire RG12 1AX
Company secretary	Shona Holroyd
Chief executive officer	Robert McInerney
Independent auditors	Cooper Parry Chartered Accountants and Statutory Auditor 178 Buckingham Avenue Slough Berkshire SL1 4RD
Bankers	Barclays Bank plc Basingstoke & Reading Business Centre 8 Market Place Basingstoke Hampshire RG21 7QA
Solicitors	Farrer & Co. 66 Lincoln Inn Fields London WC2A 3LH

Trustees' report
For the year ended 31 December 2023

The Trustees (who are also directors of the charity for the purposes of the Companies Act) present their annual report together with the financial statements of the International Road Assessment Programme (iRAP) (the company) for the year ended 31 December 2023.

The Trustees confirm that the Annual Report and financial statements of the company comply with the current statutory requirements, the requirements of the company's governing document and the provisions of the Statement of Recommended Practice (SORP), applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102).

Since the charity and the group qualifies as small under section 383, the strategic report required of medium and large companies under The Companies Act 2006 (Strategic Report and Director's Report) Regulations 2013 is not required.

The company and the group also operate under the name iRAP.

Objectives and Activities

a. Policies and objectives

iRAP was established for the international promotion and improvement of road safety and the quality of roads for the public benefit. iRAP's vision is for a world free of high-risk roads for all road users.

In setting objectives for the year and planning its activities, the trustees have considered the Charity Commission's guidance on public benefit. In seeking grants and other voluntary income to support its ongoing road safety work, the trustees give careful consideration of the accessibility of its work to those organisations that seek to further the public benefit in relation to road safety. The use of the free-to-air iRAP tools, systems, specifications and support materials by government, industry, research and NGO partners worldwide remain central to fulfilling the charity's vision for creating a world free of high-risk roads for all road users.

Achievements and performance

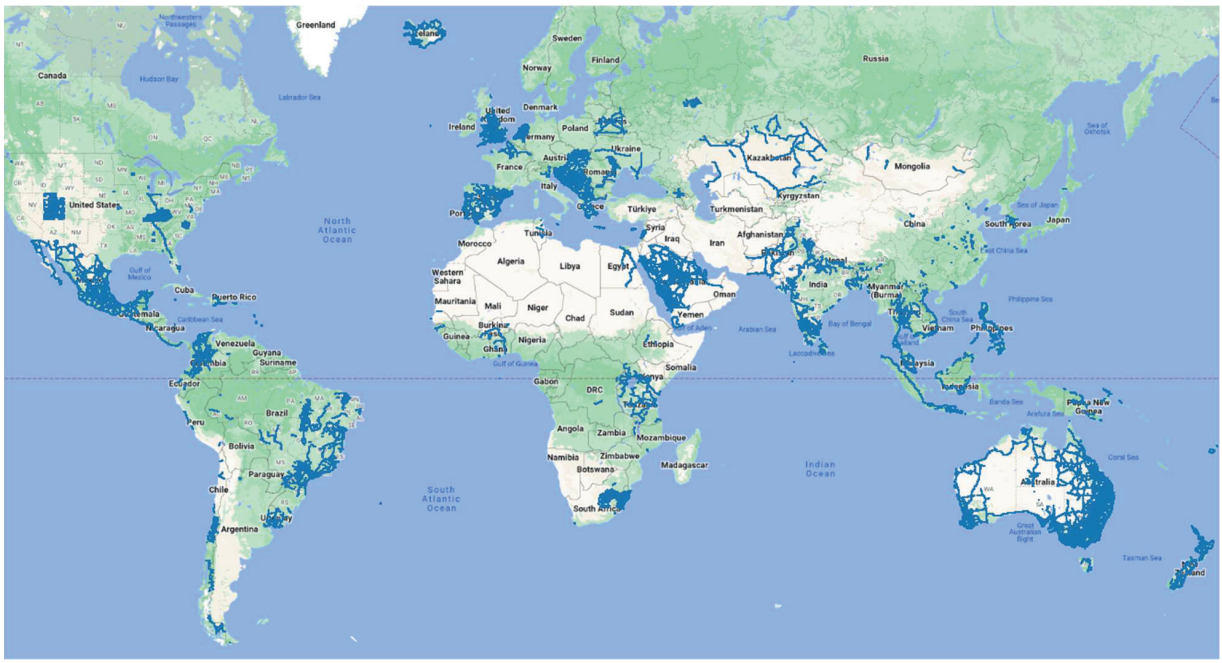
a. Financial performance

The Charity achieved a surplus for the year of £316,355 compared to a loss in the previous year of £114,197. The improved performance was due to a number of reasons; a higher gift aid payment arising from its trading subsidiary, Road Assessment Services Limited of £169,142 (2022: £84,853), more projects being awarded, careful management of fixed costs and welcome fair voluntary contributions being received. In addition, the Charity also received funds from the dissolution of the European Road Assessment Association (EuroRAP) of £121,792 which the Trustees have agreed to place into a designated fund to support ongoing core supports costs in Europe.

b. Review of key impacts and metrics in 2023

- **An estimated 541,910 deaths and serious injuries have been saved** by iRAP partnerships since 2014 (129,660 in last 12 months). Peer review now complete and results and methodology published as part of the independent Johns Hopkins University study.
- **$101 billion of investment** in 85 countries has been made safer informed by iRAP assessments (an additional USD$5.9 billion in last 12 months).
- At least **120,000km of roads have been upgraded** with safety enhancements worldwide.

- **Engagement** with **30,300 individual partners in 183 countries** worldwide are efficiently managed and supported with the advanced iRAP Connect Partner Management System (created with the support of FedEx donor funding). Additional 3,867 new individual partners engaged with iRAP in the last 12 months.
- Over **10.1 million touchpoints** (including views of a social media post, iRAP website resources or email communication) with our #RAPCommunity since 2020. 1.8 million touchpoints added in 2023.
- Safety assessments have now been performed in **126 countries.** New country activity in last 6 months: Central African Republic, Gabon, Jersey, Northern Ireland and Taiwan.
- **Crash rate risk maps** have now been performed for **1.81 million km** of roads (111,395km added in last 12 months in United Kingdom, Spain, Kazakhstan and Australia).
- Nearly **1.6 million km of roads have been Star Rated** (additional 169,852km in last 12 months that includes first assessments in Jersey, Malta and Congo; and major activities (>1,000km) in Saudia Arabia (70,000+ km), Colombia (20,000+ km), India, Australia, Thailand, South Africa, Brazil, UK, Tanzania and Chile.
- **Nearly 150,000km of "light" Star Ratings** have been performed. 64,000km added for Thailand in last 6 months, plus work in Australia.
- **Star Ratings of Designs** have now been performed on **53,873km** of roads.
- **Star Ratings for Schools (SR4S) used at 1,356 schools across 70 countries.** 328 new schools and 8 new countries added in the last 12 months. Over the lifetime of the programme, at least 422 locations have been improved (62 in last 12 months) including 317 where post-construction star ratings have been produced. The safety of 418,914 students has been positively impacted by SR4S.
- **Nearly 7.3 million km of road data analysis is stored** in iRAP's online software ViDA and the system is used by 18,863 registered users (Adding over 1.2 million km of analysis and 3,282 user accounts in the last 12 months).
- **69,193 participants in iRAP and safer roads training and events** (Adding 9,915 people in the last 12 months).
- Training courses delivered in **20 languages** (adding Arabic).
- **235 iRAP accredited practitioners and 16 systems in 49 countries** (First practitioners in Morocco, China, Uzbekistan and New Zealand added in last 12 months).
- **76 policies or guidelines** exist worldwide including RAP metrics and performance targets (10 strategies added this year including 2022-2030 Malawi National Road Safety Strategy, 2023-2025 Australian National Road Safety Action Plan, 2030 Strategy for Lao, 2030 Pakistan Strategy, 2020-2024 National Road Safety Action Plan for Pakistan, 2016 Georgia Road Safety Strategy, Thailand 2022-2027 Master Plan, Bangkok Road Safety Master Plan 2021-2025, 2023-2038 Cayman Islands Road Safety Strategy, Saudi Arabia RGA Road Sector Strategy, and Georgia 10 Year Infrastructure Strategy).
- Together with partners, iRAP received **two Prince Michael International Road Safety Awards** for the Ten Step Tanzania Project and Road Safety Capacity Building Program of GRSP, ADB, APRSO and iRAP.
- iRAP programme reach recognised in **UN Secretary General's Report on Progress of Improving Global Road Safety (A/78/345).**



ViDA Star Rating Assessments Map (excludes Risk Mapping)

c. Review of Global Programme Partner Highlights in 2023

- **New WHO Global Status Report on Road Safety**: WHO released the updated Global Status Report on Road Safety in December showing a promising 5% reduction in global road deaths between 2010 and 2021. The report references significant iRAP data and results worldwide to support countries understand and improve their infrastructure safety.
- **High-level advocacy for G20 and UNSDG Summit:** Towards Zero Foundation and iRAP were successful in the submission and publication of a T20 policy brief "Achieving the SDGs for Road Safety in G20 Countries" to support G20 leaders. In September, iRAP wrote letters to the G20 Heads of State appealing for their commitment for results-based financing of 3-star or better road infrastructure to meet the UN SDGs.
- **iRAP Innovation Workshop and World Roads Congress (2-6 October):** iRAP partners' work was showcased at the 10th iRAP Innovation Workshop, held in association with the XXVIIth World Road Congress in Prague organised by PIARC. The Workshop brought together 200 leaders and experts from 68 countries with the theme "Safer Roads: For People and Planet".
- **2023 Gary Liddle Memorial Trophy:** iRAP launched the inaugural iRAP Gary Liddle Memorial Trophy this year, recognizing the lifelong public-sector and transport contribution of former Board Chairman Gary Liddle AO. The trophy celebrated the world's best performing road authorities eliminating high-risk roads and was presented at the XXVIIth World Road Congress in October. The programme recognized:
  Winner – Brazil's National Department of Transport Infrastructure (DNIT)
  Finalist – Australia's Queensland Department of Transport and Main Roads (TMR)
  Finalist – Thailand's Bangkok Metropolitan Administration (BMA)
  Finalist – Croatian Roads Ltd

- **WHO Heads of National Road Safety Agencies Summit and Vision Zero Conference (26-29 June):** iRAP joined the first WHO meeting of Heads of National Road Safety Agencies from around 100 countries in Sweden in June. iRAP presented one of five Safe System Pillar Opening Statements on Safe Infrastructure. iRAP also presented at the 2023 Vision Zero Conference in the same week on New Technologies and Innovations.
- **ITF Summit (24-26 May):** iRAP joined 1,200 delegates from 80 countries and 63 government delegations to advocate for safer roads and effective transport policy at the ITF Summit. iRAP presented in the Financing Equitable, Green and Safe Transport Panel Session and spotlight sessions were presented on CycleRAP and the award-winning UK Safer Roads Fund Programme.
- **7th UN Global Road Safety Week:** iRAP called on its partners and the community to support UN Global Road Safety Week from 15-21 May with the theme #RethinkMobility. The charity's campaign shared the Week's key messages and iRAP tools, training, support and partnerships for UNGRSW and safer roads. Two videos were produced on multi-modal transport and iRAP Safety Insights Explorer and released along with rebranded GDCI Design Guide animations. Total touchpoints reached for UNGRSW 2023 in the month of May was 190,761 with asset views ongoing.
- **4th Ministerial Conference on Road Safety, February 2025, Morocco:** iRAP is a member of the Ministerial Planning Committee and joined 20 representatives from lead global agencies at the first Planning Meeting in Geneva in December.
- **Africa Support:** The additional support of the FIA Foundation has enabled support for African partners to be expanded following the addition of Nathalie Chiavassa as the Safer Journeys Lead for Africa.
- **TanRAP:** The UN Road Safety Fund supported Ten Step Plan for Safer Road Infrastructure Project in Tanzania concluded in March and was awarded a Prince Michael International Road Safety Award in December. TanRAP was established and launched, safety data was expanded to more than 10,000km using the iRAP Methodology, recommendations were made to the National Road Safety Strategy and Road Geometric Design Manual, and more than 500 people participated in training or capacity building activities. Immediate impact was achieved improving the safety on corridors being funded by the World Bank.
- **United Kingdom RAP:** Hosted by the Road Safety Foundation, United Kingdom RAP has now been launched to reflect the local leadership of the programme. The UK Government announced a £47.5 million investment on England's local road network as part of the Department for Transport's Safer Roads Fund. The annual risk mapping results, tracking the safety performance of motorways and 'A' road in Great Britain, were released in December. The partnership with National Highways has now seen the high-impact integration of the iRAP metrics, data and decision-making tools across all of the agency's activities.
- **KSARAP:** KSARAP for Saudi Arabia launched in December, associated with the world's largest iRAP assessment occurring in the Kingdom of 72,000km. The Government is committing to major investment to reach their desired 3-star or better targets on the national network.
- **BrazilRAP:** A 54,500km assessment of federal highways is complete and the results are informing BRL 18 billion in investment to halve deaths and serious injuries in the country. 3-star or better targets are included in several multi-billion-dollar concessions across the country.
- **ThaiRAP** has completed 15,000km of Star Rating assessments and two motorway assessments. The Department of Highways has star rated the entire network this year, with 64,000km receiving a light star rating. ThaiRAP is working with the Bangkok Metropolitan Administration with a 500km assessment of the city's road network complete.
- **AusRAP** leadership has now transitioned to Austroads with a staff of 3 being recruited to coordinate the programme in Australia. Major assessments of more than 50,000km are underway across the country including AiRAP approaches. A new AusRAP Business Plan has been published that commits Australia's states and territories to publish AusRAP star ratings on all arterial roads by 2025.

- **IndiaRAP:** IndiaRAP is supporting the World Bank's USD$250 million funding commitment that supports India's Programme for Strengthening Road Safety, an investment to be matched by the Asian Development Bank (ADB) and Government of India for a total sum of US$1 billion investment in road safety. The partnership includes 500km of post construction assessments in Uttar Pradesh and Tamil Nadu; assessment of 7,000km in Himachal Pradesh; over 17,000km of road network is being assessed in Karnataka and based on results; and over 300km urban roads in Chennai.
- **Mexico**: Activities in support of the MOU between iRAP and the Aleatica Foundation for Road Safety have commenced on projects and programmes to reduce road traffic injury in Mexico. iRAP and the Government of Mexico, through the Secretariat of Infrastructure, Communications and Transportation (SCT) also signed an MOU in November to eliminate high-risk roads in the country and support the development of a locally led MexiRAP programme.
- **Korea:** The Korean Government has endorsed the development of KoRAP with national R&D funds and a National Highway Study over four years. The project will require an update to the road act to incorporate the iRAP methodology. A delegation from Seoul National University and technical stakeholders visited Australia in August to learn from the iRAP and AusRAP experience.
- **Italy:** A three-year project by Automobile Club d'Italia (ACI) has analysed the safety of 17,500km of Italy's primary road network to understand the investments and speeds required to save lives and serious injuries, aligned to international targets and Europe's RISM Directive. Toll road activity is also underway with Aleatica's Brebemi concession near Milan.
- **Spain:** Spain and Catalonia (RACC) have been risk mapping and publishing annual results for 21 years. The National Ministry of Public Works, in collaboration with RACC and RACE, is also planning to assess an additional 25,000km in 2024.
- **Interest for new RAPs** is being supported in Korea, Mexico, United Arab Emirates, Senegal, Tunisia, Morocco, Malawi, Indonesia and Vietnam.

d. Review of Strategic Project Partnerships in 2023

- The development of accredited supplier networks has seen an increasing number of iRAP assessments being completed directly by suppliers around the world. Where desired by partners iRAP teams are directly involved in strategically important projects with a focus on building sustainable national capacity where possible. The range and scale of strategic projects in 2023 demonstrates a diverse and sustainable source of project partnerships that contribute to iRAP's vision and associated metrics.
- **52 Strategic Project partnerships** have been supported in the last 12 months including **32 new projects**. Partnership projects successfully completed in 2023 include the Target 3 Project (GRSF), Ten Steps Tanzania (GRSF and UNRSF), Colombia National Network Assessment (IDB and GRSF), Google Street View Phase 1 Ecuador (Google), Tonkin Highway design Australia (Main Roads WA and Arup), Thailand Motorway Assessments (Chulalongkorn University), Kazakhstan Assessment 2023 (EBRD and Kazakh Scientific Research Institute for Road Safety), IFC Template Sustainability Framework (International Finance Corporation), Reassessment of Autopistas Amozoc-Perote (Mexico), Eiffage Toll Road Assessment in Senegal, Mapfre Foundation CycleRAP pilot, Evaluation of Ruta Nogales-Puchuncavi (CANOPSA Chile), MEL Internal Roads (SGS Minerals S.A. Chile), Post-construction Assessments in Tamil Nadu and Uttar Pradesh (World Bank) and Himachal Pradesh QA in India (AITD), Support for Aleatica Brebemi (Italy), Road Safety Good Practice Note (Asian Development Bank), QA for assessments in Ethiopia and Kenya (FPZ), Mongolia Assessments of Strategic Roads (Kocks Consult), Training for NEOM in Tabuk (Saudi Arabia), Training for EixoSP and Projevias, Training and QA Parana (Brazil), and Training for Aleatica Foundation for Road Safety.

- Several projects are continuing into 2024 including Botnar AI&Me, Chile - MOP 2022 (DDQ Ingenieros Consultores Ltda), SR4D Trans Sumatra Link Road (BZT), SR4S Quality Review capacity building - CRTIP Philippines, Malawi M1 Rehabilitation Project (RSK Group), Evaluacion y capacitacion para el Grupo ISA, Saudi Arabia Assessment 72,000km, Pavesys QA for SC Vias, PHOEBE – iRAP (European Commission), LRSP Technical Committee, Improving Road Safety in Cambodia (ADB), Mozambique Feeder Road Development Project, Support for Autoroutes du Maroc, Coding QA for AusRAP Victoria (ARRB), Google AI for the Global Goals, Support for Chula Assessments of DMT Tollway (Thailand), Safe and Inclusive Design in Central Asia (UNRSF), ELABORATOR – IRAP (European Commission), Vital Strategies – Istanbul and Google SV Project Ecuador 2024.
- iRAP continues the long-term support programme partnership with the **Millennium Challenge Corporation (2022-2026)** which included Star Rating and Investment Plan Assessments in Cote d´Ivoire, Gambia and Nepal; Star Rating for Schools in Cote d'Ivoire and other priority MCC corridors; capacity building (training and accreditation), technical assistance, Millennium Impact Infrastructure Accelerator (MIIA) and iRAP impact investment and work towards the establishment of local self-governing Road Assessment Programmes in Malawi, Indonesia, Mozambique and Zambia.

e. Review of Innovation and Development Partnerships in 2023

- **Innovation Partnerships:** iRAP's Innovation Framework is supporting 117 partners in projects and initiatives to create the future-focussed tools that meet the expanding local needs and ensure continuous improvement of the iRAP offering.
- **ViDA:** Continuous investment is being supported for the core free-to-air tools of iRAP to ensure they remain current, protected and meet the growing demand for use within acceptable performance criteria. A Road Map for future step changes in model, software design and functionality is being developed to ensure iRAP remains relevant and state-of-the-art for all partners worldwide.
- **CycleRAP:** Four trusted suppliers are now in place to support CycleRAP projects. A CycleRAP Demonstrator tool was launched in May to support the quick assessment of cycling infrastructure safety and is now available in five languages (Dutch, Portuguese, Spanish, French and English). A pilot project has been completed for the Mapfre Foundation to design safer streets and networks for cycling and light mobility in five cities of Barcelona, Bogotá, Fayetteville, Madrid and São Paulo.
- **Star Rating for Schools:** Enhancements to the SR4S model went live in June integrating latest research and user experience for improved star rating results. The SR4S mobile app has been updated and is available on Google Play and the Apple Store to better meet lead partner needs. The Youth Engagement App (YEA) was launched as part of the Botnar Ai&Me project and is now embedded in the SR4S web app providing supplementary data on youth perceptions of risk at specific locations. iRAP has received USD$2 million in grant funding and additional support from Google's philanthropic arm, Google.org, to use AiRAP approaches to undertake large-scale school assessments in Vietnam in partnership with AIPF, Anditi and University of Zagreb, with potential to scale globally. The Safe Schools Upgrade Tracker is allowing users to explore key metrics for school locations that have been upgraded around the world with the safety improved for over 400,000 students globally.
- **Light Data Approaches:** Demand for light data models is being supported through pilots related to the use of artificial intelligence and machine learning as part of AiRAP initiatives and specific light-data partnerships with local government in Australia, EIB, Thailand national roads and the RISM activities in Europe. A screening tool is being developed as a process to enable an iRAP light data approach.
- **Local applications:** Significant promotion of the Active Travel Tool (Road Safety Trust) developed for the UK, and now applicable globally, has occurred. TRL is developing speed management modules with "iRAP inside" for The World Bank GRSF.

Plans for the Future

iRAP's vision is for a world free of high-risk roads for all road users. The direct inclusion of 3-star or better targets in the UN 2nd Decade of Action Plan for Road Safety (UN Global Plan) continues to create demand for new and expanded partnerships at the global, national and sub-national level. The ongoing work is focussed on identification of the high-risk roads, optimising investment to maximise lives saved per dollar invested and guiding the safety of interventions that contribute to the UN Member State agreed Global Road Safety Performance Targets, namely:

- **Target 3** – By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three-star rating or better
- **Target 4** – By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety[1] (equivalent to a three-star rating or better).

The upcoming Global Ministerial Conference on Road Safety in Marrakech, Morocco will be a focus for iRAP partners worldwide as they celebrate their success in policies and investments in 3-star or better roads for all road users and also confirm the priority investments needed between 2025 and 2030 to reach and exceed Global Targets 3 and 4.

The FIA Foundation donor support and strategic partnerships with a range of corporate, foundation and development institutions allows iRAP to build and support the Partnerships for 2030 Impact. The charity's focus on shared ownership and success enables a significant scaling of impact and leveraged investment by partners worldwide with a summary of programme impact and strategic priorities provided below.



[1] https://www.who.int/violence_injury_prevention/road_traffic/12GlobalRoadSafetyTargets.pdf?ua=1

Financial review

a. Going concern

After making appropriate enquiries, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

b. Investment policy and performance

Under the memorandum and articles of association, the charity has the power to deposit and invest its funds in any manner (but to invest only after obtaining such advice from a financial expert such as the Trustees consider necessary) and having regard to the suitability of investments and the need for diversification. The charity has adopted a low risk approach to investing surplus cash by placing cash on deposit accounts at the bank.

c. Principal funding

iRAP benefits from the generous support of the FIA Foundation and this support will continue until at least 2025.

Our partnerships with the Global Road Safety Facility, World Bank, European Investment Bank, UNESCAP, Caribbean Development Bank, Asia Development Bank, Australian AID, Latin American Development Bank and the Inter American Development Bank continue to enable iRAP assessments to be undertaken in low income and middle income countries around the world. The financing for the road upgrades is typically supported by these same agencies in partnership with the relevant government agency.

High income countries continue to invest in their own programmes with central iRAP support. Automobile club and government partners finance and undertake national assessments with the RAP protocols integrated in their advocacy, policy and decision making as appropriate.

The iRAP Centre of Excellence network now includes ARRB Group (Australia); MRI Global (USA), the Malaysian Institute of Road Safety Research (MIROS); TRL (UK); the Instituto Mexicano del Transporte,Korean Transport Institute (KOTI), SWOV (Netherlands),LabTrans (Brazil),the Research Institute of Highways (China) and also now the University of Zagreb, Faculty of Transport and Traffic Sciences (FPZ) based in Croatia.

d. Reserves Policy

With the financial support of the FIA Foundation, the Trustees are agreed that iRAP holds sufficient funds to meet both contractual obligations and to enable future programme development. In light of increased staff commitments, the Trustees have agreed that iRAP should continue to grow its reserves towards £1,070k. At the year end, the charity had available reserves of £1,046,049.

Structure, governance and management

a. Constitution

IRAP is registered as a charitable company limited by guarantee and was incorporated on 9 June 2005. A subsidiary company, Road Assessment Services Limited, was incorporated on 15 May 2012. It is a wholly owned subsidiary of iRAP and together they form the iRAP group.

The principal objective of the company and the group is the international promotion of the improvement of road safety and quality of roads for the public benefit.

b. Method of appointment or election of Trustees

The management of the company and the group is the responsibility of the Trustees who are elected and co opted under the terms of the Articles of Association.

Trustees are sought for the Board specifically to add value to the charity. This is both in terms of creating a Board that is representative of the community that the charity serves and one that has all of the skills and experience required to properly carry out the work of the charity.

c. Policies adopted for the induction and training of Trustees

The charity is fortunate that it is able to attract committed individuals with great relevant experience in the field and in public life. When a potential trustee is identified, they are usually invited to attend a Trustees' meeting in the capacity of observer. Once they and the Board of Trustees have gained a greater understanding of each other they are nominated for election to the position of trustee and elected by unanimous decision.

Most Trustees are already familiar with the practical work of the charity and familiar with the work of charities in general. New Trustees are given briefings to provide personally tailored orientation to brief them as appropriate on their legal obligations under charity and company law, the content of the Memorandum and Articles of Association, the committee and decision making processes, the business plan and recent financial performances of the charity. The opportunity of the new Trustee is generally taken to provide the Board as a whole with presentations of overall progress with the charity’s work. If needed, Trustees would be encouraged to attend appropriate external training events where these will facilitate the undertaking of their role.

d. Pay policy for senior staff

It is essential for iRAP to have credible leaders who bring professional expertise, leadership experience and who are capable of developing and growing the organisation to be world class. Having a competitive reward offering is one of the many ways in which iRAP can secure the very best people.

iRAP has a clear and transparent policy that not only ensures the selection and retention of high calibre leaders but also ensures our donors, supporters, staff, volunteers, beneficiaries and public recognise the importance of accountability in all aspects of our work including the determination of pay and benefits of the Chief Executive and senior management team.

The Board of Trustees is responsible for defining iRAP’s pay policy approving and deciding on the salaries of the Chief Executive and the senior management team. The Board delegates this responsibility to the Remuneration Committee which is chaired by a nominated trustee. More information about pay ranges for our senior staff is in the relevant disclosure on staff costs.

Our approach is to pay a fair salary to attract and retain skilled and expert senior leaders for iRAP. Salaries and benefits should be competitive within the charity sector, proportionate to the complexity of each role and responsible in line with our charitable objectives. To achieve this our Executive Group Pay Policy aims to:

• Ensure performance is reviewed and reported to the Remuneration Committee on an annual basis.
• To pay a fair salary in the respective geographic market to attract and retain skilled staff, meeting all national pay standards and provide all staff with a living wage.
• Apply performance related pay elements only where required.
• Monitor charity sector trends through appropriate surveys.

e. Organisational structure and decision making

The charity is ultimately governed by the Trustees who agree and monitor the Forward Plan and approve all of the charity's policies. The day to day running of the charity is delegated to staff under the leadership of the Executive.Trustee meetings are held at least three times a year primarily to review financial reports, discuss issues of strategic direction, and programme priorities.

For the purposes of company law, the Trustees shown on page 1 are the directors of the company. The Trustees who served during the year were as follows:

Avi Shalom Hayim Silverman (appointed 29/01/2024)
Dr Olive Chifefe Kobusingye (appointed 15/03/2023)
Miquel Nadal
Saul Billingsley (resigned 01/01/2024)
F Emanuel Smith
Dr Susan M Sharland
Shane I O'Connor
Raquel Barrios Quintanilla
Ian Andrew Gillespie

The minimum number of Trustees shall be two save for circumstances where a charity (as defined by s1 of the Charities Act 2011) is appointed as a trustee, in which case it may serve as a sole trustee of the charity. The maximum number is twelve.

f. Risk management

IRAP acknowledges at all times the risks associated with its work as a charitable company. The charity has risk management policies and procedures through which risks arising from existing operations and developments are identified and evaluated. The Trustees are required to analyse these, assess them according to their impact on the Charity and their likelihood of occurrence and report on procedures which are in place or are developed or enhanced to provide assurance that the risk is being minimised. The key risks which iRAP has identified and the steps being taken to minimise these risks are listed below:

Volatility in funding and other financial risks:
This risk is managed by the provision and review of management accounts and long term financial forecasts with action plans to bridge any funding gaps. In addition to this, the Charity's Reserves policy is regularly reviewed to ensure that it is in line with the charity's needs. Volatility in exchange risks is managed through the provision of forward currency hedging. The risk of fraudulent payments is minimised through the provision of a dual signatory policy on all payments. iRAP is also increasing the number of income streams to diversify its sources of income.

Skills Shortage
We are managing this risk by conducting a staff skills audit at least once per year to identify skills gaps amongst staff and to put training programmes in place. In addition, we are developing a panel of subcontractors who we can utilise when new contracts are signed and we need additional resources.

Inflationary risk
We are managing this risk by reviewing our pricing policies and reviewing our cost base.

Technology risk
We are managing this risk by having an innovation development plan for all our products. Further Product Lifecycle reports are reviewed regularly.

Political risk
We are managing this risk by having in place a contract with global risk management consultants, Healix. They are on hand to support us both strategically and operationally. Training on the services provided by Healix and their tools is provided to all our staff.

g. Information on fundraising practices

The International Road Assessment Programme (iRAP) is registered with the Fundraising Regulator, the independent body which sets and maintains the standards for charitable fundraising in England, Wales and Northern Ireland. This demonstrates our commitment to good fundraising practice. We have also committed to abide by their Code of Fundraising Practice and to the Fundraising Promise.

All our fundraising efforts are undertaken by our own staff, trusted partners and volunteers and we do not engage any professional fundraisers to undertake any fundraising on our behalf. At all times, we ensure that our fundraising is clear, open and honest. During the year, no complaints were received by the charity in respect of its fundraising activities.

Trustees' responsibilities statement

The Trustees (who are also directors of International Road Assessment Programme for the purposes of company law) are responsible for preparing the Trustees' report and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and the group and of the incoming resources and application of resources, including the income and expenditure, of the charitable group for that period. In preparing these financial statements, the Trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgments and accounting estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charitable group will continue in operation.

The Trustees are responsible for keeping adequate accounting records that are sufficient to show and explain the charitable company and the group's transactions and disclose with reasonable accuracy at any time the financial position of the charitable group and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the charitable company and the group and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable group's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Disclosure of information to auditors

Each of the persons who are Trustees at the time when this Trustees' report is approved has confirmed that:

- so far as that Trustee is aware, there is no relevant audit information of which the charitable group's auditors are unaware, and
- that Trustee has taken all the steps that ought to have been taken as a Trustee in order to be aware of any relevant audit information and to establish that the charitable group's auditors are aware of that information.

Auditors
Reappointment of auditor
The audit business of Haines Watts Farnborough (2020) LLP was acquired by Cooper Parry Group Limited on 14 November 2023. Haines Watts Farnborough (2020) LLP has resigned as auditor and Cooper Parry Group Limited has been appointed in its place.

The auditors, Cooper Parry Group Limited, will be proposed for re-appointment at the forthcoming Annual General Meeting.

This report was approved by the Trustees, on 12 June 2024 and signed on their behalf by:

Miquel Nadal

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Miquel Nadal
Trustee

Independent auditors' report to the members of International Road Assessment Programme

Opinion

We have audited the financial statements of International Road Assessment Programme (the 'parent charity') and its subsidiaries (the 'group') for the year ended 31 December 2023 which comprise the group Consolidated statement of financial activities incorporating income and expenditure account, the group Consolidated balance sheet, the group Consolidated statement of cash flows and the related notes, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the group's and of the parent charitable company's affairs as at 31 December 2023 and of the group's incoming resources and application of resources, including its income and expenditure for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditors' responsibilities for the audit of the financial statements section of our report. We are independent of the group in accordance with the ethical requirements that are relevant to our audit of the financial statements in the United Kingdom, including the Financial Reporting Council's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the trustees' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the charitable company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the trustees with respect to going concern are described in the relevant sections of this report.

Other information

The Trustees are responsible for the other information. The other information comprises the information included in the Annual report, other than the financial statements and our Auditors' report thereon. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Opinion on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the Trustees' report for the financial year for which the financial statements are prepared is consistent with the financial statements.
- the Trustees' report has been prepared in accordance with applicable legal requirements.

Matters on which we are required to report by exception

In the light of our knowledge and understanding of the charitable company and its environment obtained in the course of the audit, we have not identified material misstatements in the Trustees' report.

We have nothing to report in respect of the following matters in relation to which the Companies Act 2006 requires us to report to you if, in our opinion:

- the parent charity has not kept adequate and sufficient accounting records, or returns adequate for our audit have not been received from branches not visited by us; or
- the parent charity financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of Trustees' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the trustees were not entitled to take advantage of the small companies exemption from the requirement to prepare a Strategic Report.

Responsibilities of trustees

As explained more fully in the Trustees' responsibilities statement, the Trustees (who are also the directors of the charity for the purposes of company law) are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the Trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Trustees are responsible for assessing the group's and the parent charitable company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Trustees either intend to liquidate the group or the parent charitable company or to cease operations, or have no realistic alternative but to do so.

Auditors' responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an Auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

We gained an understanding of the legal and regulatory framework applicable to the charitable company and the industry in which it operates, and considered the risk of acts by the charitable company that were contrary to applicable laws and regulations, including fraud. We discussed with the Trustees the policies and procedures in place regarding compliance with laws and regulations. We discussed amongst the audit team the identified laws and regulations, and remained alert to any indications of non-compliance.

During the audit we focussed on laws and regulations which could reasonably be expected to give rise to a material misstatement in the financial statements, including, but not limited to, the Companies Act 2006, Charities Act 2011 and UK tax legislation. Our tests included agreeing the financial statement disclosures to underlying supporting documentation and enquiries with management.

Our procedures in relation to fraud included but were not limited to: inquires of management whether they have any knowledge of any actual, suspected or alleged fraud, and discussions amongst the audit team regarding risk of fraud such as opportunities for fraudulent manipulation of financial statements. We determined that the principal risks related to posting manual journal entries to manipulate financial performance and management bias through judgements in accounting estimates. We also addressed the risk of management override of internal controls, including testing journals and evaluating whether there was evidence of bias by the Trustees that represented a risk of material misstatement due to fraud.

Because of the inherent limitations of an audit, there is a risk that we will not detect all irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with a law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

Independent auditors' report to the members of International Road Assessment Programme

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of our Auditors' report.

Use of our report

This report is made solely to the charitable company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006, and to the charitable company's Trustees, as a body, Part 4 of the Charities (Accounts and Reports) Regulations 2008. Our audit work has been undertaken so that we might state to the charitable company's members those matters we are required to state to them in an Auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charitable company and its members, as a body, for our audit work, for this report, or for the opinions we have formed.



Jane Wills (Senior Statutory Auditor)
for and on behalf of

Cooper Parry Group Limited
Statutory Auditor
178 Buckingham Avenue
Slough
Berkshire
SL1 4RD
Date: 28/06/2024

International Road Assessment Programme

(A company limited by guarantee)

Consolidated statement of financial activities incorporating income and expenditure account
For the year ended 31 December 2023

	Note	Unrestricted funds 2023 £	Total funds 2023 £	Total funds 2022 £
Income from:				
Grants	2	**1,455,511**	**1,455,511**	*1,266,700*
Charitable activities	3	**1,023,044**	**1,023,044**	*502,362*
Net income from trading activities	4	**657,259**	**657,259**	*410,954*
Other income		**177,643**	**177,643**	*35,754*
Total income		**3,313,457**	**3,313,457**	*2,215,770*
Expenditure on:				
Fundraising trading	4	**440,574**	**440,574**	*285,414*
Charitable activities		**2,556,528**	**2,556,528**	*2,044,553*
Total expenditure		**2,997,102**	**2,997,102**	*2,329,967*
Net income / (expenditure) before other recognised gains and losses		**316,355**	**316,355**	*(114,197)*
Net movement in funds		**316,355**	**316,355**	*(114,197)*
Reconciliation of funds:				
Total funds brought forward		**729,694**	**729,694**	*843,891*
Total funds carried forward		**1,046,049**	**1,046,049**	*729,694*

The notes on pages 23 to 33 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)
Registered number: 05476000

Consolidated balance sheet
As at 31 December 2023

	Note	£	2023 £	£	2022 £
Fixed assets					
Tangible assets	8		**15,319**		*12,501*
Current assets					
Debtors	9	**346,828**		*395,780*	
Cash at bank and in hand		**2,804,656**		*820,323*	
		3,151,484		*1,226,103*	
Creditors: amounts falling due within one year	10	**(2,120,754)**		*(508,910)*	
Net current assets			**1,030,730**		*717,193*
Net assets			**1,046,049**		*729,694*
Charity Funds					
Unrestricted funds	11		**1,046,049**		*729,694*
Total funds			**1,046,049**		*729,694*

The charity's financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The financial statements were approved and authorised for issue by the Trustees on 12 June 2024 and signed on their behalf, by:

Miquel Nadal

.....
Miquel Nadal

The notes on pages 23 to 33 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)
Registered number: 05476000

Charity balance sheet
As at 31 December 2023

	Note	£	2023 £	£	2022 £
Fixed assets					
Tangible assets	8		**15,319**		*12,501*
Investments			**100,001**		*100,001*
			115,320		*112,502*
Current assets					
Debtors	9	**429,416**		*452,644*	
Cash at bank		**2,561,202**		*602,016*	
		2,990,618		*1,054,660*	
Creditors: amounts falling due within one year	10	**(2,059,889)**		*(437,468)*	
Net current assets			**930,729**		*617,192*
Net assets			**1,046,049**		*729,694*
Charity Funds					
Unrestricted funds			**1,046,049**		*729,694*
Total funds			**1,046,049**		*729,694*

The charity's financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The financial statements were approved and authorised for issue by the Trustees on 12 June 2024 and signed on their behalf, by:

Miquel Nadal

.....
Miquel Nadal

The notes on pages 23 to 33 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)

Consolidated statement of cash flows
For the year ended 31 December 2023

	Note	2023 £	*2022 £*
Cash flows from operating activities			
Net cash (used in)/provided by operating activities	13	**1,985,461**	*(22,917)*
Cash flows from investing activities:			
Purchase of tangible fixed assets		**(11,128)**	*(8,687)*
Proceeds from sale of fixed assets		**-**	*2,453*
Net cash used in investing activities		**(11,128)**	*(6,234)*
Change in cash and cash equivalents in the year		**1,974,333**	*(29,151)*
Cash and cash equivalents brought forward		**830,323**	*859,474*
Cash and cash equivalents carried forward	14	**2,804,656**	*830,323*

The notes on pages 23 to 33 form part of these financial statements.

Notes to the financial statements
For the year ended 31 December 2023

1. Accounting policies

1.1 Basis of preparation of financial statements

The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2015) - (Charities SORP (FRS 102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

International Road Assessment Programme meets the definition of a public benefit entity under FRS 102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy.

The Statement of Financial Activities (SOFA) and Balance Sheet consolidate the financial statements of the charity and its subsidiary undertaking. The results of the subsidiary are consolidated on a line by line basis.

No separate SOFA has been presented for the charity alone as permitted by section 408 of the Companies Act 2006.

1.2 Company status

The charity is a company limited by guarantee. The members of the company are the Trustees named on page 1. In the event of the charity being wound up, the liability in respect of the guarantee is limited to £10 per member of the charity.

1.3 Income

All income is recognised once the charity has entitlement to the income, it is probable that the income will be received and the amount of income receivable can be measured reliably. Project income is recognised on the stage of completion of the project, which is calculated based on the estimated margin at completion of the project.

1.4 Expenditure

Expenditure is recognised once there is a legal or constructive obligation to transfer economic benefit to a third party, it is probable that a transfer of economic benefits will be required in settlement and the amount of the obligation can be measured reliably.

Support costs are those costs incurred directly in support of expenditure on the objects of the charity and include project management carried out at their Headquarters.

Charitable activities and Governance costs are costs incurred on the charity's educational operations, including support costs and costs relating to the governance of the charity apportioned to charitable activities.

1. Accounting policies (continued)

1.5 Basis of consolidation

The financial statements consolidate the accounts of International Road Assessment Programme and all of its subsidiary undertakings ('subsidiaries').
The charity has taken advantage of the exemption contained within section 408 of the Companies Act 2006 not to present its own income and expenditure account.

1.6 Tangible fixed assets and depreciation

Tangible fixed assets are carried at cost, net of depreciation and any provision for impairment. Depreciation is provided at rates calculated to write off the cost of fixed assets, less their estimated residual value, over their expected useful lives on the following bases:

Office equipment	-	3 years straight line
Computer equipment	-	2 years straight line

1.7 Interest receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the charity; this is normally upon notification of the interest paid or payable by the Bank.

1.8 Debtors

Trade and other debtors are recognised at the settlement amount after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.

1.9 Cash at bank and in hand

Cash at bank and in hand includes cash and short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.

1.10 Liabilities

Liabilities are recognised when there is an obligation at the balance sheet date as a result of a past event, it is probable that a transfer of economic benefit will be required in settlement, and the amount of the settlement can be estimated reliably. Liabilities are recognised at the amount that the charity anticipates it will pay to settle the debt or the amount it has received as advanced payments for the goods or services it must provide.

1. Accounting policies (continued)

1.11 Derivative financial instruments

The Charity's activities expose it to the financial risk of changes in foreign exchange rates and they therefore enter into forward contracts to hedge against volatile exchange rate movements.

Derivatives are initially recognised at fair value on the date a derivative contract is entered into and are subsequently remeasured at their fair value. The method of recognising any resulting gain or loss depends on whether the derivative is designated as a hedging instrument and, if so, the nature of the item being hedged.

Changes in the fair value of any derivative instruments that do not qualify for hedge accounting are recognised immediately in the income statement.

1.12 Foreign currencies

Monetary assets and liabilities denominated in foreign currencies are translated into sterling at rates of exchange ruling at the balance sheet date. Transactions in foreign currencies are translated into sterling at the rate ruling on the date of the transaction. Exchange gains and losses are recognised in the statement of financial activities.

1.13 Pensions

The charity operates a defined contribution pension scheme and the pension charge represents the amounts payable by the charity to the fund in respect of the year.

1.14 Going concern

The trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the forseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

The financial statements have been prepared on a going concern basis. The trustees have reviewed and considered relevant information, including the annual budget and future cash flows in making their assessment. Based on these assessments, the trustees have concluded that they can continue to adopt the going concern basis in preparing the annual report and accounts.

2. Income from grants

	Unrestricted funds 2023 £	Total funds 2023 £	*Total funds 2022 £*
Grants	**1,418,607**	**1,418,607**	*1,266,688*
Similar incoming resources	**36,904**	**36,904**	*12*
Total donations and legacies	**1,455,511**	**1,455,511**	*1,266,700*
Total 2022	*1,266,700*	*1,266,700*	

3. Income from charitable activities

	Unrestricted funds 2023 £	Total funds 2023 £	*Total funds 2022 £*
Project delivery income	**965,389**	**965,389**	*453,142*
Accreditation	**41,787**	**41,787**	*30,203*
Webinars	**15,868**	**15,868**	*19,017*
	1,023,044	**1,023,044**	*502,362*
Total 2022	*502,362*	*502,362*	

4. Trading activities

	Unrestricted funds 2023 £	Total funds 2023 £	*Total funds 2022 £*
Net income from trading subsidiary	**657,259**	**657,259**	*410,954*
Fundraising trading expenses			
Trading expenses from trading subsidiary	**440,574**	**440,574**	*285,414*
	216,685	**216,685**	*125,540*

The wholly owned subsidiary, Road Assessment Services Limited, which is incorporated in the United Kingdom, pays its taxable profits to the charity by equity distribution. Its results are consolidated with those of International Road Assessment Programme. The charity owns the entire issued share capital of £100,001.

5. Net income/(expenditure)

This is stated after charging/(crediting):

	2023 £	*2022 £*
Depreciation of tangible fixed assets:		
- owned by the charitable group	**8,310**	*10,489*
Movement on foreign exchange	**13,742**	*(6,669)*

During the year, no Trustees received any remuneration (2022 - £nil).
During the year, there were £nil donations received from Trustees (2022 - £nil).
During the year, three Trustees were reimbursed expenses totalling £3,560 in respect of travel and compliance costs (2022 - £5,910).

6. Auditors' remuneration

The Auditor's remuneration amounts to an Audit fee of £13,200 (2022 - £12,100), and tax compliance services of £1,400 (2022 - £1,300).

7. Staff costs

Staff costs were as follows:

	2023 £	*2022* *£*
Wages and salaries	**1,101,748**	*1,053,613*
Social security costs	**53,478**	*59,403*
Other pension costs	**104,354**	*105,198*
	1,259,580	*1,218,214*

The average number of persons employed by the charity during the year was as follows:

	2023 No.	*2022* *No.*
Trustees	**8**	*7*
Employees	**18**	*20*
	27	*27*

The number of higher paid employees was:

	2023 No.	*2022* *No.*
In the band £60,001 - £70,000	**3**	*4*
In the band £70,001 - £80,000	**3**	*1*
In the band £80,001 - £90,000	**0**	*1*
In the band £90,001 - £100,000	**2**	*2*
In the band £100,001 - £200,000	**3**	*3*

£271,463 was paid to key management of the charity during the year (2022: £272,934).

Notes to the financial statements
For the year ended 31 December 2023

8. Tangible fixed assets

Group	Office equipment £	Computer equipment £	Total £
Cost			
At 1 January 2023	**47,072**	**125,912**	**172,984**
Additions	**11,128**	**-**	**11,128**
Disposals		**(125,912)**	**(125,912)**
At 31 December 2023	**58,200**	**-**	**58,200**
Depreciation			
At 1 January 2023	**34,571**	**125,912**	**160,483**
Charge for the year	**8,310**	**-**	**8,310**
On disposals		**(125,912)**	**(125,912)**
At 31 December 2023	**42,881**	**-**	**42,881**
Net book value			
At 31 December 2023	**15,319**	**-**	**15,319**
At 31 December 2022	*12,501*	*-*	*12,501*

Charity	Office equipment £
Cost	
At 1 January 2023	**47,072**
Additions	**11,128**
Disposals	
At 31 December 2023	**58,200**
Depreciation	
At 1 January 2023	**34,571**
Charge for the year	**8,310**
On disposals	
At 31 December 2023	**42,881**
Net book value	
At 31 December 2023	**15,319**
At 31 December 2022	*12,501*

9. Debtors

	Group		Charity	
	2023	*2022*	**2023**	*2022*
	£	*£*	**£**	*£*
Trade debtors	**126,095**	*83,479*	**60,568**	*74,557*
Amounts owed by group undertakings	**-**	*-*	**226,472**	*126,531*
Other debtors	**63,712**	*144,684*	**63,712**	*143,742*
Prepayments and accrued income	**157,021**	*167,617*	**78,664**	*107,814*
	346,828	*395,780*	**429,416**	*452,644*

10. Creditors: Amounts falling due within one year

	Group		Charity	
	2023	*2022*	**2023**	*2022*
	£	*£*	**£**	*£*
Trade creditors	**41,904**	*1,744*	**7,063**	*1,718*
Other taxation and social security	**64,580**	*52,962*	**61,404**	*45,918*
Other creditors	**6,134**	*28,879*	**6,134**	*28,879*
Accruals and deferred income	**2,008,136**	*425,325*	**1,985,288**	*360,953*
	2,120,754	*508,910*	**2,059,889**	*437,468*

	Group		Charity	
	2023	2022	**2023**	2022
	£	**£**	**£**	**£**
Deferred income				
Deferred income at 1 January 2023	**140,136**	**146,187**	**123,780**	**124,675**
Resources deferred during the year	**1,671,892**	**140,136**	**1,668,326**	**123,780**
Amounts released from previous years	**(140,136)**	**(146,187)**	**(123,780)**	**(124,675)**
Deferred income at 31 December 2023	**1,671,892**	**140,136**	**1,668,326**	**123,780**

11. Statement of funds

Statement of funds - current year

Unrestricted funds	*Balance at 1 January 2023*	*Income*	*Expenditure*	*Transfer between funds*	*Balance at 31 December 2023*
	£	£	£	£	£
General fund	680,578	3,191,665	(2,974,387)	-	897,856
Designated fund	49,116	121,792	(22,715)	-	148,193
Total	**729,694**	**3,313,457**	**(2,997,102)**	**-**	**1,046,049**

Statement of funds - prior year

Unrestricted funds	*Balance at 1 January 2022*	*Income*	*Expenditure*	*Transfer between funds*	*Balance at 31 December 2022*
	£	£	£	£	£
General fund	*743,891*	*2,215,770*	*(2,279,083)*	-	*680,578*
Designated fund	*100,000*	-	*(50,884)*	-	*49,116*
Total	***843,891***	***2,215,770***	***(2,329,967)***	**-**	***729,694***

Designated funds
The designated funds relate to;
a) The ViaSofia development fund (£26401). The purpose of this fund is to help with the costs in determining the future investment potential in road safety data in field of Artificial Intelligence.
b) Future work to improving road safety in Europe (£121,792). Monies for this designated fund have arisen following the dissolution of EuroRAP in November 2023.

12. Analysis of net assets between funds

Analysis of net assets between funds - current year

	Unrestricted funds 2023	**Total funds 2023**
	£	**£**
Tangible fixed assets	**15,319**	**15,319**
Current assets	**3,151,484**	**3,151,484**
Creditors due within one year	**(2,120,754)**	**(2,120,754)**
	1,046,049	**1,046,049**

12. Analysis of net assets between funds (continued)

Analysis of net assets between funds - prior year

	Unrestricted funds 2022 £	*Total funds 2022 £*
Tangible fixed assets	*12,501*	*12,501*
Current assets	*1,226,103*	*1,226,103*
Creditors due within one year	*(508,910)*	*(508,910)*
	729,694	*729,694*

13. Reconciliation of net movement in funds to net cash flow from operating activities

	Group	
	2023 £	*2022 £*
Net (expenditure)/income for the year (as per Statement of Financial Activities)	**316,355**	*(114,197)*
Adjustment for:		
Depreciation charges	**8,310**	*10,489*
(Profit)/loss on the sale of fixed assets	**-**	*(750)*
Decrease in debtors	**48,952**	*26,351*
Increase/(decrease) in creditors	**1,611,844**	*55,190*
Net cash (used in)/provided by operating activities	**1,985,461**	*(22,917)*

14. Analysis of cash and cash equivalents

	Group	
	2023 £	*2022 £*
Cash in hand	**2,804,656**	*830,323*
Total	**2,804,656**	*830,323*

15. Pension commitments

The group operates a defined contributions pension scheme. The pension cost charge in the year represents contributions payable by the group and amounted to £104,354 (2022: £105,198). At the year end £6,052 (2022: £4,635) was outstanding and included in creditors.

16. Operating lease commitments

At 31 December 2023 the total of the group's future minimum lease payments under non-cancellable operating leases was:

Group	2023 £	*2022 £*
Amounts payable:		
Within 1 year	**13,195**	*12,565*

At 31 December 2023 the charity had annual commitments under non-cancellable operating leases as follows:

Charity		
Amounts payable:		
Within 1 year	**13,195**	*12,565*

17. Related party transactions

Mr Avi Silverman is the Deputy Director of the FIA Foundation, which made grants to iRAP totalling £1,293,816 (2022: £1,190,896).

Dr Susan Sharland is a trustee of the Road Safety Foundation and also a director of Road Assessment Services Limited.

The company has branches in Australia, Brazil and Chile that service certain projects on behalf of the company as well as incurring costs in respect of the administration of those branches. In this respect charges are made from and to the head office to and by the branches at market rates.

Included within other debtors at year-end is £54,420 owed by related parties (2022: £71,404) and included within other creditors is £nil owed to related parties (2022: £5,308).

IRAP is also related to Road Safety Foundation (RSF), and the European Institute of Road Assessment (EIRA) through common key management and has joint employment agreement in place with these organisations.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

England & Wales - Charity number 1140357

Accounts

Registered number: 05476000
Charity number: 1140357

International Road Assessment Programme

(A company limited by guarantee)

Trustees' report and financial statements

For the year ended 31 December 2022

International Road Assessment Programme

(A company limited by guarantee)

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International Road Assessment Programme

(A company limited by guarantee)

Reference and administrative details of the charity, its trustees and advisers
For the year ended 31 December 2022

Trustees	Gary Liddle (resigned 28 February 2022) Miquel Nadal Saul Billingsley Ferdinand Emanuel Smith Dr Susan M Sharland Shane I O'Connor Raquel Barrios Quintanilla Ian Andrew Gillespie Olive Chifefe Kobusingye (appointed 15 March 2023)
Company registered number	05476000
Charity registered number	1140357
Registered office	60 Trafalgar Square London WC2N 5DS
Principal operating office	Bracknell Enterprise and Innovation Hub Ocean House The Ring Bracknell Berkshire RG12 1AX
Company secretary	Shona Holroyd
Chief executive officer	Robert McInerney
Independent auditors	Haines Watts Chartered Accountants and Statutory Auditor 178 Buckingham Avenue Slough Berkshire SL1 4RD
Bankers	Barclays Bank plc Basingstoke & Reading Business Centre 8 Market Place Basingstoke Hampshire RG21 7QA
Solicitors	Farrer & Co. 66 Lincoln Inn Fields London WC2A 3LH

Trustees' report
For the year ended 31 December 2022

The Trustees (who are also directors of the charity for the purposes of the Companies Act) present their annual report together with the financial statements of the International Road Assessment Programme (iRAP) (the company) for the year ended 31 December 2022.

The Trustees confirm that the Annual Report and financial statements of the company comply with the current statutory requirements, the requirements of the company's governing document and the provisions of the Statement of Recommended Practice (SORP), applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102).

Since the charity and the group qualifies as small under section 383, the strategic report required of medium and large companies under The Companies Act 2006 (Strategic Report and Director's Report) Regulations 2013 is not required.

The company and the group also operate under the name iRAP.

Objectives and Activities

a. Policies and objectives

iRAP was established for the international promotion and improvement of road safety and the quality of roads for the public benefit. iRAP's vision is for a world free of high-risk roads for all road users.

In setting objectives for the year and planning its activities, the trustees have considered the Charity Commission's guidance on public benefit. In seeking grants and other voluntary income to support its ongoing work, the trustees give careful consideration of the accessibility of its work to those organisations that seek to further the public benefit in relation to road safety. The use of the free-to-air iRAP tools, systems, specifications and support materials by government, industry, research and NGO partners worldwide remain central to fulfilling the charity's vision for creating a world free of high-risk roads for all road users.

Achievements and performance

a. Review of activities

Programme highlights and cumulative metrics at the end of 2022 include:

- Safety assessments have now been performed in **116 countries** (9 additional countries in last 12 months: Andorra, Burkina Faso, Togo, Niger, Belarus, Guinea Bissau, Malawi, Maldives and Sri Lanka).
- **Over $95 billion of investment** in 81 countries has been made safer informed by iRAP assessments and partnerships.
- More than **100,000km of roads have been upgraded** with safety improvements.
- Over **26,000 partners in 172 countries** worldwide are efficiently managed and supported with the advanced iRAP Connect Partner Management System.
- Over **8.3 million touchpoints** with the #RAPCommunity since 2020 when measurement commenced.
- **Crash rate risk maps** have now been performed for nearly **1.7 million km** of roads (Adding nearly 80,000km in last 12 months).
- Nearly **1.4 million km of roads have been Star Rated** (additional 90,000km in last 12 months with major activities in Australia, South Africa, UK, Belarus, Brazil, Sri Lanka and Colombia).
- **82,041km of "light" Star Ratings** have now been performed.

- **Star Ratings of Designs** have now been performed on **44,435km** of roads.
- **Star Ratings for Schools (SR4S) used at 1,028 schools across 63 countries** (194 new schools in 11 new countries in 2022). Over the lifetime of the programme, 360 locations have been improved including 253 where post-construction star ratings have been produced. The safety of 351,456 students has been impacted by SR4S.
- **Data analysis totalling over 6 million km of road length is stored** in iRAP's online software ViDA and the system is used by 15,581 registered users (adding 1.2 million km and 2,497 users in 2022).
- **59,278 people have now participated in iRAP and safer roads training and events** (adding 12,353 people in the last 12 months).
- iRAP training courses have been delivered in **18 languages**.
- There are now **221 iRAP accredited practitioners** in 49 countries (Adding 35 practitioners in last 12 months – including first practitioners in Bosnia and Herzegovina, El Salvador, Rwanda and Saudi Arabia).
- **65 policies or guidelines** exist worldwide that include RAP metrics and performance targets.





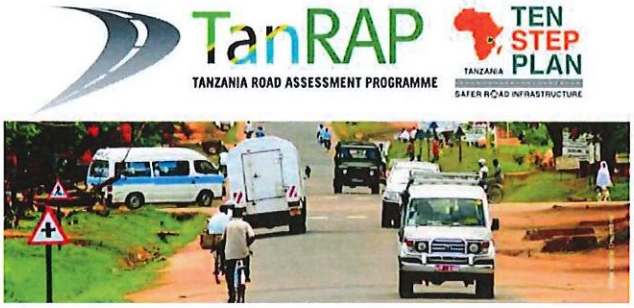
Global Programme Partner Highlights in 2022



- **UN High Level Meeting for Global Road Safety (30 June – July 1):** Targeted engagement with Heads of State and Permanent Missions from 153 countries.
- **Policy Commitments:** Strategies for Uganda, Gambia, Vietnam, Saudi Arabia, Greece, Croatia, Slovenia, Brazil, New Zealand, Thailand, Malaysia, Australia and Indonesia now include iRAP-related metrics.
- **BrazilRAP:** The Brazilian Ministry of Infrastructure has instituted a 5-year agenda for road safety on Brazil's highways including iRAP as the safety metric and has certified the iRAP Methodology with the inov@BR seal. DNIT was awarded the iRAP 5-star Performer Award in 2022 for its development and successful implementation of BrazilRAP. A 55,000km assessment of federal highways is almost complete and 3-star or better targets continue to be included in multi-billion dollar concessions across the country.



- **ThaiRAP – Thailand:** Partners from the University of Chulalongkorn were awarded a prestigious Prime Minister's National Award for their outstanding efforts to reduce fatalities and serious injuries on Thailand's roads.
- **IndiaRAP:** World Bank announced USD$250m of funding that will include iRAP road safety risk assessments to identify high-risk corridors and sites on the road network across 7 states. The Global Road Safety Facility is also supporting post-construction evaluations on roads upgraded with World Bank finance.



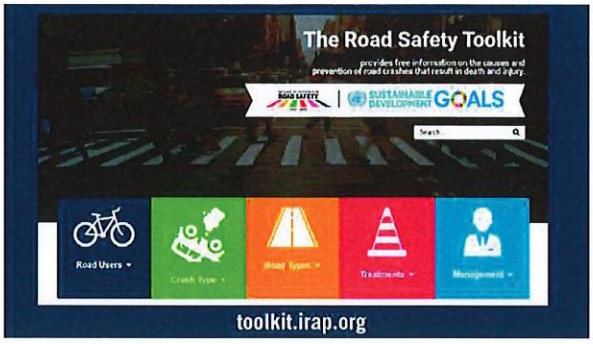
- **TanRAP - Tanzania:** The UN Road Safety Fund supported the Ten Step Plan for Safer Road Infrastructure in Tanzania has supported the launch of TanRAP in September, along with capacity building and network assessments. More than 450 people have participated in training or capacity building activities.

- **Interest for new RAPs** was supported in United Arab Emirates, Indonesia, Tunisia, El Salvador, Nigeria, Malawi, Bahrain, Qatar, Zambia, Israel, Paraguay, Philippines, Rwanda, Zimbabwe, Uruguay, Colombia, Guatemala, Chile, Mexico, Kazakhstan, Eswatini, Kazakhstan and Uzbekistan.
- **iRAP Connect:** The 5-Star Global Connections project, developed with FedEx sponsorship, is tracking iRAP activity by over 26,000 partners worldwide in 172 countries. The Partner Portal and Resources for 5-Star RAPs package was launched, as well as a Celebrating Success Strategy that was piloted in India and rolled out globally.
- **CycleRAP:** Following successful pilots in Europe and 4 years of research development in consultation with global cycling and safety experts, CycleRAP was launched at the Velo-city event in Slovenia in June and in Latin America in October. A first pilot in Rome has been completed in Italy with global scaling of the CycleRAP partnerships planned for 2023.
- **Star Rating for Schools:** The SR4S mobile app has also been updated and is now available on Google Play and the Apple Store to better meet lead partner needs. The Safe Schools Upgrade Tracker was published, allowing users to explore key metrics for school locations that have been upgraded around the world.



Global Communications

iRAP received 5 International Safety Media (ISMA) Awards in 2022 including GOLD for the iRAP Road Safety Toolkit in the web-based category and SILVER for the iRAP Digital Annual Report and the interactive story on AVO Chile's success in raising the Star Rating performance of urban road concessions.



Key communications metrics during 2022:

- **3,738,798 touchpoints** with the #RAPCommunity during 2022.
- **2,995,459** people reached on social media.
- **467,113** webpage views (~1,281 / day in last 12 months).
- **200** published news articles.
- **276,226** people reached by email (open rate 23.6%).
- **17,255** social media followers.
- **116** new knowledge articles added to iRAP Connect.

Strategic Projects delivered with the support of iRAP teams

- In addition to the many partner-led projects, **32 Strategic Project partnerships** have been directly supported in the last 12 months including 16 new projects. Partnership projects have included the Target 3 project (GRSF), Ten Steps Tanzania (GRSF and UNRSF), China (GRSF/BIGRS), Colombia national network assessment (IDB and GRSF), Mozambique Feeder Road Development (ANE), Ecuador StreetView (Google), Cote d'Ivoire (MCC), **AiRAP Ai&Me (Botnar and FIAF)**, Nepal Core Road Network (World Bank), Argentina (AUSA), Safeway Concessions in India (Macquarie), Dominican Republic (IDB), Belize (IDB), Uzbekistan (LafargeHolcim), Fiji (SMEC), Mexico (Supervia Mexico City tolls and Aleatica), CycleRAP Pilots (Mapfre), Brazil – various, Morocco (Autoroutes de Maroc), India (AITD and World Bank), Chile (Vital Strategies), Tonkin Highway design Australia (Main Roads WA and Arup), South Africa (Anglo American Foundation Limpopo Road Safety Programme), Thailand motorway assessments (Chulalongkorn University), Road stereotype/crash risk modelling (EIB), Safe and Inclusive Design Standards (UN Road Safety Fund) and the iRAP Safety Insights Explorer (Transport Accident Commission).



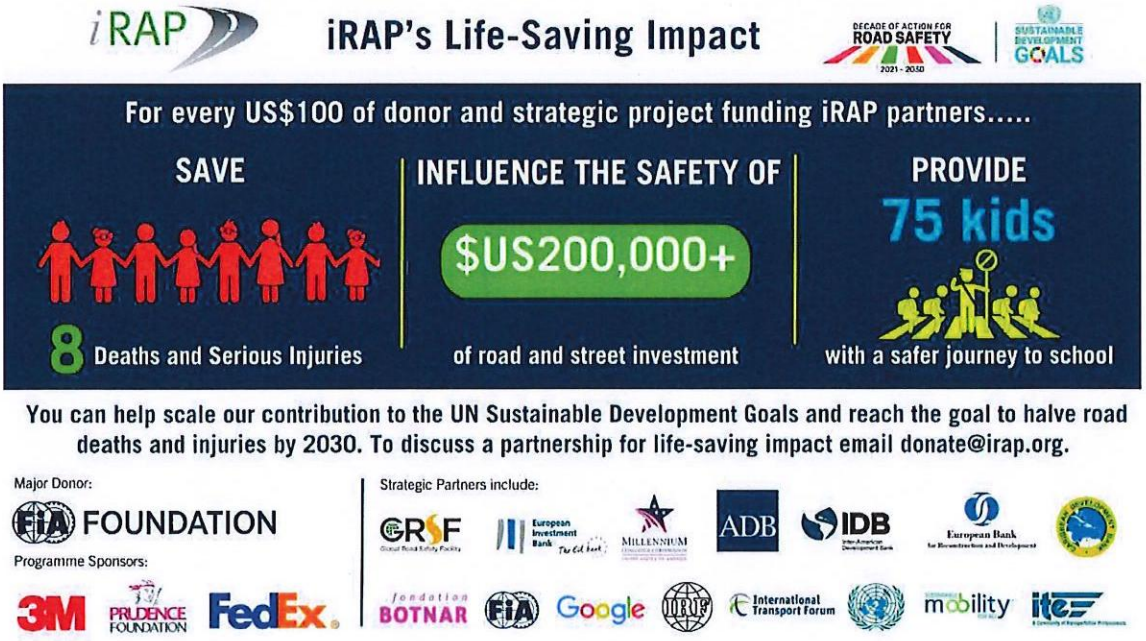
- iRAP also commenced a long-term support programme partnership with the **Millennium Challenge Corporation** (2022-2026) which will include Star Rating and Investment Plan Assessments in Niger, Cote d'Ivoire and Nepal; Star Rating for Schools in Morocco and Cote d'Ivoire; capacity building (training and accreditation), technical assistance, Millennium Impact Infrastructure Accelerator (MIIA) and iRAP impact investment partnerships and the establishment of local self-governing Road Assessment Programmes linked to MCC partnerships.

Plans for the Future

iRAP's vision is for a world free of high-risk roads for all road users. The direct inclusion of 3-star or better targets in the UN 2nd Decade of Action Plan for Road Safety (UN Global Plan) continues to create demand for new and expanded partnerships at the global, national and sub-national level. The ongoing work is focussed on the identification of the high-risk roads, optimising investment to maximise lives saved per dollar invested and guiding the safety of interventions that contribute to the UN Member State agreed Global Road Safety Performance Targets, namely:

- **Target 3** – By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three-star rating or better
- **Target 4** – By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety[1] (equivalent to a three-star rating or better).

The FIA Foundation donor support and strategic partnerships with a range of corporate, foundation and development institutions allows iRAP to build and support the Partnerships for 2030 Impact. The charity's focus on shared ownership and success enables a significant scaling of impact and leveraged investment by partners worldwide with a summary of programme impact and strategic priorities provided below.



[1] https://www.who.int/violence_injury_prevention/road_traffic/12GlobalRoadSafetyTargets.pdf?ua=1

In addition to the core programme and project-level support for partners around the world, iRAP has invested in three strategic priorities during 2022 to scale the life-saving impact of the charity for the future.

- **AiRAP:** The accelerated and intelligent coding of iRAP attributes strives to use Artificial Intelligence and big-data partnerships to collect road features to the iRAP global standard. The first AiRAP accreditations have now been processed (TomTom, Anditi and Agilysis) as part of pilot projects completed in Australia, Ethiopia and Kenya and there are ongoing pilots in the USA and Vietnam.
- **Star Rating for Designs (SR4D):** In addition to existing web-based Star Rating for Design tools developed in partnership with the World Bank's Global Road Safety Facility, significant progress is being made with both global road design software market leaders to embed the Star Rating algorithms in road design software used by designers around the world. The SR4D Designers Consultation Group was established in May 2022 to provide a road designer's perspective on the development of the SR4D program and tools.
- **Impact Investment:** The World Bank and International Finance Corporation (IFC), in partnership with iRAP and FIA High Level Panel for Road Safety released the *Saving Lives Through Private Investment in Road Safety Report* examining the market failure in road safety funding and outlining practical business models to mobilise the estimated $260 billion investment gap needed to halve road deaths and injuries by 2030. The report was launched in May by the World Bank Vice President and includes results-based financing frameworks that can support Road Safety Bonds and blended finance instruments that unlock the benefits of road trauma reductions including bringing roads to the 3-star or better global standard for all road users.

Financial review

a. Going concern

After making appropriate enquiries, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

b. Investment policy and performance

Under the memorandum and articles of association, the charity has the power to deposit and invest its funds in any manner (but to invest only after obtaining such advice from a financial expert such as the Trustees consider necessary) and having regard to the suitability of investments and the need for diversification. The charity has adopted a low risk approach to investing surplus cash by placing cash on deposit accounts at the bank.

c. Principal funding

iRAP benefits from the generous support of the FIA Foundation for the Automobile and Society and this support will continue until at least 2025.

Our partnerships with the Global Road Safety Facility, World Bank, Caribbean Development Bank, Asia Development Bank, Australian AID, Latin American Development Bank and the Inter American Development Bank continue to enable iRAP assessments to be undertaken in low income and middle income countries around the world. The financing for the road upgrades is typically supported by these same agencies in partnership with the relevant government agency.

High income countries continue to invest in their own programmes with central iRAP support. Automobile club and government partners finance and undertake national assessments with the RAP protocols integrated in their advocacy, policy and decision making as appropriate.

The iRAP Centre of Excellence network now includes ARRB Group (Australia); MRI Global (USA), the Malaysian Institute of Road Safety Research (MIROS); TRL (UK); the Instituto Mexicano del Transporte,Korean Transport Institute (KOTI), SWOV (Netherlands),LabTrans (Brazil),the Research Institute of Highways (China) and also now the University of Zagreb, Faculty of Transport and Traffic Sciences (FPZ) based in Croatia.

d. Reserves Policy

With the financial support of the FIA Foundation, the Trustees are agreed that iRAP holds sufficient funds to meet both contractual obligations and to enable future programme development. In light of increased staff commitments, the Trustees have agreed that iRAP should continue to grow its reserves towards £900k. At the year end, the charity had available reserves of £729,694.

Structure, governance and management

a. Constitution

IRAP is registered as a charitable company limited by guarantee and was incorporated on 9 June 2005. A subsidiary company, Road Assessment Services Limited, was incorporated on 15 May 2012. It is a wholly owned subsidiary of iRAP and together they form the iRAP group.

The principal objective of the company and the group is the international promotion of the improvement of road safety and quality of roads for the public benefit.

b. Method of appointment or election of Trustees

The management of the company and the group is the responsibility of the Trustees who are elected and co opted under the terms of the Articles of Association.

Trustees are sought for the Board specifically to add value to the charity. This is both in terms of creating a Board that is representative of the community that the charity serves and one that has all of the skills and experience required to properly carry out the work of the charity.

c. Policies adopted for the induction and training of Trustees

The charity is fortunate that it is able to attract committed individuals with great relevant experience in the field and in public life. When a potential trustee is identified, they are usually invited to attend a Trustees' meeting in the capacity of observer. Once they and the Board of Trustees have gained a greater understanding of each other they are nominated for election to the position of trustee and elected by unanimous decision.

Most Trustees are already familiar with the practical work of the charity and familiar with the work of charities in general. New Trustees are given briefings to provide personally tailored orientation to brief them as appropriate on their legal obligations under charity and company law, the content of the Memorandum and Articles of Association, the committee and decision making processes, the business plan and recent financial performances of the charity. The opportunity of the new Trustee is generally taken to provide the Board as a whole with presentations of overall progress with the charity's work. If needed, Trustees would be encouraged to attend appropriate external training events where these will facilitate the undertaking of their role.

d. Pay policy for senior staff

It is essential for iRAP to have credible leaders who bring professional expertise, leadership experience and who are capable of developing and growing the organisation to be world class. Having a competitive reward offering is one of the many ways in which iRAP can secure the very best people.

iRAP has a clear and transparent policy that not only ensures the selection and retention of high calibre leaders but also ensures our donors, supporters, staff, volunteers, beneficiaries and public recognise the importance of accountability in all aspects of our work including the determination of pay and benefits of the Chief Executive and senior management team.

The Board of Trustees is responsible for defining iRAP's pay policy approving and deciding on the salaries of the Chief Executive and the senior management team. The Board delegates this responsibility to the Remuneration Committee which is chaired by a nominated trustee. More information about pay ranges for our senior staff is in the relevant disclosure on staff costs.

Our approach is to pay a fair salary to attract and retain skilled and expert senior leaders for iRAP. Salaries and benefits should be competitive within the charity sector, proportionate to the complexity of each role and responsible in line with our charitable objectives. To achieve this our Executive Group Pay Policy aims to:

- Ensure performance is reviewed and reported to the Remuneration Committee on an annual basis.
- To pay a fair salary in the respective geographic market to attract and retain skilled staff, meeting all national pay standards and provide all staff with a living wage.
- Apply performance related pay elements only where required.
- Monitor charity sector trends through appropriate surveys.

e. Organisational structure and decision making

The charity is ultimately governed by the Trustees who agree and monitor the Forward Plan and approve all of the charity's policies. The day to day running of the charity is delegated to staff under the leadership of the Executive.Trustee meetings are held at least three times a year primarily to review financial reports, discuss issues of strategic direction, and programme priorities.

For the purposes of company law, the Trustees shown on page 1 are the directors of the company. The Trustees who served during the year were as follows:

Gary Liddle (resigned 28 February 2022)
Miquel Nadal
Saul Billingsley
Ferdinand Emanuel Smith
Dr Susan M Sharland
Shane I O'Connor
Raquel Barrios Quintanilla
Ian Andrew Gillespie

The minimum number of Trustees shall be two save for circumstances where a charity (as defined by s1 of the Charities Act 2011) is appointed as a trustee, in which case it may serve as a sole trustee of the charity. The maximum number is twelve.

f. Risk management

IRAP acknowledges at all times the risks associated with its work as a charitable company. The charity has risk management policies and procedures through which risks arising from existing operations and developments are identified and evaluated. The Trustees are required to analyse these, assess them according to their impact on the Charity and their likelihood of occurrence and report on procedures which are in place or are developed or enhanced to provide assurance that the risk is being minimised. The key risks which iRAP has identified and the steps being taken to minimise these risks are listed below:

Volatility in funding and other financial risks:
This risk is managed by the provision and review of management accounts and long term financial forecasts with action plans to bridge any funding gaps. In addition to this, the Charity's Reserves policy is regularly reviewed to ensure that it is in line with the charity's needs. Volatility in exchange risks is managed through the provision of forward currency hedging. The risk of fraudulent payments is minimised through the provision of a dual signatory policy on all payments. iRAP is also increasing the number of income streams to diversify its sources of income.

Skills Shortage
We are managing this risk by conducting a staff skills audit at least once per year to identify skills gaps amongst staff and to put training programmes in place. In addition, we are developing a panel of subcontractors who we can utilise when new contracts are signed and we need additional resources.

Inflationary risk
We are managing this risk by reviewing our pricing policies and reviewing our cost base.

g. Information on fundraising practices

The International Road Assessment Programme (iRAP) is registered with the Fundraising Regulator, the independent body which sets and maintains the standards for charitable fundraising in England, Wales and Northern Ireland. This demonstrates our commitment to good fundraising practice. We have also committed to abide by their Code of Fundraising Practice and to the Fundraising Promise.

All our fundraising efforts are undertaken by our own staff, trusted partners and volunteers and we do not engage any professional fundraisers to undertake any fundraising on our behalf. At all times, we ensure that our fundraising is clear, open and honest. During the year, no complaints were received by the charity in respect of its fundraising activities.

Trustees' responsibilities statement

The Trustees (who are also directors of International Road Assessment Programme for the purposes of company law) are responsible for preparing the Trustees' report and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and the group and of the incoming resources and application of resources, including the income and expenditure, of the charitable group for that period. In preparing these financial statements, the Trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgments and accounting estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charitable group will continue in operation.

The Trustees are responsible for keeping adequate accounting records that are sufficient to show and explain the charitable company and the group's transactions and disclose with reasonable accuracy at any time the financial position of the charitable group and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the charitable company and the group and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable group's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Trustees' report (continued)
For the year ended 31 December 2022

Disclosure of information to auditors

Each of the persons who are Trustees at the time when this Trustees' report is approved has confirmed that:

- so far as that Trustee is aware, there is no relevant audit information of which the charitable group's auditors are unaware, and
- that Trustee has taken all the steps that ought to have been taken as a Trustee in order to be aware of any relevant audit information and to establish that the charitable group's auditors are aware of that information.

This report was approved by the Trustees, on 14 June 2023 and signed on their behalf by:

Miquel Nadal

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Miquel Nadal
Trustee

Independent auditors' report to the members of International Road Assessment Programme

Opinion

We have audited the financial statements of International Road Assessment Programme (the 'parent charity') and its subsidiaries (the 'group') for the year ended 31 December 2022 which comprise the group Consolidated statement of financial activities incorporating income and expenditure account, the group Consolidated balance sheet, the group Consolidated statement of cash flows and the related notes, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the group's and of the parent charitable company's affairs as at 31 December 2022 and of the group's incoming resources and application of resources, including its income and expenditure for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditors' responsibilities for the audit of the financial statements section of our report. We are independent of the group in accordance with the ethical requirements that are relevant to our audit of the financial statements in the United Kingdom, including the Financial Reporting Council's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the trustees' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the charitable company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the trustees with respect to going concern are described in the relevant sections of this report.

Other information

The Trustees are responsible for the other information. The other information comprises the information included in the Annual report, other than the financial statements and our Auditors' report thereon. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Opinion on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the Trustees' report for the financial year for which the financial statements are prepared is consistent with the financial statements.
- the Trustees' report has been prepared in accordance with applicable legal requirements.

Matters on which we are required to report by exception

In the light of our knowledge and understanding of the charitable company and its environment obtained in the course of the audit, we have not identified material misstatements in the Trustees' report.

We have nothing to report in respect of the following matters in relation to which the Companies Act 2006 requires us to report to you if, in our opinion:

- the parent charity has not kept adequate and sufficient accounting records, or returns adequate for our audit have not been received from branches not visited by us; or
- the parent charity financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of Trustees' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the trustees were not entitled to take advantage of the small companies exemption from the requirement to prepare a Strategic Report.

Independent auditors' report to the members of International Road Assessment Programme

Responsibilities of trustees

As explained more fully in the Trustees' responsibilities statement, the Trustees (who are also the directors of the charity for the purposes of company law) are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the Trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Trustees are responsible for assessing the group's and the parent charitable company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Trustees either intend to liquidate the group or the parent charitable company or to cease operations, or have no realistic alternative but to do so.

Auditors' responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an Auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

We gained an understanding of the legal and regulatory framework applicable to the charitable company and the industry in which it operates, and considered the risk of acts by the charitable company that were contrary to applicable laws and regulations, including fraud. We discussed with the Trustees the policies and procedures in place regarding compliance with laws and regulations. We discussed amongst the audit team the identified laws and regulations, and remained alert to any indications of non-compliance.

During the audit we focussed on laws and regulations which could reasonably be expected to give rise to a material misstatement in the financial statements, including, but not limited to, the Companies Act 2006, Charities Act 2011 and UK tax legislation. Our tests included agreeing the financial statement disclosures to underlying supporting documentation and enquiries with management.

Our procedures in relation to fraud included but were not limited to: inquires of management whether they have any knowledge of any actual, suspected or alleged fraud, and discussions amongst the audit team regarding risk of fraud such as opportunities for fraudulent manipulation of financial statements. We determined that the principal risks related to posting manual journal entries to manipulate financial performance and management bias through judgements in accounting estimates. We also addressed the risk of management override of internal controls, including testing journals and evaluating whether there was evidence of bias by the Trustees that represented a risk of material misstatement due to fraud.

Because of the inherent limitations of an audit, there is a risk that we will not detect all irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with a law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

Independent auditors' report to the members of International Road Assessment Programme

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of our Auditors' report.

Use of our report

This report is made solely to the charitable company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006, and to the charitable company's Trustees, as a body, Part 4 of the Charities (Accounts and Reports) Regulations 2008. Our audit work has been undertaken so that we might state to the charitable company's members those matters we are required to state to them in an Auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charitable company and its members, as a body, for our audit work, for this report, or for the opinions we have formed.

Jane Wills (Senior Statutory Auditor)
for and on behalf of

Haines Watts
Chartered Accountants and Statutory Auditor

178 Buckingham Avenue
Slough
Berkshire
SL1 4RD
Date: 23/6/23

International Road Assessment Programme

(A company limited by guarantee)

Consolidated statement of financial activities incorporating income and expenditure account
For the year ended 31 December 2022

	Note	Unrestricted funds 2022 £	Total funds 2022 £	*Total funds 2021 £*
Income from:				
Grants	2	**1,266,700**	**1,266,700**	*1,310,679*
Charitable activities	3	**502,362**	**502,362**	*453,613*
Net income from trading activities	4	**410,954**	**410,954**	*483,731*
Other income		**35,754**	**35,754**	*26,011*
Total income		**2,215,770**	**2,215,770**	*2,274,034*
Expenditure on:				
Fundraising trading	4	**285,414**	**285,414**	*309,936*
Charitable activities		**2,044,553**	**2,044,553**	*1,742,709*
Total expenditure		**2,329,967**	**2,329,967**	*2,052,645*
Net income / (expenditure) before other recognised gains and losses		**(114,197)**	**(114,197)**	*221,389*
Net movement in funds		**(114,197)**	**(114,197)**	*221,389*
Reconciliation of funds:				
Total funds brought forward		**843,891**	**843,891**	*622,502*
Total funds carried forward		**729,694**	**729,694**	*843,891*

The notes on pages 21 to 31 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)
Registered number: 05476000

Consolidated balance sheet
As at 31 December 2022

	Note	£	2022 £	£	2021 £
Fixed assets					
Tangible assets	8		**12,501**		*16,006*
Current assets					
Debtors	9	**395,780**		*422,131*	
Cash at bank and in hand		**830,323**		*859,474*	
		1,226,103		*1,281,605*	
Creditors: amounts falling due within one year	10	**(508,910)**		*(453,720)*	
Net current assets			**717,193**		*827,885*
Net assets			**729,694**		*843,891*
Charity Funds					
Unrestricted funds	11		**729,694**		*843,891*
Total funds			**729,694**		*843,891*

The charity's financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The financial statements were approved and authorised for issue by the Trustees on 14 June 2023 and signed on their behalf, by:

Miquel Nadal

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Miquel Nadal

The notes on pages 21 to 31 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)
Registered number: 05476000

Charity balance sheet
As at 31 December 2022

	Note	£	2022 £	£	2021 £
Fixed assets					
Tangible assets	8		**12,501**		*16,006*
Investments			**100,001**		*100,001*
			112,502		*116,007*
Current assets					
Debtors	9	**452,644**		*500,654*	
Cash at bank		**602,016**		*634,135*	
		1,054,660		*1,134,789*	
Creditors: amounts falling due within one year	10	**(437,468)**		*(406,905)*	
Net current assets			**617,192**		*727,884*
Net assets			**729,694**		*843,891*
Charity Funds					
Unrestricted funds			**729,694**		*843,891*
Total funds			**729,694**		*843,891*

The charity's financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The financial statements were approved and authorised for issue by the Trustees on 14 June 2023 and signed on their behalf, by:

Miquel Nadal

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Miquel Nadal

The notes on pages 21 to 31 form part of these financial statements.

Consolidated statement of cash flows
For the year ended 31 December 2022

	Note	2022 £	*2021 £*
Cash flows from operating activities			
Net cash (used in)/provided by operating activities	13	**(22,917)**	*194,987*
Cash flows from investing activities:			
Purchase of tangible fixed assets		**(8,687)**	*(13,924)*
Proceeds from sale of fixed assets		**2,453**	*-*
Net cash used in investing activities		**(6,234)**	*(13,924)*
Change in cash and cash equivalents in the year		**(29,151)**	*181,063*
Cash and cash equivalents brought forward		**859,474**	*678,411*
Cash and cash equivalents carried forward	14	**830,323**	*859,474*

The notes on pages 21 to 31 form part of these financial statements.

Notes to the financial statements
For the year ended 31 December 2022

1. Accounting policies

1.1 Basis of preparation of financial statements

The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2015) - (Charities SORP (FRS 102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

International Road Assessment Programme meets the definition of a public benefit entity under FRS 102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy.

The Statement of Financial Activities (SOFA) and Balance Sheet consolidate the financial statements of the charity and its subsidiary undertaking. The results of the subsidiary are consolidated on a line by line basis.

No separate SOFA has been presented for the charity alone as permitted by section 408 of the Companies Act 2006.

1.2 Company status

The charity is a company limited by guarantee. The members of the company are the Trustees named on page 1. In the event of the charity being wound up, the liability in respect of the guarantee is limited to £10 per member of the charity.

1.3 Income

All income is recognised once the charity has entitlement to the income, it is probable that the income will be received and the amount of income receivable can be measured reliably. Project income is recognised on the stage of completion of the project, which is calculated based on the estimated margin at completion of the project.

1.4 Expenditure

Expenditure is recognised once there is a legal or constructive obligation to transfer economic benefit to a third party, it is probable that a transfer of economic benefits will be required in settlement and the amount of the obligation can be measured reliably.

Support costs are those costs incurred directly in support of expenditure on the objects of the charity and include project management carried out at their Headquarters.

Charitable activities and Governance costs are costs incurred on the charity's educational operations, including support costs and costs relating to the governance of the charity apportioned to charitable activities.

1. Accounting policies (continued)

1.5 Basis of consolidation

The financial statements consolidate the accounts of International Road Assessment Programme and all of its subsidiary undertakings ('subsidiaries').
The charity has taken advantage of the exemption contained within section 408 of the Companies Act 2006 not to present its own income and expenditure account.

1.6 Tangible fixed assets and depreciation

Tangible fixed assets are carried at cost, net of depreciation and any provision for impairment. Depreciation is provided at rates calculated to write off the cost of fixed assets, less their estimated residual value, over their expected useful lives on the following bases:

Office equipment	-	3 years straight line
Computer equipment	-	2 years straight line

1.7 Interest receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the charity; this is normally upon notification of the interest paid or payable by the Bank.

1.8 Debtors

Trade and other debtors are recognised at the settlement amount after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.

1.9 Cash at bank and in hand

Cash at bank and in hand includes cash and short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.

1.10 Liabilities

Liabilities are recognised when there is an obligation at the balance sheet date as a result of a past event, it is probable that a transfer of economic benefit will be required in settlement, and the amount of the settlement can be estimated reliably. Liabilities are recognised at the amount that the charity anticipates it will pay to settle the debt or the amount it has received as advanced payments for the goods or services it must provide.

1. Accounting policies (continued)

1.11 Derivative financial instruments

The Charity's activities expose it to the financial risk of changes in foreign exchange rates and they therefore enter into forward contracts to hedge against volatile exchange rate movements.

Derivatives are initially recognised at fair value on the date a derivative contract is entered into and are subsequently remeasured at their fair value. The method of recognising any resulting gain or loss depends on whether the derivative is designated as a hedging instrument and, if so, the nature of the item being hedged.

Changes in the fair value of any derivative instruments that do not qualify for hedge accounting are recognised immediately in the income statement.

1.12 Foreign currencies

Monetary assets and liabilities denominated in foreign currencies are translated into sterling at rates of exchange ruling at the balance sheet date. Transactions in foreign currencies are translated into sterling at the rate ruling on the date of the transaction. Exchange gains and losses are recognised in the statement of financial activities.

1.13 Pensions

The charity operates a defined contribution pension scheme and the pension charge represents the amounts payable by the charity to the fund in respect of the year.

1.14 Going concern

The trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the forseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

The financial statements have been prepared on a going concern basis. The trustees have reviewed and considered relevant information, including the annual budget and future cash flows in making their assessment. Based on these assessments, the trustees have concluded that they can continue to adopt the going concern basis in preparing the annual report and accounts.

2. Income from grants

	Unrestricted funds 2022 £	Total funds 2022 £	*Total funds 2021 £*
Grants	**1,266,688**	**1,266,688**	*1,310,608*
Similar incoming resources	**12**	**12**	*71*
Total donations and legacies	**1,266,700**	**1,266,700**	*1,310,679*
Total 2021	*1,310,679*	*1,310,679*	

3. Income from charitable activities

	Unrestricted funds 2022 £	Total funds 2022 £	*Total funds 2021 £*
Project delivery income	**453,142**	**453,142**	*375,954*
Accreditation	**30,203**	**30,203**	*59,293*
Webinars	**19,017**	**19,017**	*18,366*
	502,362	**502,362**	*453,613*
Total 2021	*453,613*	*453,613*	

4. Trading activities

	Unrestricted funds 2022 £	Total funds 2022 £	*Total funds 2021 £*
Net income from trading subsidiary	**410,954**	**410,954**	*483,731*
Fundraising trading expenses			
Trading expenses from trading subsidiary	**285,414**	**285,414**	*309,936*
	125,540	**125,540**	*173,795*

The wholly owned subsidiary, Road Assessment Services Limited, which is incorporated in the United Kingdom, pays its taxable profits to the charity by equity distribution. Its results are consolidated with those of International Road Assessment Programme. The charity owns the entire issued share capital of £100,001.

5. Net income/(expenditure)

This is stated after charging/(crediting):

	2022 £	*2021 £*
Depreciation of tangible fixed assets:		
- owned by the charitable group	**10,489**	*7,745*
Movement on foreign exchange	**(6,669)**	*20,634*

During the year, no Trustees received any remuneration (2021 - £NIL).
During the year, there were £nil donations received from Trustees (2021 - £71).
During the year, Trustees were reimbursed expenses of £5,910 (2021 - £nil).

6. Auditors' remuneration

The Auditor's remuneration amounts to an Audit fee of £12,100 (2021 - £11,000), and tax compliance services of £1,300 (2021 - £1,200).

7. Staff costs

Staff costs were as follows:

	2022	2021
	£	£
Wages and salaries	**1,053,613**	*1,034,531*
Social security costs	**59,403**	*59,706*
Other pension costs	**105,198**	*104,185*
	1,218,214	*1,198,422*

The average number of persons employed by the charity during the year was as follows:

	2022	2021
	No.	No.
Trustees	**7**	*7*
Employees	**20**	*21*
	27	*28*

The number of higher paid employees was:

	2022	2021
	No.	No.
In the band £60,001 - £70,000	**4**	*1*
In the band £70,001 - £80,000	**1**	*2*
In the band £80,001 - £90,000	**1**	*0*
In the band £90,001 - £100,000	**2**	*1*
In the band £100,001 - £200,000	**3**	*3*

£272,934 was paid to key management of the charity during the year (2021: £259,769).

8. Tangible fixed assets

Group	Office equipment £	Computer equipment £	Total £
Cost			
At 1 January 2022	40,838	125,912	166,750
Additions	8,687	-	8,687
Disposals	(2,453)	-	(2,453)
At 31 December 2022	47,072	125,912	172,984
Depreciation			
At 1 January 2022	24,832	125,912	150,744
Charge for the year	10,489	-	10,489
On disposals	(750)	-	(750)
At 31 December 2022	34,571	125,912	160,483
Net book value			
At 31 December 2022	12,501	-	12,501
At 31 December 2021	*16,006*	-	*16,006*

Charity	Office equipment £
Cost	
At 1 January 2022	40,838
Additions	8,687
Disposals	(2,453)
At 31 December 2022	47,072
Depreciation	
At 1 January 2022	24,832
Charge for the year	10,489
On disposals	(750)
At 31 December 2022	34,571
Net book value	
At 31 December 2022	12,501
At 31 December 2021	*16,006*

9. Debtors

	Group		Charity	
	2022	*2021*	**2022**	*2021*
	£	*£*	**£**	*£*
Trade debtors	**83,479**	*86,910*	**74,557**	*20,909*
Amounts owed by group undertakings	**-**	*-*	**126,531**	*215,427*
Other debtors	**144,684**	*139,925*	**143,742**	*138,631*
Prepayments and accrued income	**167,617**	*195,296*	**107,814**	*125,687*
	395,780	*422,131*	**452,644**	*500,654*

10. Creditors: Amounts falling due within one year

	Group		Charity	
	2022	*2021*	**2022**	*2021*
	£	*£*	**£**	*£*
Trade creditors	**1,744**	*5,203*	**1,718**	*5,132*
Other taxation and social security	**52,962**	*21,199*	**45,918**	*21,199*
Other creditors	**28,879**	*7,206*	**28,879**	*7,203*
Accruals and deferred income	**425,325**	*420,112*	**360,953**	*373,371*
	508,910	*453,720*	**437,468**	*406,905*

	Group		Charity	
	2022	2021	**2022**	2021
	£	**£**	**£**	**£**
Deferred income				
Deferred income at 1 January 2022	**146,187**	**280,998**	**124,675**	**155,186**
Resources deferred during the year	**140,136**	**146,187**	**123,780**	**124,675**
Amounts released from previous years	**(146,187)**	**(280,998)**	**(124,675)**	**(155,186)**
Deferred income at 31 December 2022	**140,136**	**146,187**	**123,780**	**124,675**

11. Statement of funds

Statement of funds - current year

Unrestricted funds	*Balance at 1 January 2022*	*Income*	*Expenditure*	*Transfer between funds*	*Balance at 31 December 2022*
	£	£	£	£	£
General fund	743,891	2,215,770	(2,279,083)	-	680,578
Designated fund	100,000	-	(50,884)	-	49,116
Total	**843,891**	**2,215,770**	**(2,329,967)**	**-**	**729,694**

Statement of funds - prior year

Unrestricted funds	*Balance at 1 January 2021*	*Income*	*Expenditure*	*Transfer between funds*	*Balance at 31 December 2021*
	£	£	£	£	£
General fund	*622,505*	*2,274,034*	*(2,052,648)*	*(100,000)*	*743,891*
Designated fund	-	-	-	*100,000*	*100,000*
Total	***622,505***	***2,274,034***	***(2,052,648)***	**-**	***843,891***

Designated funds
The designated fund relates to the ViaSofia development fund. The Trustees have decided these reserves are to be set aside for the purpose of evaluating future investment in the development of road safety data in field of Artificial Intelligence.

12. Analysis of net assets between funds

Analysis of net assets between funds - current year

	Unrestricted funds 2022	**Total funds 2022**
	£	**£**
Tangible fixed assets	**12,501**	**12,501**
Current assets	**1,226,103**	**1,226,103**
Creditors due within one year	**(508,910)**	**(508,910)**
	729,694	**729,694**

12. Analysis of net assets between funds (continued)

Analysis of net assets between funds - prior year

	Unrestricted funds 2021 £	*Total funds 2021* £
Tangible fixed assets	*16,006*	*16,006*
Current assets	*1,281,605*	*1,281,605*
Creditors due within one year	*(453,720)*	*(453,720)*
	843,891	*843,891*

13. Reconciliation of net movement in funds to net cash flow from operating activities

	Group	
	2022 £	*2021* £
Net (expenditure)/income for the year (as per Statement of Financial Activities)	**(114,197)**	*221,389*
Adjustment for:		
Depreciation charges	**10,489**	*7,745*
(Profit)/loss on the sale of fixed assets	**(750)**	*729*
Decrease in debtors	**26,351**	*107,724*
Increase/(decrease) in creditors	**55,190**	*(142,600)*
Net cash (used in)/provided by operating activities	**(22,917)**	*194,987*

14. Analysis of cash and cash equivalents

	Group	
	2022 £	*2021* £
Cash in hand	**830,323**	*859,474*
Total	**830,323**	*859,474*

15. Pension commitments

The group operates a defined contributions pension scheme. The pension cost charge in the year represents contributions payable by the group and amounted to £105,198 (2021: £104,185). At the year end £4,635 (2021: £5,686) was outstanding and included in creditors.

16. Operating lease commitments

At 31 December 2022 the total of the group's future minimum lease payments under non-cancellable operating leases was:

Group	2022 £	*2021 £*
Amounts payable:		
Within 1 year	**12,565**	*11,963*

At 31 December 2022 the charity had annual commitments under non-cancellable operating leases as follows:

Charity		
Amounts payable:		
Within 1 year	**12,565**	*11,963*

17. Related party transactions

Mr M Nadal director of the FIA Foundation (until 9 December 2022) and Mr Saul Billingsley is the Executive Director, which made grants to iRAP totalling £1,190,896 (2021: £1,201,878).

Dr Susan Sharland is a trustee of the Road Safety Foundation and also a director of Road Assessment Services Limited.

The company has branches in Australia and Chile that service certain projects on behalf of the company as well as incurring costs in respect of the administration of those branches. In this respect charges are made from and to the head office to and by the branches at market rates.

Included within other debtors at year-end is £71,404 owed by related parties (2021: £118,329) and included within other creditors is £5,308 owed to related parties (2021: £nil).

IRAP is also related to Road Safety Foundation (RSF), EuroRAP AISBL (EuroRAP) and the European Institute of Road Assessment (EIRA) through common key management and has joint employment agreement in place with these organisations.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

England & Wales - Charity number 1140357

Accounts

Registered number: 05476000
Charity number: 1140357

International Road Assessment Programme

(A company limited by guarantee)

Trustees' report and financial statements

For the year ended 31 December 2021

International Road Assessment Programme

(A company limited by guarantee)

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International Road Assessment Programme

(A company limited by guarantee)

Reference and administrative details of the charity, its trustees and advisers
For the year ended 31 December 2021

Trustees	Gary Liddle, (Resigned as Chairman 28 February 2022) Miquel Nadal (Appointed as Chairman 28 February 2022) Saul Billingsley F Emanuel Smith Dr Susan M Sharland Shane I O'Connor Raquel Barrios Quintanilla (appointed 9 September 2021) Ian Andrew Gillespie (appointed 2 June 2021)
Company registered number	05476000
Charity registered number	1140357
Registered office	60 Trafalgar Square London WC2N 5DS
Principal operating office	Bracknell Enterprise and Innovation Hub Ocean House The Ring Bracknell Berkshire RG12 1AX
Company secretary	Shona Holroyd
Chief executive officer	Robert McInerney
Independent auditors	Haines Watts Chartered Accountants and Statutory Auditor 178 Buckingham Avenue Slough Berkshire SL1 4RD
Bankers	Barclays Bank plc Basingstoke & Reading Business Centre 8 Market Place Basingstoke Hampshire RG21 7QA
Solicitors	Farrer & Co. 66 Lincoln Inn Fields London WC2A 3LH

Trustees' report
For the year ended 31 December 2021

The Trustees (who are also directors of the charity for the purposes of the Companies Act) present their annual report together with the financial statements of the International Road Assessment Programme (iRAP) (the company) for the year ended 31 December 2021.

The Trustees confirm that the Annual Report and financial statements of the company comply with the current statutory requirements, the requirements of the company's governing document and the provisions of the Statement of Recommended Practice (SORP), applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2015) as amended by Update Bulletin 1 (effective 1 January 2015).

Since the charity and the group qualifies as small under section 383, the strategic report required of medium and large companies under The Companies Act 2006 (Strategic Report and Director's Report) Regulations 2013 is not required.

The company and the group also operate under the name IRAP.

Objectives and Activities

a. Policies and objectives

iRAP was established for the international promotion and improvement of road safety and the quality of roads for the public benefit. iRAP's vision is for a world free of high-risk roads for all road users.

In setting objectives for the year and planning its activities, the trustees have considered the Charity Commission's guidance on public benefit. In seeking grants and other voluntary income to support its ongoing work, the trustees give careful consideration of the accessibility of its work to those organisations that seek to further the public benefit in relation to road safety. The use of the free-to-air iRAP tools, systems, specifications and support materials by government, industry, research and NGO partners worldwide remain central to fulfilling the charity's vision for creating a world free of high-risk roads for all road users.

Achievements and performance

The achievements and performance of the iRAP Programme to date including the programme highlights for the year to the end of December 2021 are:

- Safety assessments in **107 countries** (additional 5 countries in last 12 months: Cyprus, Ecuador, Mozambique, Tunisia, Uzbekistan).
- Crash rate risk maps for over **1.6 million km of roads** (additional 123,395 in last 12 months). Major assessments in China, UK, Spain, Serbia, Croatia, Cyprus and Slovenia.
- **1.3 million km of roads Star Rated** (additional 150,753km in last 12 months). Major assessments in Australia, UK, Kazakhstan, Spain, Philippines, South Africa, USA, Qatar and Brazil.
- Over **82,000km of "light" Star Ratings** (additional 33,643km in last 12 months). Major countries include Thailand and Australia.
- **Star Ratings of Designs for more than 13,700km of roads** (additional 4,756km in last 12 months. Major countries: Australia, Ghana, Cyprus, Ethiopia, Fiji, Mexico and Uzbekistan).
- More than **108,000km of roads have been upgraded** with safety enhancements.
- Nearly **$80 billion of investment** in 62 countries has been made safer informed by iRAP assessments (New countries: Mozambique, Panama, Uganda, Croatia).

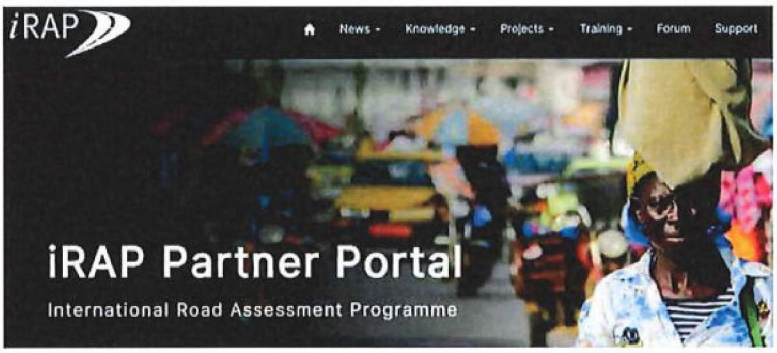
- **Star Ratings for Schools (SR4S) used at 834 schools across 52 countries** (164 new schools in 12 new countries in last 12 months – New presence in Croatia, El Salvador, Kazakhstan, Mozambique, Peru, Slovenia, Tanzania, Tunisia, Ecuador, Indonesia, Portugal and UK.
- Over **34 million km of data has been processed** in iRAP's online software ViDA used by 11,306 registered users (additional 7.2 million km and 3,164 users).
- **46,925 participants in iRAP and safer roads training and events** (additional 18,969 in last 12 months including historical inputs).
- Training courses are now delivered in **16 languages.**
- **186 iRAP accredited individuals** and 15 accredited inspection systems in 40 countries (additional 54 suppliers in last 12 months).
- **92 organisations with an accredited individual** or inspection system.
- **59 3-star or better policies or guidelines** exist worldwide including iRAP metrics and performance targets (examples of new: Road Safety Campaigns Indonesia, Parana Brazil, Global Plan, Australia, NZ and Croatia National Strategies 2021-30, Australian Rural Roads Programme).

A selected sample of specific achievements and activities aligned to iRAP's "Partnerships for 2030 Impact" goals in the 2021 calendar year include:

- Launch of the UN Global Plan and iRAP's Plan for the Decade of Action for Road Safety and associated iRAP Menu of Tools highlighting how the charity will support partnerships to save 2,000,000+ people from death or injury, make 200,000+km of roads safer and influence USD$200 billion of road infrastructure investment in the next 10 years.
- The successful UN Global Road Safety Week: Streets for Life #Love30 campaign where iRAP worked in collaboration with partners including FIA Foundation, WHO, the Global Alliance of NGOs and the NACTO Global Designing Cities Initiative to produce iRAP related Streets for Life resources that reached more than 225,000 people on social media.
- The launch of the first World Bank Road Safety Bond and the development of the Mobilising Private Sector Finance for Road Safety knowledge report with the World Bank, IFC, FIA and iRAP (launched in February 2022) provides critical institutional support for results based financing with impressive scaling of investment in Brazil already and through iRAP concessionairre partnerships worldwide linked to sustainability reporting (e.g. Aleatica, Transurban).
- The accelerated and intelligent coding of iRAP attributes (AiRAP) has benefited from practical projects that will see identification of high-risk schools across Vietnam (Botnar, FIA Foundation, AIPF), open source intelligent coding in Brazil (IDB) and LMIC pilots in Africa to generate maps of speed and where 75% of travel is in support of the global targets (World Bank, GRSF, Agilysis). This is in addition to investment in the data marketplace that will deliver a sustainable business model for the supply of data to road agencies, fleet managers and insurance companies alike.
- In addition to the scaling of activity and investment by existing RAPs including AusRAP, IndiaRAP, BrazilRAP, ThaiRAP, MyRAP, usRAP, ChinaRAP, KiwiRAP and SARAP interest for new locally-led RAPs is being supported in Indonesia, Tanzania, Tunisia, Nigeria, Bahrain, Qatar, Zambia, United Arab Emirates, Israel, Morocco, Zimbabwe, Uruguay, Colombia, Guatemala, Chile, Mexico. Kazakhstan, Uzbekistan and the Philippines.

- iRAP's support and advocacy for improved road safety has continued at the global level with key involvement in events including the UN High Level Meeting on Road Safety, the launch of the UN Special Envoy's AI for Road Safety initiative, UN Global Sustainable Transport Conference, the iRAP and RRSO Innovation Workshop with 1,314 registrations from 124 countries and celebrating SR4S Lead Partner success.
- The FedEx supported iRAP Connect Partner Portal has also been launched to provide a greater level of support and connection between programme partners that can help share and scale success from one programme to the other and ensure an efficient, effective and sustainable global programme going forwards as the number of partnerships grow.



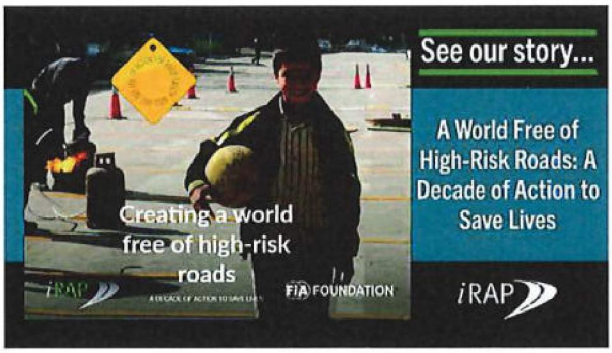


2021 iRAP Impact Case Studies

a) First Decade of Action for Road Safety

iRAP captured its first Decade of Action for Road Safety impact with an image-rich virtual story – "A World Free of High-Risk Roads: A Decade of Action to Save Lives". iRAP and its partners' impact during the first Decade of Action 2011-2020 were summarised with 20 key achievements in the charity's 2020 Vision, including Prince Michael international award recognition.

See the virtual story at https://irap.org/2021/03/a-decade-of-action-for-safer-roads-irap-releases-results/



b) Strategic Project Partnerships

The majority of iRAP assessments are completed directly by partners around the world using the well-established iRAP accredited supplier network. Where desired some partners and suppliers choose to involve the iRAP team directly in project partnerships to support the development of local capacity and innovation activities. Examples from 2021 include:

- The BIGRS global project funded by Bloomberg Philanthropies and undertaken by the Global Road Safety Facility with support from iRAP.
- The UN Road Safety Fund supported Ten Steps for Safer Road Infrastructure partnership led by IRF Geneva.
- BrazilRAP support including DNIT National Assessment quality assurance
- IndiaRAP Programme support enabled by FedEx and national level project activity with the World Bank, ADB and other national partners.
- Support for the European Commission and EuroRAP delivered SLAIN, SABRINA and RADAR projects in Europe.
- iRAP support for local suppliers and other partners in Kazahkstan, Ecuador, China, Brazil, Australia, Vietnam, Nepal, Colombia, Uruguay, Nigeria, Albania, Poland, Dominican Republic, Fiji and Uzbekistan amongst others

c) Star Rating for Designs

In support of the Global Road Safety Performance Target for all new roads to be 3-star or better for all road users, the GRSF, FIA Foundation and iRAP developed Star Rating for Designs methodology is making it easy for road designers to assess and understand the safety performance of their road projects right from the start.

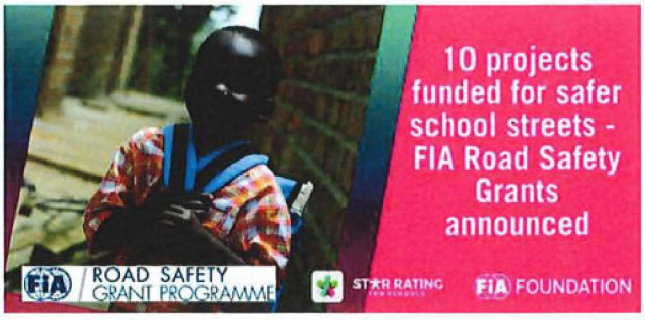
Key design firms including Arup are embracing the Star Rating for Designs tools as part of their outcome-led designs. Major road projects like the Américo Vespucio Oriente I (AVO I) concession in Chile, one of the largest infrastructure projects in Latin America, have also been assessed using the iRAP Star Rating methodology prior to its commission in 2022.

d) Star Rating for Schools

Leading child safety NGOs around the world are incorporating the Star Rating for Schools approach in their programmes to deliver safer journeys to school for all children. Lead donors include the FIA Foundation, FedEx and 3M and at the end of 2021 the NGO partners had assessed 834 schools across 52 countries with over 100,000 children benefitting from safer journeys. In total an estimated US$2.9 million has been invested by partners in upgrading safety around schools. Over 3,500 people have now been trained in the use of the Star Rating for Schools approach.



Kwapda'as Road Safety Demand Trust (KRSD Trust)



The FIA School Assessment Toolkit and grants

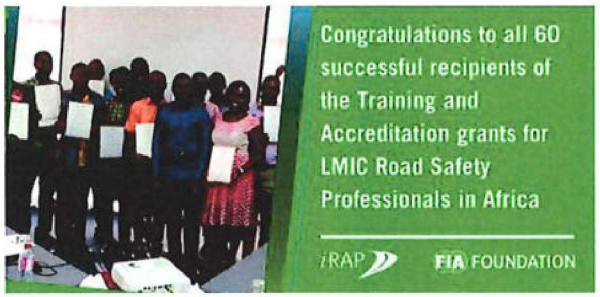
e) Impact Investment and Mobilising Private Sector Capital for Road Safety

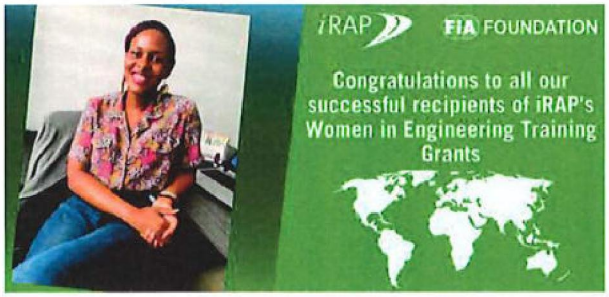
The World Bank and International Finance Corporation (IFC), in partnership with the International Road Assessment Programme (iRAP) and FIA High Level Panel for Road Safety examined the market failure in road safety funding and have developed practical business models to mobilise the private investment and sustainable finance needed to address the invisible crisis of dangerous roads.

The World Bank Group Saving Lives Through Private Investment in Road Safety Report highlights road crashes as one of the leading causes of fatalities and serious injuries (FSIs) worldwide. Continuing with "business as usual" will see more than 375 million mostly young people killed and injured over the next decade resulting in economic losses of more than US$20 trillion by 2030. The report calls for a critical mobilization of private sector investment to address the gap and aligns with the recently launched Global Plan for the Decade of Action for Road Safety 2021-2030 to halve global road deaths and injuries by 2030. This includes investment focused on achieving Target 3 for all new roads to be 3-star or better for all road users and Target 4 to see more than 75% of travel in each country to be on roads that are 3-star or better for all.

f) Building capacity – over 46,000 people trained

In addition to global training and accreditation activities and event-related training and webinars iRAP initiated two new training grant programmes in 2021 to boost capacity for LMIC Road Safety Professionals in Africa and female engineers globally as part of the International Women in Engineering Day activities.



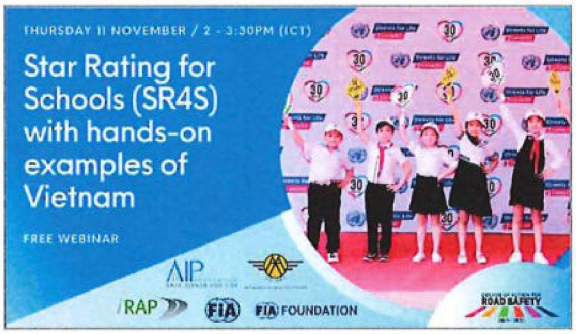


g) iRAP Communications and Events

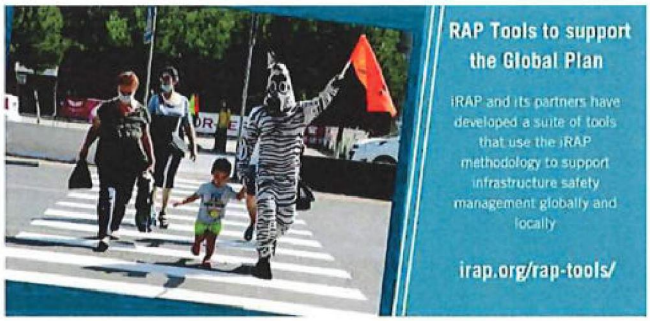
Key communications metrics during the past 12 months include:

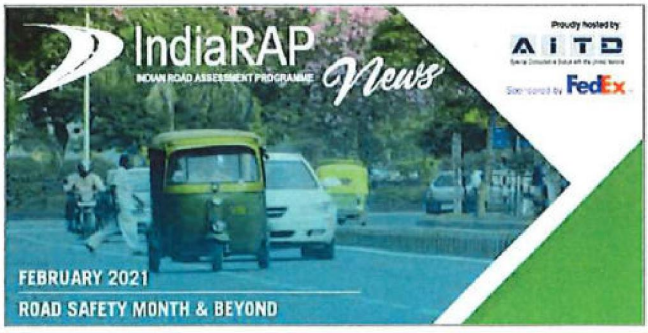
- 2.6 million touchpoints with our #RAPCommunity over the last 12 months
- 1.6 million people reached
- 586,000 webpage views (~1,500 / day in last 6 months)
- 131 published news articles
- 332,430 people reached by email (open rate 23.6%)
- 13,836 social media followers
- 1,311 new knowledge articles added to iRAP Connect
- 80 events supported









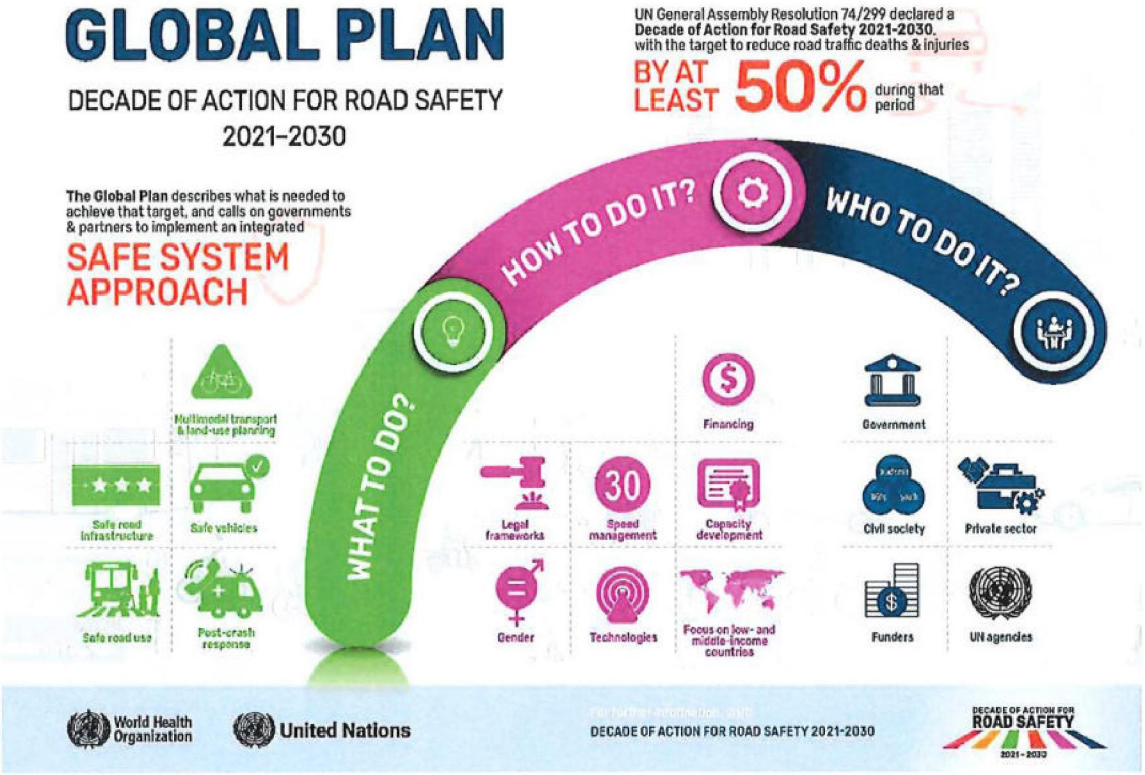




Plans for the future

iRAP's vision is for a world free of high-risk roads for all road users and the FIA Foundation donor support allows iRAP to build and support the Partnerships for 2030 Impact in the years ahead. The focus for the future is on shared ownership and success enables a significant scaling of impact and leveraged investment by partners worldwide with a summary of programme achievements provided below.

The direct inclusion of 3-star or better targets in the UN 2nd Decade of Action Plan for Road Safety (UN Global Plan) is a significant achievement and is the result of the many years of iRAP partner investment in the evidence-based tools and programme support for development bank, government, industry, research and NGO partners worldwide.



Results-based financing with 3-star or better targets and the use of iRAP metrics and investment plans to shape more than US$80 billion of investment globally represents a 1000 times plus leveraging of core FIA Foundation donor funds and partner contributions. The single investment in global tools within an innovation framework that captures local needs and expertise in shaping the next generation of tools for the mutual benefit of all is an efficient use of both iRAP and partner resources worldwide whose impact will be of benefit in the years ahead.

The volume of countries looking to develop and lead their own national programmes rapidly expanded in 2021 reinforcing the shared ownership and sustainability of the programme for the future. The number of local agencies and experts able to lead national RAP programmes has grown. This is in support of the SDG targets to halve road deaths and injuries by 2030 and Target 3 to ensure all new roads are 3-star or better and Target 4 to progressively raise the standard of existing roads to ensure >75% of travel is on the equivalent of 3-star or better by 2030. Supplier networks have also expanded to ensure that there is an open marketplace to support the delivery of iRAP assessments worldwide and we expect this to continue in the future as the Programme develops.

Financial review

a. Going concern

After making appropriate enquiries, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

b. Investment policy and performance

Under the memorandum and articles of association, the charity has the power to deposit and invest its funds in any manner (but to invest only after obtaining such advice from a financial expert such as the Trustees consider necessary) and having regard to the suitability of investments and the need for diversification. The charity has adopted a low risk approach to investing surplus cash by placing cash on deposit accounts at the bank.

c. Principal funding

iRAP benefits from the generous support of the FIA Foundation for the Automobile and Society and this support will continue until at least 2025.

Our partnerships with the Global Road Safety Facility, World Bank, Caribbean Development Bank, Asia Development Bank, European Commission, European Investment Bank, Australian AID, Latin American Development Bank and the Inter American Development Bank continue to enable iRAP assessments to be undertaken in low income and middle income countries around the world. The financing for the road upgrades is typically supported by these same agencies in partnership with the relevant government agency.

High income countries continue to invest in their own programmes with central iRAP support. Automobile club and government partners finance and undertake national assessments with the RAP protocols integrated in their advocacy, policy and decision making as appropriate.

The iRAP Centre of Excellence network now includes ARRB Group (Australia); MRI Global (USA), the Malaysian Institute of Road Safety Research (MIROS); TRL (UK); the Instituto Mexicano del Transporte,Korean Transport Institute (KOTI), SWOV (Netherlands),LabTrans (Brazil),the Research Institute of Highways (China) and also now the University of Zagreb, Faculty of Transport and Traffic Sciences (FPZ) based in Croatia.

d. Reserves Policy

With the financial support of the FIA Foundation, the Trustees are agreed that iRAP holds sufficient funds to meet both contractual obligations and to enable future programme development. In light of increased staff commitments, the Trustees have agreed that iRAP should continue to grow its reserves towards £900k. At the year end, the charity had available reserves of £843,891.

Structure, governance and management

a. Constitution

IRAP is registered as a charitable company limited by guarantee and was incorporated on 9 June 2005. A subsidiary company, Road Assessment Services Limited, was incorporated on 15 May 2012. It is a wholly owned subsidiary of iRAP and together they form the iRAP group.

The principal objective of the company and the group is the international promotion of the improvement of road safety and quality of roads for the public benefit.

b. Method of appointment or election of Trustees

The management of the company and the group is the responsibility of the Trustees who are elected and co opted under the terms of the Articles of Association.

Trustees are sought for the Board specifically to add value to the charity. This is both in terms of creating a Board that is representative of the community that the charity serves and one that has all of the skills and experience required to properly carry out the work of the charity.

c. Policies adopted for the induction and training of Trustees

The charity is fortunate that it is able to attract committed individuals with great relevant experience in the field and in public life. When a potential trustee is identified, they are usually invited to attend a Trustees' meeting in the capacity of observer. Once they and the Board of Trustees have gained a greater understanding of each other they are nominated for election to the position of trustee and elected by unanimous decision.

Most Trustees are already familiar with the practical work of the charity and familiar with the work of charities in general. New Trustees are given briefings to provide personally tailored orientation to brief them as appropriate on their legal obligations under charity and company law, the content of the Memorandum and Articles of Association, the committee and decision making processes, the business plan and recent financial performances of the charity. The opportunity of the new Trustee is generally taken to provide the Board as a whole with presentations of overall progress with the charity's work. If needed, Trustees would be encouraged to attend appropriate external training events where these will facilitate the undertaking of their role.

d. Pay policy for senior staff

It is essential for iRAP to have credible leaders who bring professional expertise, leadership experience and who are capable of developing and growing the organisation to be world class. Having a competitive reward offering is one of the many ways in which iRAP can secure the very best people.

iRAP has a clear and transparent policy that not only ensures the selection and retention of high calibre leaders but also ensures our donors, supporters, staff, volunteers, beneficiaries and public recognise the importance of accountability in all aspects of our work including the determination of pay and benefits of the Chief Executive and senior management team.

The Board of Trustees is responsible for defining iRAP's pay policy approving and deciding on the salaries of the Chief Executive and the senior management team. The Board delegates this responsibility to the Remuneration Committee which is chaired by a nominated trustee. More information about pay ranges for our senior staff is in the relevant disclosure on staff costs.

Our approach is to pay a fair salary to attract and retain skilled and expert senior leaders for iRAP. Salaries and benefits should be competitive within the charity sector, proportionate to the complexity of each role and responsible in line with our charitable objectives. To achieve this our Executive Group Pay Policy aims to:

- Ensure performance is reviewed and reported to the Remuneration Committee on an annual basis.
- To pay a fair salary in the respective geographic market to attract and retain skilled staff, meeting all national pay standards and provide all staff with a living wage.
- Apply performance related pay elements only where required.
- Monitor charity sector trends through appropriate surveys.

e. Organisational structure and decision making

The charity is ultimately governed by the Trustees who agree and monitor the Forward Plan and approve all of the charity's policies. The day to day running of the charity is delegated to staff under the leadership of the Executive.Trustee meetings are held at least three times a year primarily to review financial reports, discuss issues of strategic direction, and programme priorities.

For the purposes of company law, the Trustees shown on page 1 are the directors of the company. The Trustees who served during the year were as follows:

Miquel Nadal
Gary Liddle
Saul Billingsley
F Emmanuel Smith
Susan Sharland
Shane I O'Connor
Raquel B Quintanilla
Ian A Gillespie

The minimum number of Trustees shall be two save for circumstances where a charity (as defined by s1 of the Charities Act 2011) is appointed as a trustee, in which case it may serve as a sole trustee of the charity. The maximum number is twelve.

f. Risk management

IRAP acknowledges at all times the risks associated with its work as a charitable company. The charity has risk management policies and procedures through which risks arising from existing operations and developments are identified and evaluated. The Trustees are required to analyse these, assess them according to their impact on the Charity and their likelihood of occurrence and report on procedures which are in place or are developed or enhanced to provide assurance that the risk is being minimised. The key risks which iRAP has identified and the steps being taken to minimise these risks are listed below:

Technology risk:
This risk is being managed by having regular stakeholder engagement and an innovation development plan for all our products.

Inflation risk:
This risk is being managed by having regular reviews of our pricing policies and investment strategies.

Volatility in funding and other financial risks:
This risk is managed by the provision and review of management accounts and long term financial forecasts with action plans to bridge any funding gaps. In addition to this, the Charity's Reserves policy is regularly reviewed to ensure that it is in line with the charity's needs. Volatility in exchange risks is managed through the provision of forward currency hedging. The risk of fraudulent payments is minimised through the provision of a dual signatory policy on all payments. iRAP is also increasing the number of income streams to diversify its sources of income.

Reputation risk:
The risk to iRAP's reputation is minimised through the provision of a strong quality assurance process and by having crisis management strategy in place. In addition to this, iRAP works very closely with all key stakeholders and holds regular meetings and workshops with them to update them on progress and developments to ensure that the iRAP high standards are maintained.

Loss of key executive staff:
Staff contingency plans have been developed and reward and retention strategies in place. Performance reviews are held with staff to regularly review their progress against objectives set.

g. Information on fundraising practices

The International Road Assessment Programme (iRAP) is registered with the Fundraising Regulator, the independent body which sets and maintains the standards for charitable fundraising in England, Wales and Northern Ireland. This demonstrates our commitment to good fundraising practice. We have also committed to abide by their Code of Fundraising Practice and to the Fundraising Promise.

All our fundraising efforts are undertaken by our own staff, trusted partners and volunteers and we do not engage any professional fundraisers to undertake any fundraising on our behalf. At all times, we ensure that our fundraising is clear, open and honest. During the year, no complaints were received by the charity in respect of its fundraising activities.

Trustees' responsibilities statement

The Trustees (who are also directors of International Road Assessment Programme for the purposes of company law) are responsible for preparing the Trustees' report and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and the group and of the incoming resources and application of resources, including the income and expenditure, of the charitable group for that period. In preparing these financial statements, the Trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgments and accounting estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charitable group will continue in operation.

The Trustees are responsible for keeping adequate accounting records that are sufficient to show and explain the charitable company and the group's transactions and disclose with reasonable accuracy at any time the financial position of the charitable group and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the charitable company and the group and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable group's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Disclosure of information to auditors

Each of the persons who are Trustees at the time when this Trustees' report is approved has confirmed that:

- so far as that Trustee is aware, there is no relevant audit information of which the charitable group's auditors are unaware, and
- that Trustee has taken all the steps that ought to have been taken as a Trustee in order to be aware of any relevant audit information and to establish that the charitable group's auditors are aware of that information.

This report was approved by the Trustees, on 9 June 2022 and signed on their behalf by:

Miquel Nadal

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Miquel Nadal
Trustee

Independent auditors' report to the members of International Road Assessment Programme

Opinion

We have audited the financial statements of International Road Assessment Programme (the 'parent charity') and its subsidiaries (the 'group') for the year ended 31 December 2021 which comprise the group Consolidated statement of financial activities incorporating income and expenditure account, the group Consolidated balance sheet, the group Consolidated statement of cash flows and the related notes, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the group's and of the parent charitable company's affairs as at 31 December 2021 and of the group's incoming resources and application of resources, including its income and expenditure for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditors' responsibilities for the audit of the financial statements section of our report. We are independent of the group in accordance with the ethical requirements that are relevant to our audit of the financial statements in the United Kingdom, including the Financial Reporting Council's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the trustees' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the charitable company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the trustees with respect to going concern are described in the relevant sections of this report.

Other information

The Trustees are responsible for the other information. The other information comprises the information included in the Annual report, other than the financial statements and our Auditors' report thereon. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Opinion on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the Trustees' report for the financial year for which the financial statements are prepared is consistent with the financial statements.
- the Trustees' report has been prepared in accordance with applicable legal requirements.

Matters on which we are required to report by exception

In the light of our knowledge and understanding of the charitable company and its environment obtained in the course of the audit, we have not identified material misstatements in the Trustees' report.

We have nothing to report in respect of the following matters in relation to which the Companies Act 2006 requires us to report to you if, in our opinion:

- the parent charity has not kept adequate and sufficient accounting records, or returns adequate for our audit have not been received from branches not visited by us; or
- the parent charity financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of Trustees' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the trustees were not entitled to take advantage of the small companies exemption from the requirement to prepare a Strategic Report.

Independent auditors' report to the members of International Road Assessment Programme

Responsibilities of trustees

As explained more fully in the Trustees' responsibilities statement, the Trustees (who are also the directors of the charity for the purposes of company law) are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the Trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Trustees are responsible for assessing the group's and the parent charitable company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Trustees either intend to liquidate the group or the parent charitable company or to cease operations, or have no realistic alternative but to do so.

Auditors' responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an Auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

We gained an understanding of the legal and regulatory framework applicable to the charitable company and the industry in which it operates, and considered the risk of acts by the charitable company that were contrary to applicable laws and regulations, including fraud. We discussed with the Trustees the policies and procedures in place regarding compliance with laws and regulations. We discussed amongst the audit team the identified laws and regulations, and remained alert to any indications of non-compliance.

During the audit we focussed on laws and regulations which could reasonably be expected to give rise to a material misstatement in the financial statements, including, but not limited to, the Companies Act 2006 and UK tax legislation. Our tests included agreeing the financial statement disclosures to underlying supporting documentation and enquiries with management.

Our procedures in relation to fraud included but were not limited to: inquires of management whether they have any knowledge of any actual, suspected or alleged fraud, and discussions amongst the audit team regarding risk of fraud such as opportunities for fraudulent manipulation of financial statements. We determined that the principal risks related to posting manual journal entries to manipulate financial performance and management bias through judgements in accounting estimates. We also addressed the risk of management override of internal controls, including testing journals and evaluating whether there was evidence of bias by the Trustees that represented a risk of material misstatement due to fraud.

Because of the inherent limitations of an audit, there is a risk that we will not detect all irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with a law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of our Auditors' report.

Use of our report

This report is made solely to the charitable company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006, and to the charitable company's Trustees, as a body, Part 4 of the Charities (Accounts and Reports) Regulations 2008. Our audit work has been undertaken so that we might state to the charitable company's members those matters we are required to state to them in an Auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charitable company and its members, as a body, for our audit work, for this report, or for the opinions we have formed.

Jane Wills (Senior Statutory Auditor)
for and on behalf of

Haines Watts
Chartered Accountants and Statutory Auditor

178 Buckingham Avenue
Slough
Berkshire
SL1 4RD
Date: 20/6/22

Consolidated statement of financial activities incorporating income and expenditure account
For the year ended 31 December 2021

	Note	Unrestricted funds 2021 £	Total funds 2021 £	*Total funds 2020 £*
Income from:				
Donations and legacies	2	**1,310,679**	**1,310,679**	*1,077,908*
Charitable activities	3	**453,613**	**453,613**	*642,789*
Net income from trading activities	4	**483,731**	**483,731**	*306,258*
Other income		**26,011**	**26,011**	*3,063*
Total income		**2,274,034**	**2,274,034**	*2,030,018*
Expenditure on:				
Trading activities	4	**309,936**	**309,936**	*289,092*
Charitable activities		**1,742,709**	**1,742,709**	*1,794,575*
Total expenditure		**2,052,645**	**2,052,645**	*2,083,667*
Net income before other recognised gains and losses		**221,389**	**221,389**	*(53,649)*
Net movement in funds		**221,389**	**221,389**	*(53,649)*
Reconciliation of funds:				
Total funds brought forward		**622,502**	**622,502**	*676,154*
Total funds carried forward		**843,891**	**843,891**	*622,505*

The notes on pages 23 to 33 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)
Registered number: 05476000

Consolidated balance sheet
As at 31 December 2021

	Note	£	2021 £	£	2020 £
Fixed assets					
Tangible assets	8		**16,006**		*10,556*
Current assets					
Debtors	9	**422,131**		*529,857*	
Cash at bank and in hand		**859,474**		*678,411*	
		1,281,605		*1,208,268*	
Creditors: amounts falling due within one year	10	**(453,720)**		*(596,319)*	
Net current assets			**827,885**		*611,949*
Net assets			**843,891**		*622,505*
Charity Funds					
Unrestricted funds	11		**843,891**		*622,505*
Total funds			**843,891**		*622,505*

These financial statements have been prepared in accordance with the provisions applicable to charitable companies subject to the small companies regime.

The financial statements were approved and authorised for issue by the Trustees on 9 June 2022 and signed on their behalf, by:

Miquel Nadal

.....
Miquel Nadal

The notes on pages 23 to 33 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)
Registered number: 05476000

Charity balance sheet
As at 31 December 2021

	Note	£	2021 £	£	2020 £
Fixed assets					
Tangible assets	8		**16,006**		*10,556*
Investments			**100,001**		*100,001*
			116,007		*110,557*
Current assets					
Debtors	9	**500,654**		*341,737*	
Cash at bank		**634,135**		*624,686*	
		1,134,789		*966,423*	
Creditors: amounts falling due within one year	10	**(406,905)**		*(454,478)*	
Net current assets			**727,884**		*511,945*
Net assets			**843,891**		*622,502*
Charity Funds					
Unrestricted funds			**843,891**		*622,502*
Total funds			**843,891**		*622,502*

These financial statements have been prepared in accordance with the provisions applicable to charitable companies subject to the small companies regime.

The financial statements were approved and authorised for issue by the Trustees on 9 June 2022 and signed on their behalf, by:

Miquel Nadal

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Miquel Nadal

The notes on pages 23 to 33 form part of these financial statements.

Consolidated statement of cash flows
For the year ended 31 December 2021

	Note	2021 £	*2020 £*
Cash flows from operating activities			
Net cash provided by/(used in) operating activities	13	**194,987**	*(37,477)*
Cash flows from investing activities:			
Purchase of tangible fixed assets		**(13,924)**	*(6,911)*
Net cash used in investing activities		**(13,924)**	*(6,911)*
Change in cash and cash equivalents in the year		**181,063**	*(44,388)*
Cash and cash equivalents brought forward		**678,411**	*722,799*
Cash and cash equivalents carried forward	14	**859,474**	*678,411*

The notes on pages 23 to 33 form part of these financial statements.

Notes to the financial statements
For the year ended 31 December 2021

1. Accounting policies

1.1 Basis of preparation of financial statements

The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2015) - (Charities SORP (FRS 102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

International Road Assessment Programme meets the definition of a public benefit entity under FRS 102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy.

The Statement of Financial Activities (SOFA) and Balance Sheet consolidate the financial statements of the charity and its subsidiary undertaking. The results of the subsidiary are consolidated on a line by line basis.

No separate SOFA has been presented for the charity alone as permitted by section 408 of the Companies Act 2006.

The comparative Consolidated Statement of financial activities includes presentational changes to split out trading income and expenditure relating to the trading subsidiary which was previously netted off.

1.2 Company status

The charity is a company limited by guarantee. The members of the company are the Trustees named on page 1. In the event of the charity being wound up, the liability in respect of the guarantee is limited to £1 per member of the charity.

1.3 Income

All income is recognised once the charity has entitlement to the income, it is probable that the income will be received and the amount of income receivable can be measured reliably. Project income is recognised on the stage of completion of the project, which is calculated based on the estimated margin at completion of the project.

1.4 Expenditure

Expenditure is recognised once there is a legal or constructive obligation to transfer economic benefit to a third party, it is probable that a transfer of economic benefits will be required in settlement and the amount of the obligation can be measured reliably.

Support costs are those costs incurred directly in support of expenditure on the objects of the charity and include project management carried out at their Headquarters.

Charitable activities and Governance costs are costs incurred on the charity's educational operations, including support costs and costs relating to the governance of the charity apportioned to charitable activities.

1. Accounting policies (continued)

1.5 Basis of consolidation

The financial statements consolidate the accounts of International Road Assessment Programme and all of its subsidiary undertakings ('subsidiaries').
The charity has taken advantage of the exemption contained within section 408 of the Companies Act 2006 not to present its own income and expenditure account.

1.6 Tangible fixed assets and depreciation

Tangible fixed assets are carried at cost, net of depreciation and any provision for impairment. Depreciation is provided at rates calculated to write off the cost of fixed assets, less their estimated residual value, over their expected useful lives on the following bases:

Office equipment	-	3 years straight line
Computer equipment	-	2 years straight line

1.7 Interest receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the charity; this is normally upon notification of the interest paid or payable by the Bank.

1.8 Debtors

Trade and other debtors are recognised at the settlement amount after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.

1.9 Cash at bank and in hand

Cash at bank and in hand includes cash and short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.

1.10 Liabilities

Liabilities are recognised when there is an obligation at the balance sheet date as a result of a past event, it is probable that a transfer of economic benefit will be required in settlement, and the amount of the settlement can be estimated reliably. Liabilities are recognised at the amount that the charity anticipates it will pay to settle the debt or the amount it has received as advanced payments for the goods or services it must provide.

1. Accounting policies (continued)

1.11 Derivative financial instruments

The Charity's activities expose it to the financial risk of changes in foreign exchange rates and they therefore enter into forward contracts to hedge against volatile exchange rate movements.

Derivatives are initially recognised at fair value on the date a derivative contract is entered into and are subsequently remeasured at their fair value. The method of recognising any resulting gain or loss depends on whether the derivative is designated as a hedging instrument and, if so, the nature of the item being hedged.

Changes in the fair value of any derivative instruments that do not qualify for hedge accounting are recognised immediately in the income statement.

1.12 Foreign currencies

Monetary assets and liabilities denominated in foreign currencies are translated into sterling at rates of exchange ruling at the balance sheet date. Transactions in foreign currencies are translated into sterling at the rate ruling on the date of the transaction. Exchange gains and losses are recognised in the statement of financial activities.

1.13 Pensions

The charity operates a defined contribution pension scheme and the pension charge represents the amounts payable by the charity to the fund in respect of the year.

1.14 Going concern

The trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the forseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

The financial statements have been prepared on a going concern basis. The trustees have reviewed and considered relevant information, including the annual budget and future cash flows in making their assessment. They have also taken into account the impact Covid-19 has had on their business over the past 12 months, and evaluated the measures taken so far to mitigate the impact. Based on these assessments, the trustees have concluded that they can continue to adopt the going concern basis in preparing the annual report and accounts.

2. Income from donations and legacies

	Unrestricted funds 2021 £	Total funds 2021 £	*Total funds 2020 £*
Grants	**1,310,608**	**1,310,608**	*1,077,829*
Similar incoming resources	**71**	**71**	*79*
Total donations and legacies	**1,310,679**	**1,310,679**	*1,077,908*
Total 2020	*1,077,908*	*1,077,908*	

3. Income from charitable activities

	Unrestricted funds 2021 £	Total funds 2021 £	*Total funds 2020 £*
Project delivery income	**375,954**	**375,954**	*598,548*
Accreditation	**59,293**	**59,293**	*26,482*
Webinars	**18,366**	**18,366**	*17,759*
	453,613	**453,613**	*642,789*
Total 2020	*642,789*	*642,789*	

4. Trading activities

	Unrestricted funds 2021 £	Total funds 2021 £	*Total funds 2020 £*
Net income from trading subsidiary	**483,731**	**483,731**	*306,258*
Trading expenses			
Trading expenses from trading subsidiary	**309,936**	**309,936**	*289,092*
	173,795	**173,795**	*17,166*

The wholly owned subsidiary, Road Assessment Services Limited, which is incorporated in the United Kingdom, pays its taxable profits to the charity by equity distribution. Its results are consolidated with those of International Road Assessment Programme. The charity owns the entire issued share capital of £100,001.

5. Net income/(expenditure)

This is stated after charging/(crediting):

	2021 £	*2020 £*
Depreciation of tangible fixed assets:		
- owned by the charitable group	**7,745**	*70,986*
Movement on foreign exchange	**20,634**	*(48,381)*

During the year, no Trustees received any remuneration (2020 - £NIL).
During the year, no Trustees were reimbursed travel expenses (2020 - £nil).
During the year, there was £71 donations received from Trustees (2020 - £nil).

6. Auditors' remuneration

	2021 £	*2020 £*
Fees payable to the charity's auditor and its associates for the audit of the charity's annual accounts	**11,000**	*10,600*
Fees payable to the charity's auditor and its associates in respect of:		
Taxation compliance services	**1,200**	*1,175*

7. Staff costs

Staff costs were as follows:

	2021 £	*2020* *£*
Wages and salaries	**1,034,531**	*1,034,414*
Social security costs	**59,706**	*56,305*
Other pension costs	**104,185**	*107,675*
	1,198,422	*1,198,394*

The average number of persons employed by the charity during the year was as follows:

	2021 No.	*2020* *No.*
Trustees	**7**	*5*
Employees	**21**	*20*
	28	*25*

The number of higher paid employees was:

	2021 No.	*2020* *No.*
In the band £60,001 - £70,000	**1**	*2*
In the band £70,001 - £80,000	**2**	*1*
In the band £80,001 - £90,000	**0**	*1*
In the band £90,001 - £100,000	**1**	*2*
In the band £100,001 - £200,000	**3**	*2*

£259,769 was paid to key management of the charity during the year (2020: £244,706).

8. Tangible fixed assets

Group	Office equipment £	Computer equipment £	Total £
Cost			
At 1 January 2021	28,787	125,912	154,699
Additions	13,924	-	13,924
Disposals	(1,873)	-	(1,873)
At 31 December 2021	40,838	125,912	166,750
Depreciation			
At 1 January 2021	18,231	125,912	144,143
Charge for the year	7,745	-	7,745
On disposals	(1,144)	-	(1,144)
At 31 December 2021	24,832	125,912	150,744
Net book value			
At 31 December 2021	16,006	-	16,006
At 31 December 2020	*10,556*	-	*10,556*

Charity	Office equipment £
Cost	
At 1 January 2021	28,787
Additions	13,924
Disposals	(1,873)
At 31 December 2021	40,838
Depreciation	
At 1 January 2021	18,231
Charge for the year	7,745
On disposals	(1,144)
At 31 December 2021	24,832
Net book value	
At 31 December 2021	16,006
At 31 December 2020	*10,556*

9. Debtors

	Group		Charity	
	2021	*2020*	**2021**	*2020*
	£	*£*	**£**	*£*
Trade debtors	**86,910**	*218,965*	**20,909**	*46,218*
Amounts owed by group undertakings	**-**	*-*	**215,427**	*44,524*
Other debtors	**139,925**	*163,852*	**138,631**	*162,941*
Prepayments and accrued income	**195,296**	*147,040*	**125,687**	*88,054*
	422,131	*529,857*	**500,654**	*341,737*

10. Creditors: Amounts falling due within one year

	Group		Charity	
	2021	*2020*	**2021**	*2020*
	£	*£*	**£**	*£*
Trade creditors	**5,203**	*69,056*	**5,132**	*69,049*
Other taxation and social security	**21,199**	*33,255*	**21,199**	*33,255*
Other creditors	**7,206**	*12,740*	**7,203**	*12,740*
Accruals and deferred income	**420,112**	*481,268*	**373,371**	*339,434*
	453,720	*596,319*	**406,905**	*454,478*

	Group		Charity	
	2021	2020	**2021**	2020
	£	**£**	**£**	**£**
Deferred income				
Deferred income at 1 January 2021	**280,998**	**225,643**	**155,186**	**212,020**
Resources deferred during the year	**146,187**	**280,998**	**124,675**	**155,186**
Amounts released from previous years	**(280,998)**	**(225,643)**	**(155,186)**	**(212,020)**
Deferred income at 31 December 2021	**146,187**	**280,998**	**124,675**	**155,186**

11. Statement of funds

Statement of funds - current year

	Balance at 1 January 2021 £	Income £	Expenditure £	Balance at 31 December 2021 £
General funds				
Reserves	**622,505**	**2,274,034**	**(2,052,648)**	**843,891**
	622,505	**2,274,034**	**(2,052,648)**	**843,891**

Statement of funds - prior year

	Balance at 1 January 2020 £	*Income £*	*Expenditure £*	*Balance at 31 December 2020 £*
General funds				
Reserves	*676,154*	*2,030,018*	*(2,083,667)*	*622,505*

12. Analysis of net assets between funds

Analysis of net assets between funds - current year

	Unrestricted funds 2021 £	Total funds 2021 £
Tangible fixed assets	**16,006**	**16,006**
Current assets	**1,281,605**	**1,281,605**
Creditors due within one year	**(453,720)**	**(453,720)**
	843,891	**843,891**

12. Analysis of net assets between funds – continued

Analysis of net assets between funds - prior year

	Unrestricted funds 2020 £	*Total funds 2020 £*
Tangible fixed assets	*10,556*	*10,556*
Current assets	*1,208,268*	*1,208,268*
Creditors due within one year	*(596,319)*	*(596,319)*
	622,505	*622,505*

13. Reconciliation of net movement in funds to net cash flow from operating activities

	Group	
	2021 £	*2020 £*
Net income for the year (as per Statement of Financial Activities)	**221,389**	*(53,649)*
Adjustment for:		
Depreciation charges	**7,745**	*70,986*
Loss on the sale of fixed assets	**729**	*640*
Decrease/(increase) in debtors	**107,724**	*(16,149)*
Decrease in creditors	**(142,600)**	*(39,305)*
Net cash provided by/(used in) operating activities	**194,987**	*(37,477)*

14. Analysis of cash and cash equivalents

	Group	
	2021 £	*2020 £*
Cash in hand	**859,474**	*678,411*
Total	**859,474**	*678,411*

15. Pension commitments

The group operates a defined contributions pension scheme. The pension cost charge in the year represents contributions payable by the group and amounted to £104,185 (2020: £107,675). At the year-end £5,686 (2020: £5,243) was outstanding and included in creditors.

16. Operating lease commitments

At 31 December 2021 the total of the group's future minimum lease payments under non-cancellable operating leases was:

Group	2021 £	*2020 £*
Amounts payable:		
Within 1 year	**11,963**	*13,463*

At 31 December 2021 the charity had annual commitments under non-cancellable operating leases as follows:

Charity		
Amounts payable:		
Within 1 year	**11,963**	*13,463*

17. Related party transactions

Mr M Nadal is a director of the FIA Foundation and Mr Saul Billingsley is the Executive Director, which made grants to iRAP totalling £1,201,878 (2020: £1,002,372).

Dr Susan Sharland is a trustee of the Road Safety Foundation and also a director of Road Assessment Services Limited.

The company has branches in Australia and Chile that service certain projects on behalf of the company as well as incurring costs in respect of the administration of those branches. In this respect, charges are made from and to the head office to and by the branches at market rates.

Included within other debtors at year-end is £118,329 owed by related parties (2020: £85,973) and included within other creditors is £nil owed to related parties (2020: £248).

IRAP is also related to Road Safety Foundation (RSF), EuroRAP AISBL (EuroRAP) and the European Institute of Road Assessment (EIRA) through common key management and has joint employment agreement in place with these organisations.

INTERNATIONAL ROAD ASSESSMENT PROGRAMME

England & Wales - Charity number 1140357

Accounts

Registered number: 05476000
Charity number: 1140357

International Road Assessment Programme

(A company limited by guarantee)

Trustees' report and financial statements

For the year ended 31 December 2020

International Road Assessment Programme

(A company limited by guarantee)

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International Road Assessment Programme

(A company limited by guarantee)

Reference and administrative details of the charity, its trustees and advisers
For the year ended 31 December 2020

Trustees	Gary Liddle, Chairman Miquel Nadal Saul Billingsley F Emanuel Smith Dr Susan M Sharland Shane I O'Connor (appointed 26 October 2020)
Company registered number	05476000
Charity registered number	1140357
Registered office	60 Trafalgar Square London WC2N 5DS
Principal operating office	Bracknell Enterprise and Innovation Hub Ocean House The Ring Bracknell Berkshire RG12 1AX
Company secretary	Shona Holroyd
Chief executive officer	Robert McInerney
Independent auditors	Haines Watts Chartered Accountants and Statutory Auditor 178 Buckingham Avenue Slough Berkshire SL1 4RD
Bankers	Barclays Bank plc Basingstoke & Reading Business Centre 8 Market Place Basingstoke Hampshire RG21 7QA
Solicitors	Farrer & Co. 66 Lincoln Inn Fields London WC2A 3LH

Trustees' report
For the year ended 31 December 2020

The Trustees (who are also directors of the charity for the purposes of the Companies Act) present their annual report together with the financial statements of the International Road Assessment Programme (iRAP) (the company) for the year ended 31 December 2020.

The Trustees confirm that the Annual Report and financial statements of the company comply with the current statutory requirements, the requirements of the company's governing document and the provisions of the Statement of Recommended Practice (SORP), applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2015) as amended by Update Bulletin 1 (effective 1 January 2015).

Since the charity and the group qualifies as small under section 383, the strategic report required of medium and large companies under The Companies Act 2006 (Strategic Report and Director's Report) Regulations 2013 is not required.

The company and the group also operate under the name iRAP.

Objectives and Activities

a. Policies and objectives

iRAP was established for the international promotion of the improvement of road safety and quality of roads for the public benefit.

In setting objectives for the year and planning its activities, the trustees have considered the Charity Commission's guidance on public benefit. In seeking grants and other voluntary income to support its ongoing work, the trustees give careful consideration of the accessibility of its work to those organisations that seek to further the public benefit in relation to road safety. In particular, the use of free-to-air tools, systems, specifications and support materials for RAP members, partners, suppliers and other stakeholders around the world and this remains at the core of the iRAP programme.

Achievements and performance

a. Review of activities

Programme highlights at the end of 2020

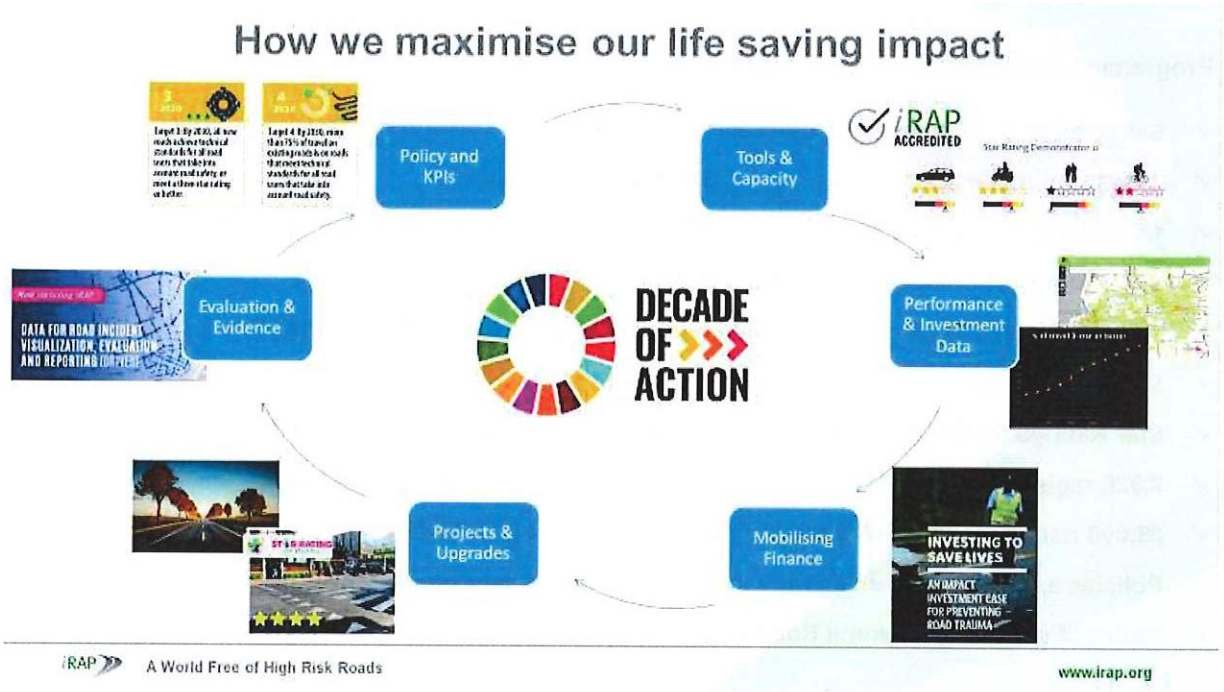
- ✓ Safety assessments in 102 countries.
- ✓ Crash rate risk maps for more than 1.5 million km of roads.
- ✓ 1.1 million km of roads Star Rated (and 48,000 km of "light" Star Ratings).
- ✓ Star Ratings of Designs for 8,950 km of roads.
- ✓ More than 105,000 km of roads have been upgraded with safety enhancements.
- ✓ $81.5 billion of investment has been made safer by iRAP partners.
- ✓ Star Ratings for Schools (SR4S) used at 670 schools across 40 countries on 5 continents.
- ✓ 9,920 registered users of the iRAP online software, ViDA (10,358 accounts).
- ✓ 28,000 participants in iRAP and safer roads training and events.
- ✓ Policies and strategies worldwide using iRAP metrics and performance targets.
- ✓ Prince Michael International Road Safety Award 2020 winner



Partnerships for 2030 Impact

The iRAP global standard, including the supporting software, tools, specifications and training, are provided in a free-to-air environment for partners to use globally. This unique offering, made possible by the donor support of the FIA Foundation, has resulted in the assessment of **more than 1 million kilometres of road** and the leveraging of an estimated **US$81.5 billion** of safer road investment resulting in more than 100,000km of upgraded roads.

iRAP has continued to work in partnership with regional and national governments, development banks, research institutions, NGO's and private sector road owners and operators to eliminate high-risk roads across the world. In total iRAP's tools, training and support are leveraging the action of over 15,000 partners world-wide who are mobilising safer roads and 3-star or better road upgrades that are saving lives every day.



The UN Member State agreed global road safety performance targets include the specification of the **iRAP 3-star or better policy target for all road users** and the metric is being increasingly adopted as part of road projects worldwide. iRAP is working closely with the FIA, FIA Foundation and World Bank IFC to progress the impact investment business models that can mobilise private sector financing for road safety and support results-based financing to achieve the 2030 target for 75% of travel on 3-star or better roads.

iRAP's key involvement in the **Third Global Ministerial Conference on Road Safety**, held 17-19 February 2020 in Stockholm, Sweden, brought heightened awareness of the pivotal role of safer roads and safer speeds in the safe system. Important new agreements were signed with the **European Investment Bank and the Inter-American Development Bank** to build on established partnerships with the World Bank, ADB and others. With the support of FedEx, FIA Foundation and the Child Health Initiative the **Star Rating for Schools** programme was launched for global partners to use.

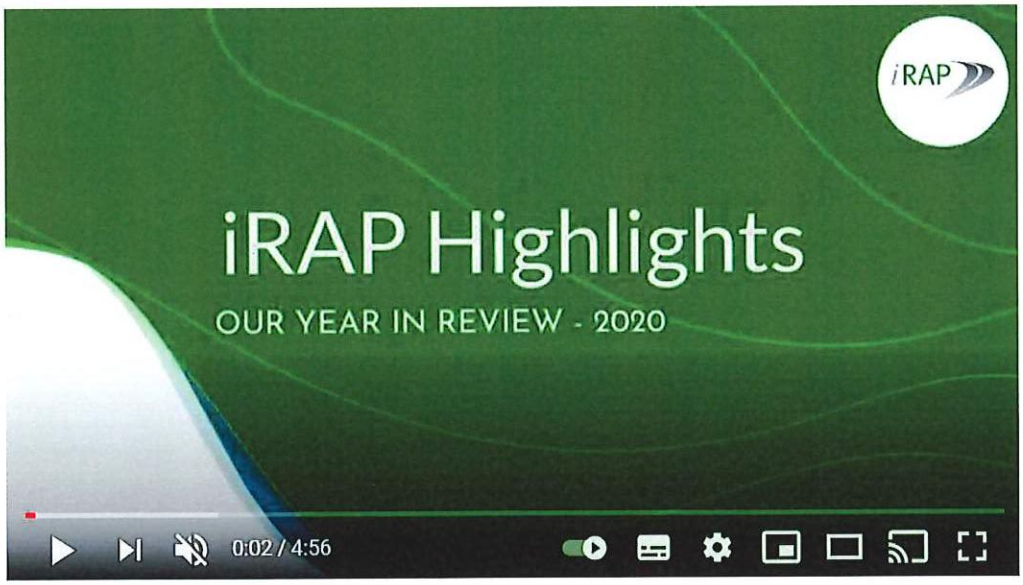
Impact Summary

As at the end of 2020, iRAP's activities and influence extend across more than 1.5 million kilometres (km) of risk mapping, 1.1 million km of star rating assessments and 48,000 km of light star ratings **spanning 102 countries**. 28,000 people have been trained worldwide since 2009. 9,920 users are supported by the iRAP free-to-air software ViDA and **more than 26.7 million km of investment plan analysis** has been processed since 2014. 670 schools across 40 countries on 5 continents have been assessed using the Star Rating for Schools application. Global and national policies using iRAP metrics are creating impact on scale for road safety across the world.

Multi-billion dollar investments influenced by iRAP assessments are delivering results with roads upgraded to save lives. Before and after studies on improved roads confirm the predicted lives and serious injuries saved in the enabling iRAP assessments. The **Star Rating of Designs has now been directly completed for over 8,950 km**. An estimated US$48.3 billion of road investment has been made safer in high income countries and US$33.2 billion of investment in low- and middle-income countries.

In recognition of its lifesaving work across more than 100 countries, iRAP was awarded a **Prince Michael International Road Safety Award in 2020**. In confirming the award HRH Prince Michael of Kent said, "Your achievements are significant, not just because they're innovative, but because they've actually saved lives and will continue to do so in the future. Your commitment will certainly help to achieve the ambitious targets being set for the Second Decade of Action for Road Safety and your programme will provide encouragement for others."

While COVID-19 created a range of challenges for the team and partners worldwide, the protect, survive and thrive strategy implemented by the charity during the year allowed new delivery mechanisms and new partnerships to form. The charity was also successful in securing multi-billion dollar road infrastructure safety related stimulus packages to save lives, save money and create jobs. These approaches have enabled continued life-saving success during 2020 that are summarised as part of the iRAP's 2020 Highlights Video at https://youtu.be/KMlkP6c3PXU.



https://youtu.be/KMlkP6c3PXU

Maximising travel on 3-star or better roads: KPI Report

2017-2020

Results framework	Indicators	Source of data	Baseline	Target	2020 Progress	Notes
Impact						
A world free of high-risk roads	Length and travel on upgraded roads	iRAP Partners	< 1,000km in 2010 (TBC)	>100,000km of roads upgraded by 2020	>100,000km of roads upgraded	Not fully reported by partners. 100,000km of upgrades reported in China alone.
	Estimated deaths and serious injuries (FSIs) saved per year*	iRAP and iRAP Partners	<500 FSIs per year in 2010 (TBC)	>50,000 FSIs saved per year by 2020	Monitoring incomplete (initial estimates >80,000 FSIs saved / year)	Refer to evaluations in India, Australia, Chile and Slovakia. (20% - 50% fatality and serious injury reductions common on upgraded roads).
	Estimated investment in safer roads by partners / road agencies worldwide*	iRAP Partners	< $100 m in 2010 (TBC)	>$10 bn by 2020	$81.5 bn	Reported investments at project level where iRAP results have been utilised. Actual number likely to be greater.
Outputs						
Star Ratings of existing roads	Kilometres of existing roads Star Rated (non-unique)	ViDA Statistics (non-unique)	150,000km in 2010	>500,000km assessed by 2020	1,152,681km	From analysis of ViDA Statistics 1 November 2020.
Star Ratings of road designs	Kilometres of road designs Star Rated	iRAP (ViDA)	1,500km (end 2014)	>10,000km (2020)	8,950km	From analysis of ViDA and partner reporting.
Risk Mapping	Length of road risk mapped (non-unique)	iRAP Partners (ViDA in future)	200,000km in 2010	>500,000km reported by 2020	1,487,235km	From partner reporting.
Length of road stored in ViDA	Total length of road stored in ViDA - note multiple analyses may exist per road	ViDA Statistics (Working, Draft, Final Hidden, Final Unpublished and Published)	0 in Dec 2013	>2,000,000km stored by 2020	4,026,349km	From ViDA Statistics 30 December 2020.
Number of ViDA users	Total number of registered users in ViDA	ViDA Statistics (Reader, Analysts and Creators)	0 in Dec 2013	>5,000 registered users by 2020	9,920	From ViDA Statistics 30 December 2020.
Use of the iRAP Toolkit	Total number of sessions on the iRAP Toolkit	iRAP Analytics	0 in 2010	>50,000 sessions a year by 2020	51,787	From website monitoring.
Training in iRAP and safer roads	Number of people trained / informed of iRAP	iRAP Training Database	0 as at 2013 (earlier data not available)	>20,000 people in total by 2020	27,956	From Training and Accreditation database.

Impact In 2020

- ✓ **93,000 km of new star rating assessments**
- ✓ **38,000km of new risk mapping assessments**
- ✓ **20 additional road agency Star Rating or Risk Mapping policy targets**
- ✓ **546,000km of additional analysis stored in ViDA**
- ✓ **2,500 additional registered users in ViDA**
- ✓ **4,000+ people trained**

Examples of the impact that iRAP is having on road safety can be summarised in three categories:

1. Impact on lives.
2. Impact on policy.
3. Impact on finance.

Impact on Lives

iRAP strategic projects, delivered both by the iRAP team and partners, have had a measurable impact on people's lives improving the safety of high-risk roads for pedestrians, motorcyclists, bicyclists and vehicle occupants. New and improved existing roads have been made safer with the star rating of road designs before construction. Improvements already made, and those in planning, will reduce the risk of death and serious injuries for the infrastructure life.

iRAP and its partners' impact in eliminating high-risk roads was made apparent in a range of projects in 2020 that spanned countries across the world. They will have impact long into the future. Examples include:

China: Tianjin urban improvements

World Bank financed upgrades to urban environments in Tianjin in China informed by iRAP road design improvements have increased pedestrian safety performance from 1- to 4-stars.



Argentina: Northwest Road Corridor Development

The USD$300 million World Bank-funded Northwest Road Corridor Development (NOA) had a 3-star or better design condition and is part of a larger project that will help to economically unite four South American countries Chile, Argentina, Paraguay and Brazil.





Pacific Corridor Project has potential to save 65,000 lives

Ten years after its first safety analysis, iRAP is supporting an Inter-American Development Bank reassessment of Central America's Pacific Corridor connecting 7 countries. The Pacific Corridor is the most important land route in Central America traversing 3,241km across Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica and Panama.

Due to its strategic location and to improve the safety of the route, the IDB first evaluated the Corridor in 2010, supported by iRAP, and identified high-risk sections. Based on this, from 2011 to 2020, the IDB invested USD$1.76 billion dollars to finance 30 logistics and road infrastructure operations.

The new project, iRAP Pacific Corridor 2.0, will assess 2,153 km from Guatemala to Panama, to obtain a new Star Rating, identify high-risk road sections and prioritize further road safety improvements to reduce road deaths and serious injuries. The project has the potential to save 65,000 lives.

Mexico: Puebla High Bypass

Mexico's Puebla High Bypass underwent a MXN $1 million upgrade informed by an iRAP assessment. The Libramiento Elevado de Puebla S.A de C.V (part of the Aleatica and Pinfra Group) investment included roadside barriers and shoulder rumble strips.

Australia: Princes Highway Investment

The Princes Highway is a 2,000km stretch of road traversing the south-east coast of Australia from Sydney, through to Melbourne and on to Port Augusta. Corridor strategies have been developed that include the setting of minimum star rating standards and the optimisation of investment to maximise lives saved using the iRAP model.

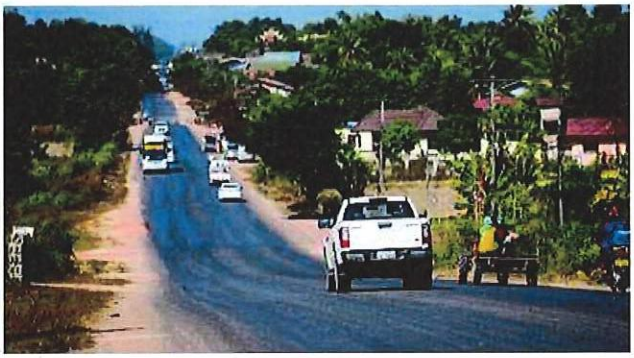
Uzbekistan: Bukhara Road Network Improvement Project

The Asian Infrastructure Investment Bank (AIIB) is providing a loan of USD$165.5 million to improve road efficiency, safety and climate resilience of cross-border roads in the Bukhara region of Uzbekistan, supported by iRAP Star Ratings. The Bukhara Road Network Improvement Project Phase 1 will support the rehabilitation and maintenance of a 78 km section of the international road A380 with expected direct benefit to 247,000 people who reside in the area.

Lao PDR: National Road 13

AIIB is also investing USD$40 million to improve National Road 13 in the Lao People's Democratic Republic (Lao PDR). The project will see 58 km of road rehabilitated with a road design strengthened based on iRAP Star Ratings to meet ASEAN standards. Of the main beneficiaries, over 239,000 are women, living in 471 villages and 11 districts in Vientiane Capital and Vientiane Province.





Bloomberg Philanthropies Initiative for Global Road Safety

iRAP's support of the Global Road Safety Facility (GRSF) in the Bloomberg Philanthropies Initiative for Global Road Safety has continued. Phase 3, which runs from 2020 to 2025 builds on success and impact of the RS10 phase (2010 – 2014) and the BIGRS phase 1 (2015 – 2019), which together saved up to an estimated 312,000 lives and prevented up to 11.5 million injuries. 15 countries are participating in BIGRS in 2020-2025, including Argentina, Bangladesh, Brazil, China, Colombia, Ecuador, Ethiopia, Ghana, India, Malaysia, Mexico, Philippines, Tanzania, Uganda and Vietnam. GRSF will continue to support governments to adopt safer road infrastructure designs and improve existing road networks to accommodate all road users. In addition, GRSF will conduct assessments of high-risk roads, provide recommendations for improvement, provide technical guidance on speed management, and support governments to adopt crash data management systems.

iRAP's role will include:

- Providing quality reviews on the use of the iRAP methodology and knowledge sharing;
- Dissemination of road engineering best practices, the iRAP methodology and management of the iRAP assessments delivered by local partners;
- Contributing to the development of the GRSF Speed Management Hub; and
- Reviewing and updating the Road Safety Toolkit with the latest knowledge and research.

In support of the project, iRAP and World Bank are hosting three global dissemination webinars, 2 of which occurred in 2020. The *Helping Save Lives on Indian Roads and Latin America* 4-part Webinar Series were delivered in June and December achieving 1,140 registrations from participants in 98 countries.

BIGRS has dedicated $259 million over 12 years to implement interventions that have been proven to reduce road traffic fatalities and injuries in low- and middle-income countries.



Partners worldwide are using the Star Ratings for Schools application (SR4S) to inform safety improvements at over 670 schools on 5 continents.

India: TRAX school zone improvements

TRAX, in partnership with the Government of Haryana and MG Motor in India have improved school zone safety at 4 schools as part of the Road Safety and Juniors Project informed by SR4S.

Iran: Road Safety Pioneers school zone improvements

Road Safety Pioneers, supported by the Global Alliance of NGOs for Road Safety, have improved the safety of school zones at 8 primary schools in Tehran and Mashhad informed by SR4S.



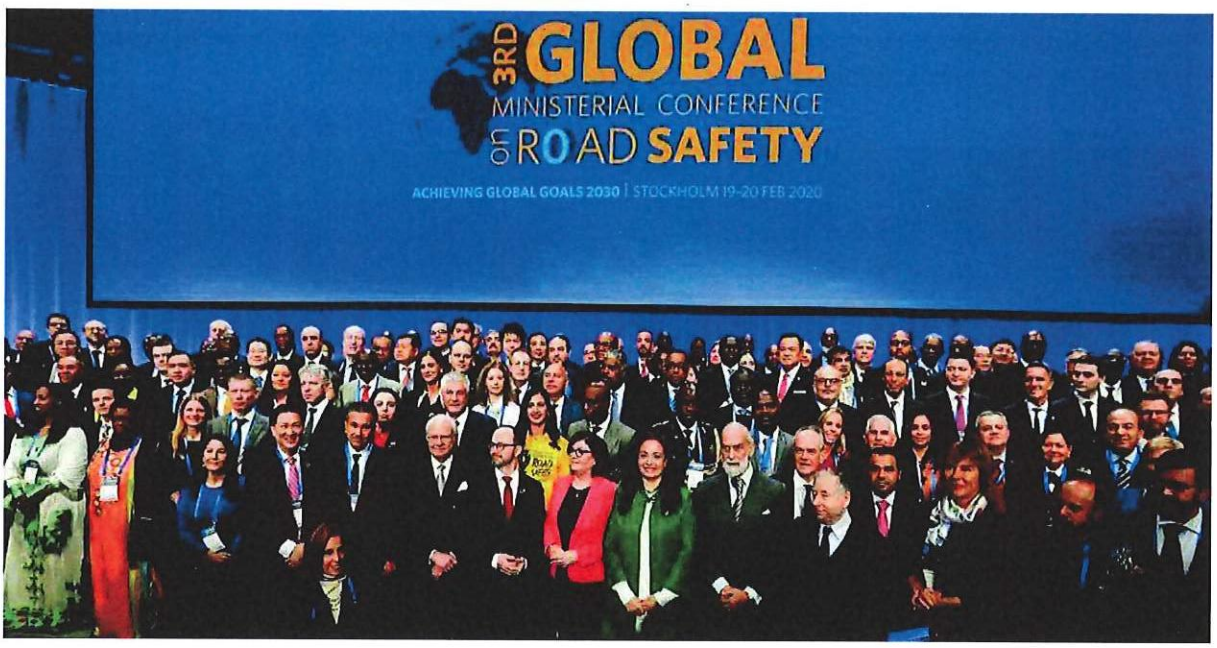


Impact on Policy

iRAP's sustained advocacy for 3-star or better as a global safety standard for the world roads has led to numerous international, national and local safety policies and strategies with 20 new agency level policy targets in 2020. The UN Global Road Safety Performance Targets, MDB partnerships and the support of all iRAP partners worldwide has seen a step change in agency-level adoption of iRAP metrics. Embedded iRAP metrics and the use of recommended global KPIs and performance targets is expected to deliver road safety improvements at the institutional level with associated life-saving impact across all investment.

Global Ministerial Conference on Road Safety

Three Global Ministerial Conferences on Road Safety since 2009 have positioned road safety's relevance at the highest political level with important impact on policy and interventions. iRAP actively supported this year's 3rd Ministerial Conference on Road in Stockholm to determine the agenda for Achieving Global Goals by 2030. iRAP actively supported the Steering Committee for the Conference including the planning of the event, identification of speakers and session content, the Stockholm Declaration and supporting Ministerial delegations. The event culminated in the forward-looking "Stockholm Declaration", which calls for a new global target to reduce road traffic deaths and injuries by 50% by 2030.



iRAP also hosted and participated in a range of side events and activities to influence the policy agenda to achieve the Global Goals including:



Star Rating for Schools (SR4S) Global Launch

Staged during the Child Health Initiative "This is My Street Safe and Healthy Journeys for Children and Youth" Conference. The Launch saw the culmination of 7 years of research, development and pilot studies around the world, where the application has already proven itself impactful in delivering road safety improvements and influencing policy to save kids lives. Expressions of interest to assess the safety of school zones, supported by SR4S Lead Partners, were lodged at starratingforschools.org



2020 Innovation Workshop

Co-hosted by iRAP, the International Transport Forum and World Bank Global Road Safety Facility, iRAP's Innovation Workshop was an official pre-event of the Ministerial Conference. The workshop brought together 140 road safety advocates, experts and stakeholders from 32 countries with the theme "Achieving the UN Road Safety Targets by 2030". Presentations explored how innovation in policy, planning, design, financing, upgrading roads and sharing success can provide the global structure needed to deliver Targets 3 and 4.



People's Exhibition

The People's Exhibition was hosted in Stockholm Central Station during the Ministerial Conference week. SR4S demonstrations were part of the exhibition to the Swedish and global public, hosted by the Global Alliance of NGO's for Road Safety. The People's Exhibition was located in the main transport hub of the city and featured a pile of shoes representing the 3,700 lives lost on the world's roads every day to promote public awareness and calls to action.

Global Road Safety Performance Targets

The United Nations member endorsed Global Road Safety Performance Targets include ensuring all new roads are built to a 3-star or better standard for all road users (Target 3), and more than 75% of travel is on the equivalent of 3-star or better roads for all road users by 2030 (Target 4). The importance of this message was reinforced throughout 2020 by world leaders including: UN Special Envoy for Road Safety, Jean Todt; Director of the World Health Organization (WHO) Department for Management of Noncommunicable Diseases, Disability, Violence and Injury Prevention, Dr Etienne Krug; Child Health Initiative advocate, Zoleka Mandela and World Youth Assembly advocate Raquel Barrios.

World Youth Assembly advocate Raquel Barrios calls for 3-stars or better at the 3rd Global Ministerial Conference on Road Safety



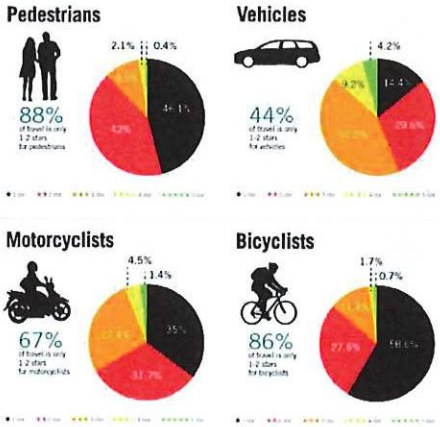
"Road builders either you keep building roads that are killing our dreams or you start protecting vulnerable road users by not building and funding less than 3-star roads."

Ten Step Plan for Safer Road Infrastructure

iRAP, in collaboration with United Nations Road Safety Collaboration partners released the Ten Step Plan for Safer Road Infrastructure Resource during the Global Ministerial Conference to support countries seeking to implement initiatives towards achievement of Targets 3 and 4. This was supported by a webinar held in September that achieved 1,243 registrations from 120 countries with international speakers from WHO, International Road Federation (IRF), United Nations Economic Commission for Africa (UNECA), United Nations Road Safety Fund (UNRSF), iRAP, World Bank and UN Special Envoy for Road Safety, Jean Todt.

iRAP Global Infrastructure KPIs

iRAP also released Global Infrastructure KPIs to provide the policy road map and recommended metrics for measuring safer roads success. The KPIs are supporting partners in the development of national road safety strategies and their own locally led Road Assessment Programmes as well as the MDV, FIA, ITF, UN supported Regional Road Safety Observatories





Global Policy Advisory Committee

iRAP's Global Policy Advisory Committee (GPAC) provides strategic guidance on the charity's policy efforts. Two meetings of the GPAC were held in June and November 2020 that have helped guide the iRAP Board and strategy for 2030. The membership of the GPAC includes senior leaders of the following organisations: UNECE; UNECA; World Bank; International Transport Forum (ITF); FIA Foundation; World Road Association (PIARC); Asian Development Bank (ADB); European Investment Bank (EIB); World Resources Institute (WRI); International Road Federation (IRF); Transportation Research Board (TRB); and African Development Bank (AfDB).



Road Safety Fund and Road Safety Collaboration

iRAP has supported the UN Road Safety Fund through the development of *Ten Step Plan for Safer Infrastructure*. It provides a holistic approach for countries to follow as they seek to improve their management, financing, specification, design, construction and maintenance of safer road infrastructure in support of the Global Road Safety Performance Targets. The approach is intended to provide a "recipe" approach that can be applied by countries seeking UN Road Safety Fund support to create long-term institutional improvements to the management of their road assets.

In 2021, iRAP will support a United Nations Road Safety Fund and World Bank GRSF partnership, with the support of the Department for International Development (DFID), to apply the UNRSC Ten Steps for Safer Road Infrastructure in Tanzania. The project will involve important partnerships of the Tanzanian Government, local partners, IRF, iRAP and PIARC and leverage additional World Bank activity that will be separately financed and reinforce the UN Road Safety Fund desire to be catalytic in nature.

In addition, iRAP partners Vias Institute and the Global Road Safety Partnership published the "12 Voluntary Global Road Safety Performance Targets" Report, providing guidance to countries on how to operationalize and utilize the UN Global Targets for Road Safety. iRAP was among the key contributors to the WHO-endorsed report which includes the RAP Protocols.

New WHO publications integrate iRAP Protocols







Regional Road Safety Observatories

iRAP has actively supported the establishment and development of regional Road Safety Observatories for Africa (ARSO), Asia-Pacific (APRSO) and Ibero-America (OISEVI). The observatories are an initiative led by FIA, International Transport Forum and World Bank and supported by organisations such as the Asian Development Bank (ADB), IRF Geneva and WHO. The observatories help countries improve their understanding of regional road safety issues, share best practice, and encourage actions to reduce fatalities and injuries in their countries and their region. iRAP is supporting partners to understand how iRAP metrics and partnerships can support their achievement of the UN Global Road Safety Performance Targets. iRAP's Vaccines for Roads and How to Develop a Locally Owned and Led National Programme resources on the APRSO website support this. Detailed analysis of iRAP data from African and Asian countries (e.g. https://www.vaccinesforroads.org/irap-big-data-tool/) has provided an important sample of data to demonstrate what is possible.

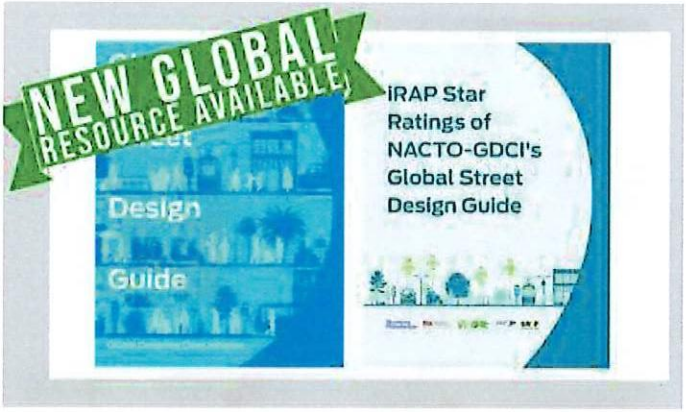
Development Bank Partnerships for Road Safety

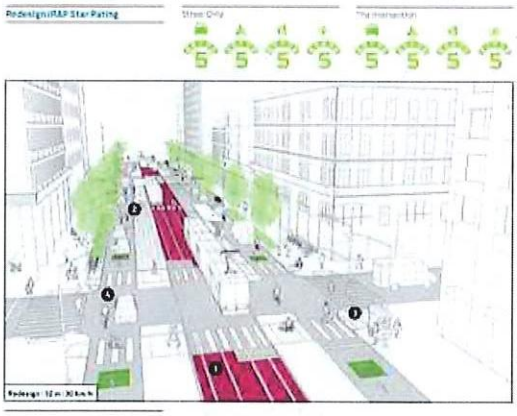
During 2020 iRAP continued to build relationships and cooperation through existing agreements and projects with the **World Bank, Asian Development Bank (ADB) and the European Bank of Reconstruction and Development (EBRD)**. In addition, new milestone agreements were signed with the **European Investment Bank (EIB)** and the **Inter-American Development Bank (IDB)**.

The EIB and EuroRAP, iRAP and the Road Safety Foundation (RSF) have joined forces to support investment in national and regional "safer road" projects and to develop the analysis and skill sets needed to make investment in safer road infrastructure successful. Project level results have been achieved or are taking shape in Chad, Kenya, Romania and Ukraine amongst others. iRAP and the IDB have also committed to work together to promote programmes and projects to significantly improve the safety of the roads in Latin America and the Caribbean. This includes work together in Peru, Colombia and the Pacific Corridor. iRAP's partnerships with both institutions have delivered practical project results as well as developing capacity of MDB staff around the world.

NACTO-GDCI Global Street Design Guide

iRAP Star Ratings of NACTO-GDCI's Global Street Design Guide was released in October receiving over 10,000 downloads in just 6 weeks. The free Guide provides a global blueprint for safer and higher-performing streets and inclusion of iRAP Star Rating for the existing and improved designs will enable road designers to understand the scale of the safety and economic benefit effective road design can deliver. The Guide will be an important resource for supporting countries to achieve the UN Targets.





Saving Lives Assessing and Improving TEN-T Road Network Safety (SLAIN)

The Saving Lives Assessing and Improving TEN-T Road Network Safety (SLAIN) Project of the European Commission is now in its second year extending the skills and knowledge base of partners performing network-wide road assessments in Croatia, Greece, Italy and Spain.

The project plan includes activities supporting the RISM Directive 2008/96/EC – risk maps on 8,000 km of road, 4,000 carriageway kilometres of Star Rating and Safer Road Investment Plans to help maximise lives saved, technical analyses and estimates on quality of the entire TEN-T network and production of a library of more than 100 case studies.

In line with the global movement to increasingly automated vehicles, SLAIN has involved work with the European car industry and road infrastructure bodies to scope and prepare for the safe transition to automated vehicles on roads that cars can read. On 10 December 2020, 250 participants came together for the SLAIN Results Conference on Road Infrastructure Requirements for Connected and Autonomous Vehicles (CAV). The project has involved the collection of data and in particular parameters for measuring and recording physical road attributes, specifically road markings/lines and signage, to assess CAV readiness from a sample of 2,000 km of TEN-T roads in the 4 countries. This work has been carried out with the support of the collaborative partnership of Anditi, TomTom, Tutela, and Factual Consulting.

Safer Bicycle Routes in the Danube Area (SABRINA)

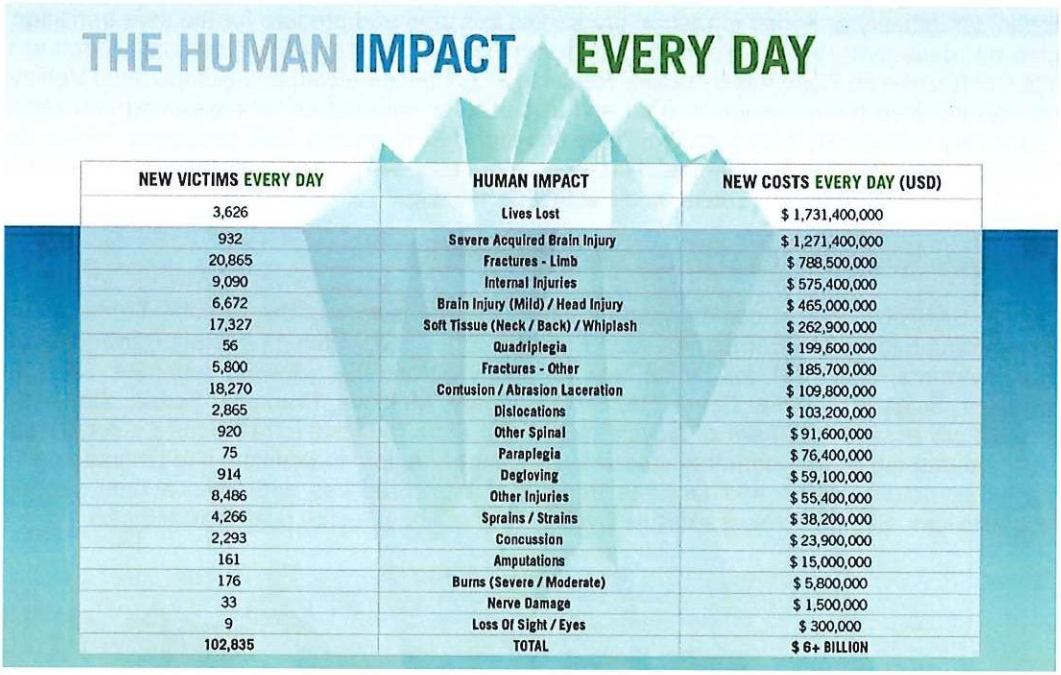
The 3-year SABRINA project commenced in July in the framework of the Danube Transnational Programme (Interreg) co-funded by the European Union Funds (ERDF, ENI). With 11 Project Partners and 4 Associated Strategic Partners, SABRINA will tackle bicyclist safety across the following countries - Austria, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Hungary, Moldova, Romania, Serbia, Slovakia and Slovenia. The project will assess 5,000 km of bicycle routes and aims to tackle infrastructure safety issues on existing, planned and missing cycling corridors crossing the Danube region. In addition, it will increase awareness about cycling infrastructure safety, and facilitate transfer of best practices and transnational cooperation through learning activities. See the Project's Virtual Cycling Tour at https://youtu.be/0RcoVa4BwA8.



Vaccines for Roads

The release of iRAP's Vaccines for Roads V in conjunction with the 3rd Global Ministerial Conference on Road Safety highlighted the tragic face and true extent of life-changing road crash injuries incurred every single day. iRAP's Big Data Tool, https://www.vaccinesforroads.org/irap-big-data-tool/, shines a light on estimates of actual injury and types, as well as victim impact stories, how safe the world's roads are and the human and economic impact of 3-star or better roads for all road users worldwide. It provides an essential policy resource for partners across the world providing the Business Case for 3-star or better road infrastructure being prioritized in road safety strategies and programmes.

Vaccines for Roads V unlocks the potential of the world's largest road infrastructure safety database to shine a light on the human impact of road injury



NEW VICTIMS EVERY DAY	HUMAN IMPACT	NEW COSTS EVERY DAY (USD)
3,626	Lives Lost	$ 1,731,400,000
932	Severe Acquired Brain Injury	$ 1,271,400,000
20,865	Fractures - Limb	$ 788,500,000
9,090	Internal Injuries	$ 575,400,000
6,672	Brain Injury (Mild) / Head Injury	$ 465,000,000
17,327	Soft Tissue (Neck / Back) / Whiplash	$ 262,900,000
56	Quadriplegia	$ 199,600,000
5,800	Fractures - Other	$ 185,700,000
18,270	Contusion / Abrasion Laceration	$ 109,800,000
2,865	Dislocations	$ 103,200,000
920	Other Spinal	$ 91,600,000
75	Paraplegia	$ 76,400,000
914	Degloving	$ 59,100,000
8,486	Other Injuries	$ 55,400,000
4,266	Sprains / Strains	$ 38,200,000
2,293	Concussion	$ 23,900,000
161	Amputations	$ 15,000,000
176	Burns (Severe / Moderate)	$ 5,800,000
33	Nerve Damage	$ 1,500,000
9	Loss Of Sight / Eyes	$ 300,000
102,835	TOTAL	$ 6+ BILLION

Indonesian Toll Roads



iRAP has supported the University of Indonesia to Star Rate 270 km of Indonesia's Toll Roads. Star Rating Certification has recently been completed for two PT Jasa Marga (Persero) Tbk toll roads – Cipularang and Jagorawi - verifying their 3-star rating for vehicle occupants. A launch announcement on this and a locally led InaRAP programme led by Bina Marga is expected in early 2021. iRAP has prepared a proposal to support local teams to conduct a 47,000 km assessment as well as any related analysis of policy, specifications and related standards and guidelines to support national priorities in the 2nd Decade of Action.

Impact on Road Safety Management & Performance Tracking

Brazil network assessments

iRAP has supported the National Department of Transport and Infrastructure Brazil (DNIT), state governments, concession operators and local suppliers with assessments, technical support and quality assurance services on a range of high-profile projects in the country including a 62,000 km assessment of the national network and state-level network assessments in Sao Paulo and Tocantins. Read more on BrazilRAP success in the Efficiency section.



Brazil 62,000km assessment underway - iRAP

Performance tracking Mexico's national network

For the third time, iRAP is supporting the Secretariat for Communications and Transport (SCT) and local partners to assess Mexico's national road network to evaluate safety performance and inform a safer roads investment plan to save lives. Mexico's 42,000 km network was assessed with iRAP support in 2012 and 2015, leading to millions of pesos in iRAP recommended road upgrades which lifted safety performance of 17% of the network to a 3-star or better standard. 34,000 km of public and toll roads will be assessed in the 2020/2021 assessment to measure the impact of the last 5 years of investment and inform future results-based investment.

Tackling India's road trauma burden

The IndiaRAP team has similarly supported the National Highway Authority of India (NHAI), state governments, concession operators and local suppliers with assessments, technical support and quality assurance services across India. The National Highway Authority of India (NHAI) Star Rating of 2,400 km of national highways across the 3 states of Tamil Nadu, Uttar Pradesh and Maharashtra is underway. Additional projects include the assessment of 18,000 km of state roads in Karnataka, 640 km in Tamil Nadu and 1,400 km of five West Bengal highways where crash severity in 2018 was 1.7 times the all-India average. The Asian Institute of Transport Development (AITD) and IndiaRAP is helping to create child-friendly streets and improve non-motorised transport infrastructure in Coimbatore City, Tamil Nadu. Improved designs for the corridor connecting Gandhinagar, the Gujarat state capital, with Ahmedabad airport shows fatalities and serious injuries would reduce by up to 59% over 20 years with the recommended upgrades, highlighting the life-saving value of safety analysis at the design phase.

IndiaRAP assessments are tackling high-risk roads from schools to cities to national highways.





Georgia

iRAP has helped the team of the Roads Department of Georgia to conduct safety assessments of the 500 km road network in the Mtskheta – Mtianiti region, training 55 local engineers. As a next step, the Roads Department team will assist the implementing authority to design and build road safety countermeasures on the assessed road network and carry out Star Ratings and Safer Roads Investment Plans for more roads across Georgia.

Building KazRAP

iRAP has been supporting the Kazakh Scientific Research Institute for Road Safety in an East-West Roads Development Project to assess 6,000 km of Kazakhstan roads and build local capacity. The assessments are linked to a World Bank financed project to inform investment in safety upgrades and has supported the translation of training materials into Russian.



Seine et Marne, France

With the support of EuroRAP, iRAP worked together with the Seine-et-Marne Department Road Authority to improve infrastructure safety. The 530 km iRAP Star Rating assessment was delivered by iRAP team members spanning four continents.

La Escondida, Chile



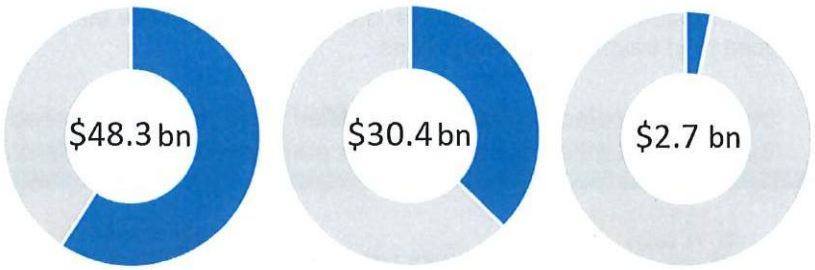
The safety of mine access roads to Minera Escondida in Chile's Atacama Desert are being assessed for the third time as part of an ongoing evaluation of road safety improvements informed by iRAP. As part of efforts to reduce the number of deaths and serious injuries from road crashes on the mine access roads, SGS Minerals S.A has worked with iRAP in 2015, 2018 and now again in 2020 to star rate ex B-475 and ex B-55 to recommend evidence-based improvements

Impact on Finance

Total Investment Made Safer (USD)

$81.5 billion

in 53 countries



Investment (USD) by Countries Income Level

An estimated $81.5 billion of road investment has been made safer by the work of iRAP and its partners, including $48.3 billion in high income countries and $33.2 in low- and middle-income countries. This includes efforts at the policy level, in planning and design and during road operation. In high-income countries, it has largely been led by self-governing programmes like EuroRAP, IndiaRAP, MyRAP, AusRAP, usRAP and KiwiRAP. In low- and middle-income countries partnerships with development banks provide the most cost-effective way to deliver road safety improvements. Through bank loan and donor projects, iRAP activities have helped shape the safety performance of investments that are reducing the human and economic cost of road trauma, maximising travel on 3-star or better roads for all road users.

Impact Investment

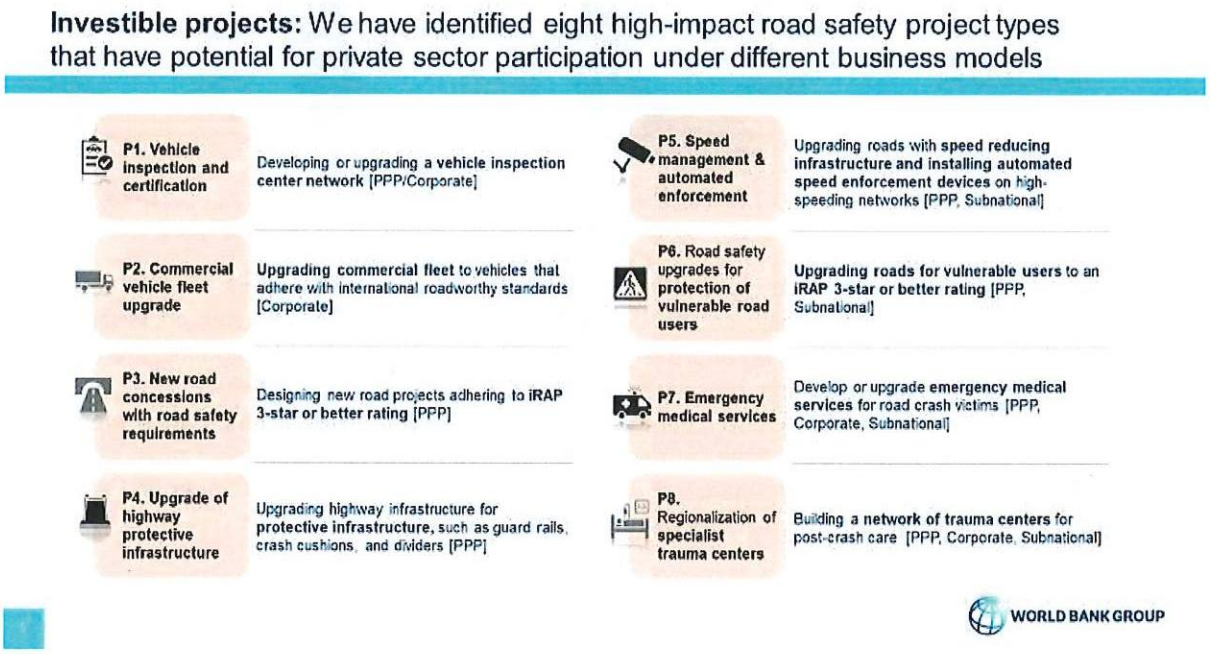
Pavesys and IFC ensure iRAP methodology is used as a road safety KPI across new Brazilian concessions

iRAP has also continued its work with the International Finance Corporation (IFC) and the Government of Brazil to include 3-star or better performance targets in new road concession agreements. Multi-billion-dollar, long-term concession agreements are now being realized with embedded requirement for the concessionaire to raise the safety standard of the infrastructure to a 3-star or better level.

In May, the Governor of São Paulo, Mr. João Doria, signed the largest road concession contract in Brazil, 1,273 km between Piracicaba and Panorama (PiPa). The project includes the 3-star or better target for road infrastructure safety performance and is expected to generate a USD$2.4 billion investment on the network over 30 years. In June, Pavesys presented a webinar on how the iRAP methodology will be incorporated as a metric to measure road safety along the PiPa concession. The Minister has confirmed the use of the iRAP approach across the country and other concessions are now looking at the PiPa experience and how they can incorporate KPI's to include the iRAP global standard.

World Bank IFC Partnership

Private sector support for impact investment and results-based investment is vital for the achievement of the scale and speed of infrastructure upgrades needed to create a world free of high-risk roads. During 2020, iRAP continued work with the FIA High Level Panel, World Bank and International Finance Corporation to explore the potential for road safety bonds or similar mechanisms to provide the framework that connects the beneficiaries of reduced road trauma with the solutions.



Risk Assessment on Danube Area Roads (RADAR)

The European Institute of Road Assessment *Risk Assessment on Danube Area Roads* (RADAR) Project is now in its second year. RADAR is a 3-year €2.15 million project delivering risk assessments and national action plans which include implementation-ready road layout plans with financing partnerships in place to ensure the roads are upgraded and lives are saved. The project has brought unprecedented attention to road safety in the Danube region involving a partnership of 10 project partners and 12 associated Ministry and road authority partners in the Danube in addition to the South East Europe Transport Observatory. Partners include FIA clubs from Slovenia, Bosnia and Herzegovina, Czech Republic and Moldova; leading Universities and Road Safety Boards in the region as well as national agencies and motorway authorities.

During its second year, RADAR progress has included: delivery of a virtual Conference attended by over 140 participants and 5 Road Infrastructure Training Courses on Safer Roads Investment Plans, Provisions for Vulnerable Road Users, Smart Speed Management and Road Safety Near Schools; delivery of 7 thematic project reports; meetings of the Steering Committee; knowledge sharing through a Road Safety Expert Group (RSEG); and launch of a road safety campaign "2020 is a Game-changer for Road Safety" with 18 high-profile road safety experts and road authority experts. Training materials and ViDA software tools have been translated into 7 languages.

Summary of the RADAR partnership



2020 examples of RADAR project results have included:

- Slovenia: AMZS pilot action on VRUs lead to improvements for Gabrovka school.
- Moldova: Automobile Club of Moldova (ACM) starts pilot schools assessment supported by SR4S
- Hungary: KTI implements speed management pilot.
- Czech Republic: UAMK completes Vulnerable Road Users pilot project.

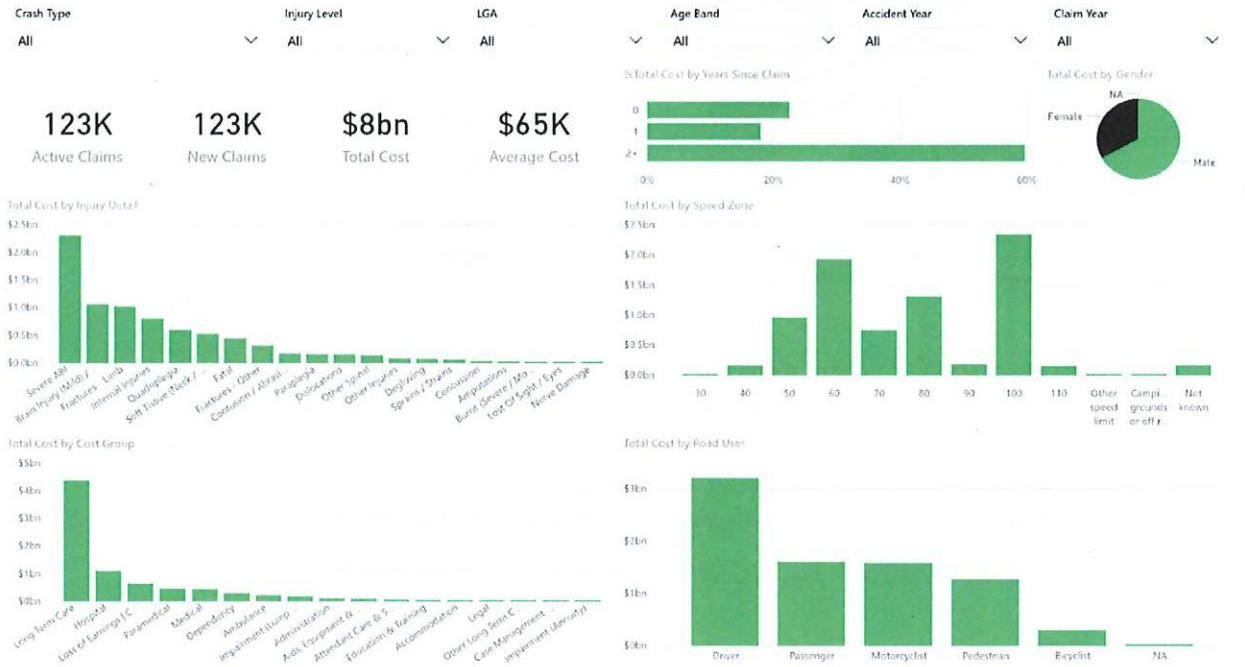
See http://www.interreg-danube.eu/approved-projects/radar/news for details.

Transport Accident Commission Collaboration

iRAP has shone a spotlight on the real impact of road trauma during 2020. The raw, personal stories behind each injury are often hidden from policy makers, as is the sheer scale of crash victims that endure lifelong injuries. Quantifying the toll and being able to explore the data will provide learnings to inform interventions to save lives.

In collaboration with the Transport Accident Commission (TAC), the *iRAP-TAC Road Injury Dashboard* was publicly launched in 2020 and a global projection of the injury data was included as part of the *Vaccines for Roads* resource launched in Sweden during the 3rd Global Ministerial Conference on Road Safety. Data contained in the dashboard for young people has informed the FIA Foundation Child Health Initiative report on *Road traffic injuries: a hidden burden.*

The iRAP-TAC dashboard gives new insight into the true burden of crashes



https://www.tac.vic.gov.au/road-safety/statistics/online-crash-database/irap-road-injury-dashboard

Innovation for the Future

Innovation Framework and Partnerships

iRAP's Innovation Framework provides the governance structures, partnerships and discipline for the development and operations of new products and services, modelling innovations and partnerships which use iRAP intelligence and partner expertise for the mutual benefit of all partners worldwide.



iRAP brings together innovative teams, with a common interest in saving lives through safer roads and safer journeys. Our global partnerships with government, mobility clubs, industry and research groups ensures innovative ideas from one programme partner can be shared immediately with others for mutual benefit.

This has allowed us to develop the **Innovation Framework** - iRAP's online hub outlining each current innovative product and service. Some key innovations in development or in the pipeline are:

Light Star Rating Model

Status: In progress

The light Star Rating model requires less attributes, enabling larger networks to be assessed and Star Rating at the feasibility stage of a project.

iRAP Urban CycleRAP

Status: In progress

CycleRAP is an enhanced product which applies the iRAP Bicyclist Star Rating. It provides a more detailed objective assessment of the risk 'built-in' to a road for bicyclists.

iRAP Urban Pedestrians

Status: In progress

Enhanced pedestrian coding, reporting and analysis is being explored to see how the iRAP model can better support end-user needs to improve pedestrian safety and save lives.

iRAP Urban Intersections

Status: In progress

The greater levels of complexity and density of intersections in urban areas highlight them as an important safety issue to address in urban areas.

Modelling Shunt Crashes

Status: In progress

With the availability of further evidence-based research and engineering solutions for rear-end shunt crashes, it should be reviewed for inclusion in the iRAP models.

ITS Enhanced Model

Status: In progress

The use of a range of ITS solutions is helping to reduce crash rates on high-standard expressways and motorways. How can the benefits of ITS be included in the iRAP Star Rating model?

Speed Management

Status: Concept

Speed management is a complex area of policy for any country. How should the iRAP model and tools be enhanced to provide support setting and enforcement of speed limits compatible with the road use at a location?

Infrastructure for Autonomous Vehicles

Status: In progress

Infrastructure Star Ratings for the Self-Driving Car will measure how well road infrastructure design supports the driver assistance technologies of the future and increasing levels of autonomous vehicles.

Decimal Star Rating

Status: In progress

The development of a Decimal Star Rating is currently under review to enable a greater level of resolution in the assessment of the level of safety built into a road section.

Because every life counts.

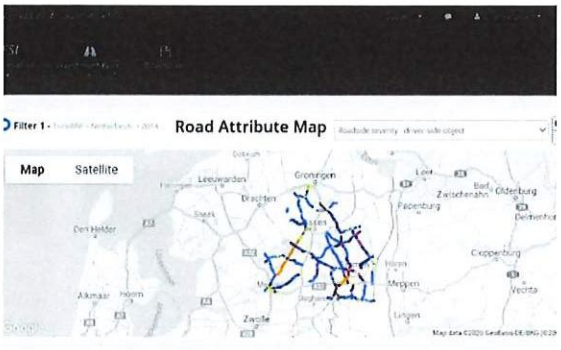
www.irap.org/innovation

ViDA

Thanks to the donor support of the FIA Foundation, and innovation projects with partners worldwide, the iRAP products and systems remain free-to-air for RAP members, partners, suppliers and other stakeholders in over 100 countries.

The use of ViDA continues to grow at a rapid rate. ViDA is now servicing over 10,000 User Accounts (2,120 new in 2020 alone). Over 26.7 million km of data has been processed since 2014 (2.2 million km of analysis in 2020). A range of enhancements in 2020 have ensured ViDA remains current to user needs. These have included translation into 16 languages, inclusion of road attribute maps, a data set edit page and new user invite functionality





CycleRAP

CycleRAP is an iRAP innovation to develop an enhanced risk assessment model specific to bicyclists and users of other light mobility vehicles. It will complement other RAP models and tools, including the Star Rating bicyclist model. In the Netherlands, iRAP has worked closely with ANWB to support the use of the preliminary CycleRAP model across numerous provinces and performed research that will guide future development. Following the completion of an ANWB-supported review of CycleRAP earlier this year, progress on a second-generation version of the model is now underway and a CycleRAP Advisory Group is being established.



Accelerated and Intelligent RAP (Ai-RAP)

Ai-RAP combines iRAP's global standard for measuring road infrastructure safety performance with advances in artificial intelligence, machine learning, vision systems (street and sky), Light Detection and Ranging (LIDAR), telematics and other data sources. The accelerated and intelligent collection and coding of road attribute data has the potential to reduce the time and effort required to undertake road safety assessments, reduce the costs and improve accuracy. Together with iRAP's Star Rating models, Ai-RAP has the potential to put this road safety data at the fingertips of road authorities, policy-makers, investors and road users worldwide.

The Ai-RAP initiative is expected to lead to a dramatic increase in the scale and frequency of assessments that can be undertaken, resulting in the next generation of iRAP star ratings and investment plans for many more countries and roads. The initiative will help countries leap-frog data and knowledge to support achievement of the Global Road Safety Performance Targets and save lives. The initiative is expected to lead to a situation where high-value metrics such as the length of road with safety facilities such as sidewalks; safe roadsides; Star Ratings; and fatality estimates are able to be produced for most roads in every country, every year.

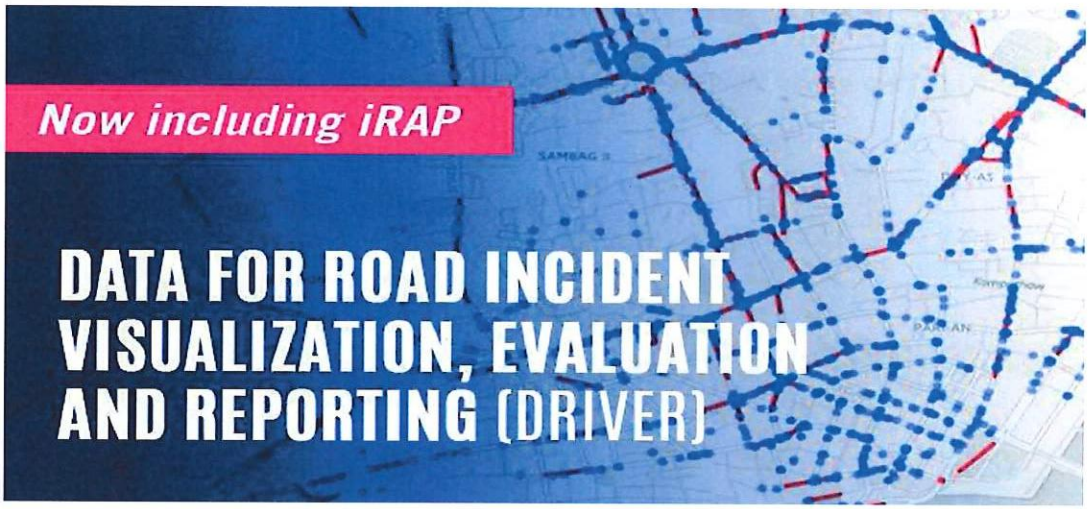
The Ai-RAP initiative brings together world leaders in big data to save lives



iRAP now in DRIVER (Data for Road Incident Visualisation, Evaluation & Reporting)

Road crash data, iRAP Star Ratings and recommended countermeasures to improve infrastructure safety can now be simultaneously explored on relevant road networks thanks to a World Bank DRIVER enhancement project. The Data for Road Incident Visualization, Evaluation, and Reporting (DRIVER) system, is an open-source platform developed by the World Bank Global Road Safety Facility. The system aims to improve the collection, management, analysis, and reporting of road crash data by enabling multiple agencies such as the police, health care providers, and local/national government agencies, to geo-reference road crashes in a centralised database in real time. The integration means DRIVER users who also have Star Rating results can overlay Star Ratings results over the crash data and explore suggested countermeasures that can be implemented to improve safety.

The enhancement will also help facilitate evidence-based evaluations and before and after assessments of actual lives saved as part of iRAP assessments in the future.



Light Star Ratings

Light Star Ratings involve a methodology which enables iRAP Star Rating assessments and associated fatality and serious injury estimates to be completed with a reduced number of attributes. They will make iRAP Star Ratings more affordable, efficient and open up opportunities to utilise technologies which can auto-detect and code road attributes for iRAP assessments (Ai-RAP).

The Thai Department of Rural Roads (DRR) was awarded the International Road Federation (IRF) 2020 Global Achievement Award in the Safety Category for its iRAP-endorsed Integrated Road Safety Management System which has resulted in 48,000 km of light star ratings. Light data methodologies are also being explored and deployed by UNESCAP, Austroads, World Bank, New Zealand and the UK.

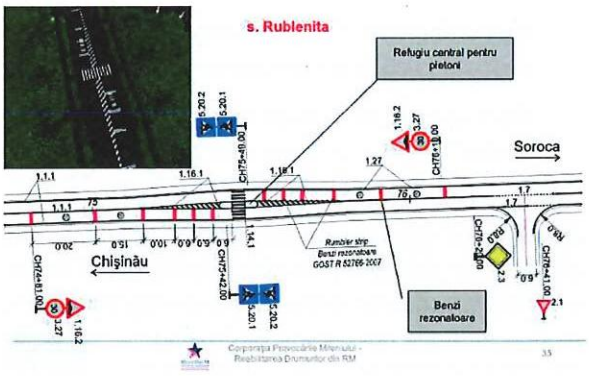
Star Rating for Designs (SR4D)

Star Rating for Designs will be vital to support countries to achieve Global Road Safety Performance Target 3 for all new roads to be 3-star or better for all road users. It will empower designers and road engineers to assess the road safety of a design and improve its safety star rating before the implementation of civil works. This immediate transparency of risk and outcomes is expected to drive a step-change in awareness and improved road design for road safety.

The SR4D web app is now in use worldwide having been developed with the support of the Global Road Safety Facility. It has supported dramatic safety improvements in road designs including most recently by Arup and Highways England to support improvements on the A417 in the United Kingdom and on MDB financed projects in Vietnam. SR4D is being promoted to road design industry professionals (e.g. Arup, AECOM, Jacobs) as part of their work to meet 3-star or better targets. The ultimate vision is for it to be fully integrated into the major software design packages used worldwide.

Star Rating for Designs (SR4D) ensures safety is maximised in the road design before construction for relevant roads users





Supporting Local Leadership and Capability

As the umbrella programme for RAP's worldwide, a priority for iRAP is building successful and self-sustaining national and regional programmes. This includes 10 established 'x'RAPs and a large number of countries varying in programme sophistication. Local ownership and leadership energises and directs advocacy, action and results in each country.

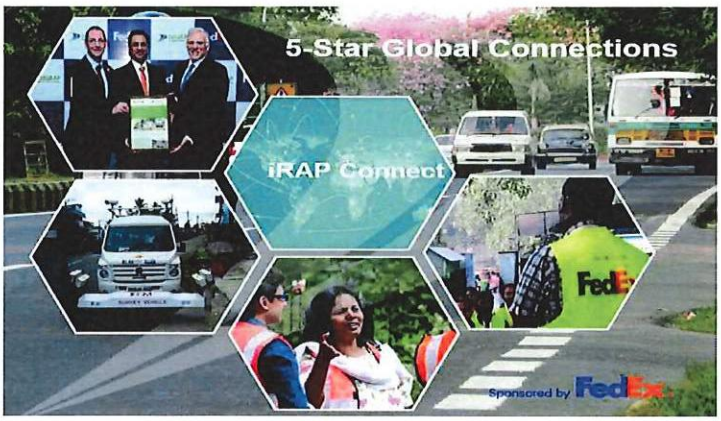
Examples of how iRAP is supporting local RAPs through connection to shared learnings and leveraged results are outlined below.

5-Star Global Connections

The 5-Star Global Connections Initiative, supported by FedEx, is unlocking the power of partnerships across India and sharing success across the more than 100 countries who have their own RAP programme and project activity. The initiative includes four phases:

- Development of iRAP Connect, a global Partner Management System to store and track programme and partner success across more than 100 countries and 15,000 partners.
- Development of a 5-Star Global Connections Strategy that utilises the system and its data insights to connect people and resources for high impact local RAPs.
- Using the new global system, piloting of the 5-Star Connections Strategy in India with a focus on supporting all of the government and industry partners across the country and celebrating and promoting success in conjunction with local FedEx teams.
- Development of a Celebrating Success Package that supports projects across India that achieve the UN Global Targets for 3-star and better roads as a framework for other countries to follow.

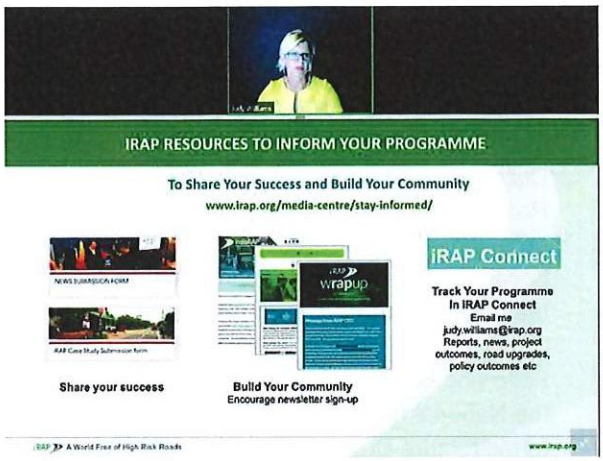
iRAP Connect, with the additional support of FedEx, is helping iRAP manage and track tens of thousands of stakeholders and activities eliminating high-risk roads across the world. The system links individual and organisation champions, metrics, training and accreditation, projects, partnership agreements and advocacy and road upgrade activities. It is ensuring the efficient management of partners and, with the right level of support from the core team, leveraging impressive outcomes for the charity. It is aimed to develop a Partner Management Portal to share system wisdom and efficiencies more directly with our partner network.



iRAP Connect is helping the charity manage, track and reach an ever-growing partner network

Coffee and Connect

iRAP hosted the first event of its Coffee and Connect series in November bringing 57 Road Assessment Programme Leads from 34 countries together to share experiences and resources, and foster partnerships and friendships for success. Attendees heard from world-leading RAPs BrazilRAP, IndiaRAP and EuroRAP on their activities and successes, challenges and next steps. The programme aims to foster inter-partner relationships for knowledge-sharing and support that can grow independent of the charity.



Coffee and Connect brought Programme Leads together to share knowledge and resources for mutual benefit

IndiaRAP

Since launch in 2017, IndiaRAP has achieved significant results and recognition. 2020 sees the end of FedEx's 3-year support with programme accomplishments including:

- Establishment of the local programme hosted by not-for-profit agency Asian Institute of Transport Development (AITD) and building of the core team.
- Capacity building and strengthening of government and other organisations responsible for planning, designing, building, and maintaining roads.
- Advocacy to develop and adopt (1) national and state-level road safety policy and guideline outcomes, and (2) project level design and policy outcomes that improve road safety.
- Launch of the IndiaRAP website https://indiarap.org/, a newsletter, brochure and case study and twitter presence (@IndiaRAPSafeRds).

iRAP assessments are being conducted in partnership with the National Highways Authority of India (NHAI), Ministry of Transport and Highways (MoRTH), World Bank Global Road Safety Facility (GRSF), State public works departments and local suppliers. Over 25,000 km of roads have been assessed across 14 states, including 2,000 km of star rating for road designs.

Assessments across India's highest risk roads have informed World Bank funded road upgrades saving lives every day. iRAP informed upgrades to State Highway 20 (SH-20) in Karnataka have slashed annual fatalities by 54%. Upgrades to the SH-55 in Gujarat now see the majority road length lifted to 3-star or better for vehicle occupants and motorcyclists. Road design improvements on LSB Marg in Mumbai achieved a 50% reduction in annual fatalities and serious injuries.

IndiaRAP is a world-leader for capacity building in road safety. It has hosted the largest number of iRAP trainings of any country in the world reaching over 3,700 local stakeholders. More than 63 supplier accreditations have been issued ensuring a strong professional offering of iRAP survey, coding and analysis and reporting services for local partners. This year's "World Bank and iRAP Helping Save Lives on Indian Roads" 4-part Webinar held in June saw 670 registrations from 77 countries.

BrazilRAP

Since the first assessment project was undertaken in Brazil in 2010, 31,000 km of roads have been Star Rated across 13 states involving the Federal District in partnership with the World Bank Global Road Safety Facility and the national and state governments.1,250 stakeholders have been trained. Local activity has been supported by Labtrans as the national iRAP Centre of Excellence.



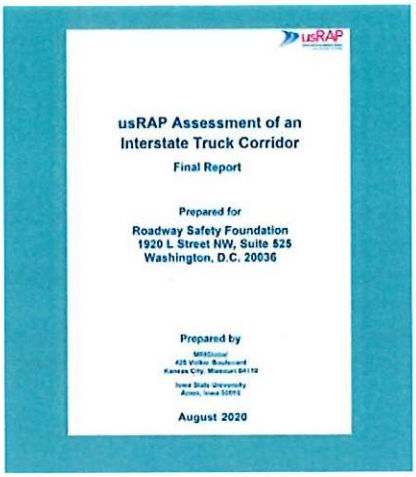
Following BrazilRAP's launch in 2019, hosted by the National Department of Transport and Infrastructure Brazil (DNIT), BrazilRAP has been a global leader with large assessment and investment projects that are underway or in the pipeline. These include:

- A 62,000 km Star Rating assessment of DNIT's entire paved network - one of the largest applications of the iRAP methodology in the world.
- A 26,000 km Star Rating assessment of Sao Paulo's state highway network as part of a programme funded by the International Bank for Reconstruction, Action and Development (IBRD).
- 1,273 km of assessments of the concession between Piracicaba and Panorama (the largest concession in the country) requiring an investment of USD$3.5 billion underway by ARTESP. It will be the first to include minimum 3-star standards as part of the 30-year re-concession agreement.
- USD$6.6 billion of infrastructure investment is being made safer informed by iRAP. This includes a USD$730 million safer roads investment underway with projects in Bahia, Sao Paulo and Fortaleza. Infrastructure concessionaire Arteris is investing €2,160 million between 2018 and 2020. iRAP has partnered with the company to assess more than 4,500 km of concession roads and provide safer road infrastructure training to staff.

ChinaRAP

Under the Ministry of Transport and the Research Institute of Highway (RIOH) leadership of ChinaRAP, 283,000 km have been Star Rated, 12,100 km Risk Mapped and over 1,100 km of Designs Star Rated. More than 100,000 km of roads have been upgraded under the Highway Safety to Cherish Life Initiative with USD$6.6 billion of infrastructure investment made safer. 3,500 stakeholders have been trained. The ChinaRAP team supported Bloomberg and ADB work throughout China during 2020, including capacity building in Shaanxi, design improvements and upgrades in Xiangtan and Tianjin. It also supported the ongoing partnership to develop a self-sustaining PakistanRAP with ADB support. iRAP has advocated for the Chinese Government Belt and Road investment to meet the 3-star or better standard for all road users building on the skills of the ChinaRAP team.

usRAP



During 2020, the Roadway Safety Foundation released results of a 1,000 mile study of the freight network between Chicago and Orlando using usRAP and sponsored by FedEx. The study examined infrastructure needs on the corridor and the risk posed to professional truckers. It found 91% of the corridor rates 4- to 5-stars in safety. In addition, a 2,000 mile study by the North Carolina Department of Transport using HSIS data and available video logs has used usRAP to prioritise the safety of rural two-lane roads. Following linkages initiated by iRAP, the usRAP team has conducted assessments of Indiana Toll Roads in 2020 to identify opportunities to improve safety performance on this important concession road. The Utah State Department of Transport continues to utilise usRAP to support Risk Mapping, Star Rating and Investment Planning together with local knowledge to optimise the approximately US$20 million of investment every year.

Under the DoT Federal Highway Administration (FHWA) Highway Safety Improvement Programme initiative, roads in 4 new counties are assessed each year with the goal that by 2024 roads in all counties will have been assessed. The usRAP online training programme continues to build capacity of local stakeholders free of charge thanks to the support of FHWA.

MyRAP

Since the first iRAP assessments led by AA Malaysia and the Malaysian Institute of Road Safety Research (MIROS) were performed in 2006, more than 12,000 km of roads have been assessed by MyRAP in association with their policy target of achieving 75% of travel on 3-star or better high-volume roads by 2020. The Malaysian Highway Authority (MHA) has also set a target for all concession companies to undertake improvements based on iRAP recommendations, with a KPI for the upgrade of 5 highways per year. MyRAP is an excellent example of partner engagement with numerous government departments, concession road operators such as PLUS and companies such as Shell united in their programme. Investments in improving more than 500 sites have been completed.

Partner and supplier networks

With the core charitable activities funded, the sustainability of the programme benefits from the active support from partners and suppliers worldwide who invest in their own skills to adopt and apply the iRAP policies, protocols, tools and systems. This includes internal staff of key partners (government, development banks, NGOs) who can undertake activities themselves, and supplier networks that can respond to the open tendering of iRAP specification activities worldwide. This network of informed partners that extends to more than 15,000 people worldwide ensures the long-term sustainability of the programme through the shared ownership and shared success of their efforts.

iRAP is proactively meeting global demand for self-paced online learning to initiate, develop and deliver iRAP assessments and locally led programmes globally, as well as support the use of the free-to-air tools and systems. Ensuring iRAP specification services are performed to the same consistently high standard worldwide is central to iRAP's Training and Accreditation Programme that has serviced 28,000 stakeholders. A self-funding training and accreditation service is at the heart of the charity's sustainability allowing new partners to quickly, efficiently and professionally acquire the skills needed to be a champion for safer roads in their communities and the shared vision for a world free of high-risk roads.

The training and accreditation scheme helps ensure:

- Government, research, mobility club and other partners can access cost-effective training to deliver their own RAP programmes and assessments.
- Supplier networks can build the skills to respond to tenders and clients can have the confidence in the ongoing accreditation of their abilities.
- Quality assurance elements critical for a rapidly expanding programme with many new government and commercial partners ensures essential check-points of the standard of work globally

Training

Almost 28,000 people have benefitted from iRAP training events.

iRAP training and accreditation is in its third year following the refocus and reinvigoration to support the growth and scale of demand for iRAP assessments. The investment iRAP has made in online training during the past 2 years has been exceptionally valuable during COVID-19.

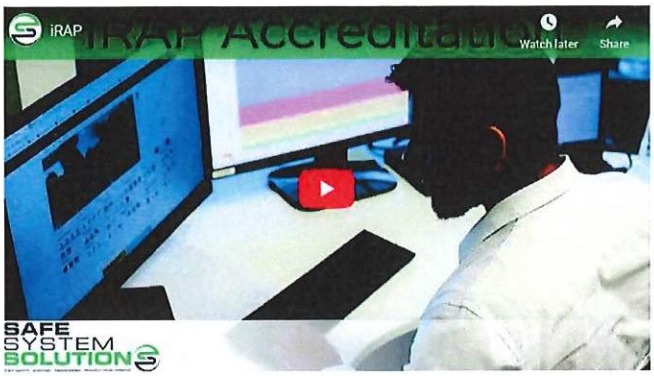
This year iRAP has delivered or participated in 75 training courses and events (77% of which were online) for 6,000 participants across 119 countries. Training courses of note are:

- Road Safety Management and Leadership in Asia: 186 participants. This course is led by the Global Road Safety Partnership (GRSP) and supported by the Asian Development Bank (ADB).
- UNRSC webinar: The Ten Step Plan for Safer Road Infrastructure: 652 participants. This was delivered in partnership with IRF Geneva and involved speakers from iRAP, WHO, UN Road Safety Fund, UNECA and the World Bank and is linked to the Tanzania Ten Steps pilot project.
- BIGRS IndiaRAP Webinar: World Bank and iRAP helping save lives on Indian roads: 475 participants. This training was funded by the World Bank as part of the Bloomberg Initiative.
- Star Rating for Schools webinar series: 171 participants. This course was able to be delivered free to invited participants thanks to support from the FIA Foundation.

Sesion Especial Zonas Escolares – Programa de Capacitación 3M Mexico: 140 participants. This was a special session for 3M as part of their support of the Star Rating for Schools initiative.

Accreditation

There are now 132 people with iRAP accreditation across 28 countries, and 14 inspection systems are accredited. Requests have also been received from a further 49 people and 8 inspection system providers to begin the accreditation process. There is also greater consistency from the development banks, particularly the World Bank, in requiring that bidders for projects hold iRAP accreditation.



More than 130 people now hold iRAP Accreditation and suppliers like Safe System Solutions in Australia are actively marketing their accreditation as a business asset in their corporate promotions.

iRAP ACCREDITED

Connecting with a Large Audience

Promoting the Global Targets, the charity's resources and partner success is crucial to advocacy to eliminate high-risk roads, build awareness and access resources to leverage and maximise impact. It is also key to supporting the enabling of others through the self-sustaining training and accreditation programme. iRAP communications encourage partners to celebrate success and share the scale of life-saving work around the world to inspire others. The ability to reach 15,000 stakeholders (and growing) to create a world free of high-risk roads requires a high standard and efficient communications platform. Our online communications strategy includes the management of the following 7 websites:

- vida.irap.org
- toolkit.irap.org
- vaccinesforroads.org
- eurorap.org
- starratingforschools.org
- indiarap.org

Proactive communications efforts are helping iRAP reach a large and ever-growing audience





Events that iRAP actively participated in during 2020

Event	Date
TRB (Transportation Research Board Annual Meeting) & SloCAT Annual Meeting, Washington DC	12-16 January
2020 India Road Safety Symposium	16 January
Conference on Safe Mobility and Regional Connectivity	20-22 January
Joint Workshop of ASECAP Road Safety Experts	24 January
Smart Cities and Social Dynamics Roundtable	3-4 February
iRAP Global Technical Committee Meeting	16 February
SR4S Launch at This Is My Street: Safe and Healthy Journeys for Youth CHI Conference	17 February
2020 iRAP Innovation Workshop	17-18 February
2020 Road Safety Benchmarking and Regional Road Safety Observatories High Level Meeting	17 February
World Youth Assembly	17 February
FIA Delegation Meeting	17 February
Alliance People's Exhibition	17-20 February
FEVR in Cities Event	18 February
Sweden Ministerial: Third UN Global High-Level Conference on Road Safety	19-20 February
CAREC Policy Forum	4 March
EBRD, EIB and RAP Road Safety Workshop	14 May
Institute of Public Works Engineering Australasia (IPWEA) Local Roads Virtual Conference	1 June
Via Nordica	10-12 June
FIA 2020 eConference	15-18 June
Europe 2020: Connecting Public and Private to Deliver Infrastructure and Investment for Scalable, Sustainable and Profitable Mobility Services	24-25 June
EuroRAP General Assembly	25 June
ITF: Preparing Transport Infrastructure for Autonomous Mobility Working Group Meeting	29-30 June
UNRSC Meeting	30 June
TransAID Meeting	2 July
3rd Symposium on Management of Future Motorway and Urban Traffic Systems #MFTS20	6-7 July
PIARC Road safety and the COVID-19 Crisis Webinar	15 July
Roads Australia Policy Webinar: Regional and Rural Road Safety	19 August
ADB Transport Forum	25-28 August
Asia Road Safety Observatory Meeting	26 August
2020 Engineers Australia Conference	7 September
Australian National Road Safety Strategy Development Meeting	8 September

Event	Date
Launch of Great Britain Risk mapping Results in British Parliament	17 September
Australian Orthopaedic Association Surgeons Conference	11-15 October
18th EU Region Week 2020	14 October
Integration of Road Safety Considerations in Transit-Oriented Development (TOD) Projects - Session 3: Planning and Designing Road Safety Measures	15 October
Presentation to UniCesumar	21 October
3M Safe School Zones Workshop for partners in the Andean region	6 November
AITPM Protecting Vulnerable Road Users Webinar	18 November
IRF Online Conference: Road to Recovery Sustainable Mobility for a Sustainable Future	12 November
Electronomous International Mobility Summit	12-13 November
International Mobility Summit	12-13 November
World Day of Remembrance for Road Traffic Victims	15 November
2020 YTP & GYCRS Panel Discussion - Starting the Decade of Action on Road Safety	17 November
Young Transport Professionals "Starting the Decade of Action on Road Safety" Webinar	18 November
FISITA Web Congress	24 November
POLIS Conference	30 Nov – 3 Dec
"Safe Streets and Roads in the 2nd Decade of Action" Webinar Series	3 December
CEF SLAIN project launched – "Road Infrastructure Requirements for Connected and Autonomous Vehicles (CAV)"	11 December
FIA High Level Panel Meeting	9 December
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PLANS FOR THE FUTURE

The iRAP team and partners worldwide value and recognise the unique opportunity the charity has to eliminate high-risk roads on a scale that matters, thanks to the support of the FIA Foundation and all the iRAP partners around the world. Many thousands of lives have already been saved worldwide and an estimated 450,000+ deaths a year will be saved if every country can achieve the Global Road Safety Performance Target for more than 75% of travel on the equivalent of 3-star or better roads for all road users by 2030.



Partnerships for 2030 impact is iRAP's focus for the Decade ahead. Partnerships that ensure shared success, the maximisation of lives saved, delivery on scale and life-saving upgrades. By the end of 2030 the charity and its partners aim to have saved 2 million people from death and injury, make 200,000 km of roads safer and mobilise $200 billion of safer roads investment to save lives.

Our Impact by 2030

2,000,000
people saved from death or injury

200,000km
roads made safer

$200 billion
investment influenced to save lives

In simple terms the charity needs to help ensure all new road designs are safe for all road users and enable the upgrade of existing roads for all road users. Ensuring investment is activated, prioritised and informed by evidence-based iRAP assessments will help to ensure this.

The first Decade of Action 2011-2020 has created momentum, demand and capacity for change. Global partners are focussed on the new goal to halve global road deaths and serious injuries by 2030. iRAP stands ready to support partners across the world in this 2nd Decade of Action to eliminate high-risk roads and get families home safely.

Financial review

a. Going concern

After making appropriate enquiries, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

b. Investment policy and performance

Under the memorandum and articles of association, the charity has the power to deposit and invest its funds in any manner (but to invest only after obtaining such advice from a financial expert such as the Trustees consider necessary) and having regard to the suitability of investments and the need for diversification. The charity has adopted a low risk approach to investing surplus cash by placing cash on deposit accounts at the bank.

c. Principal funding

iRAP benefits from the generous support of the FIA Foundation for the Automobile and Society and this support will continue until at least 2025.

Our partnerships with the Global Road Safety Facility, World Bank, Caribbean Development Bank, Asia Development Bank, European Commission, Australian AID, Latin American Development Bank and the Inter-American Development Bank continue to enable iRAP assessments to be undertaken in low-income and middle-income countries around the world. The financing for the road upgrades is typically supported by these same agencies in partnership with the relevant government agency.

High-income countries continue to invest in their own programmes with central iRAP support. Automobile club and government partners finance and undertake national assessments with the RAP protocols integrated in their advocacy, policy and decision making as appropriate.

The iRAP Centre of Excellence network now includes ARRB Group (Australia); MRI Global (USA), the Malaysian Institute of Road Safety Research (MIROS); TRL (UK); the Instituto Mexicano del Transporte,Korean Transport Institute (KOTI), SWOV (Netherlands),LabTrans (Brazil),the Research Institute of Highways (China) and also now the University of Zagreb, Faculty of Transport and Traffic Sciences (FPZ) based in Croatia.

d. Reserves Policy

With the financial support of the FIA Foundation, the Trustees are agreed that iRAP holds sufficient funds to meet both contractual obligations and to enable future programme development. In light of increased staff commitments, the Trustees have agreed that iRAP should continue to grow its reserves towards £900k. At the year end, the charity had available reserves of £622,502.

Structure, governance and management

a. Constitution

IRAP is registered as a charitable company limited by guarantee and was incorporated on 9 June 2005. A subsidiary company, Road Assessment Services Limited, was incorporated on 15 May 2012. It is a wholly owned subsidiary of iRAP and together they form the iRAP group.

The principal objective of the company and the group is the international promotion of the improvement of road safety and quality of roads for the public benefit.

b. Method of appointment or election of Trustees

The management of the company and the group is the responsibility of the Trustees who are elected and co- opted under the terms of the Articles of Association.

Trustees are sought for the Board specifically to add value to the charity. This is both in terms of creating a Board that is representative of the community that the charity serves and one that has all of the skills and experience required to properly carry out the work of the charity.

c. Policies adopted for the induction and training of Trustees

The charity is fortunate that it is able to attract committed individuals with great relevant experience in the field and in public life. When a potential trustee is identified, they are usually invited to attend a Trustees' meeting in the capacity of observer. Once they and the Board of Trustees have gained a greater understanding of each other they are nominated for election to the position of trustee and elected by unanimous decision.

Most Trustees are already familiar with the practical work of the charity and familiar with the work of charities in general. New Trustees are given briefings to provide personally tailored orientation to brief them as appropriate on their legal obligations under charity and company law, the content of the Memorandum and Articles of Association, the committee and decision making processes, the business plan and recent financial performances of the charity. The opportunity of the new Trustee is generally taken to provide the Board as a whole with presentations of overall progress with the charity's work. If needed, Trustees would be encouraged to attend appropriate external training events where these will facilitate the undertaking of their role.

d. Pay policy for senior staff

It is essential for iRAP to have credible leaders who bring professional expertise, leadership experience and who are capable of developing and growing the organisation to be world class. Having a competitive reward offering is one of the many ways in which iRAP can secure the very best people.

iRAP has a clear and transparent policy that not only ensures the selection and retention of high calibre leaders but also ensures our donors, supporters, staff, volunteers, beneficiaries and public recognise the importance of accountability in all aspects of our work including the determination of pay and benefits of the Chief Executive and senior management team.

The Board of Trustees is responsible for defining iRAP's pay policy approving and deciding on the salaries of the Chief Executive and the senior management team. The Board delegates this responsibility to the Remuneration Committee which is chaired by a nominated trustee. More information about pay ranges for our senior staff is in the relevant disclosure on staff costs.

Our approach is to pay a fair salary to attract and retain skilled and expert senior leaders for iRAP. Salaries and benefits should be competitive within the charity sector, proportionate to the complexity of each role and responsible in line with our charitable objectives. To achieve this our Executive Group Pay Policy aims to:

- Ensure performance is reviewed and reported to the Remuneration Committee on an annual basis.
- To pay a fair salary in the respective geographic market to attract and retain skilled staff, meeting all national pay standards and provide all staff with a living wage.
- Apply performance related pay elements only where required.
- Monitor charity sector trends through appropriate surveys.

e. Organisational structure and decision making

The charity is ultimately governed by the Trustees who agree and monitor the Forward Plan and approve all of the charity's policies. The day to day running of the charity is delegated to staff under the leadership of the Executive.Trustee meetings are held at least three times a year primarily to review financial reports, discuss issues of strategic direction, and programme priorities.

For the purposes of company law, the Trustees shown on page 1 are the directors of the company. The Trustees who served during the year were as follows:

Miquel Nadal
Gary Liddle
Saul Billingsley
F Emmanuel Smith
Susan Sharland
Shane I O'Connor

The minimum number of Trustees shall be two save for circumstances where a charity (as defined by s1 of the Charities Act 2011) is appointed as a trustee, in which case it may serve as a sole trustee of the charity. The maximum number is twelve.

f. Risk management

IRAP acknowledges at all times the risks associated with its work as a charitable company. The charity has risk management policies and procedures through which risks arising from existing operations and developments are identified and evaluated. The Trustees are required to analyse these, assess them according to their impact on the Charity and their likelihood of occurrence and report on procedures which are in place or are developed or enhanced to provide assurance that the risk is being minimised. The key risks which iRAP has identified and the steps being taken to minimise these risks are listed below:

Volatility in funding and other financial risks:
This risk is managed by the provision and review of management accounts and long term financial forecasts with action plans to bridge any funding gaps. In addition to this, the Charity's Reserves policy is regularly reviewed to ensure that it is in line with the charity's needs. Volatility in exchange risks is managed through the provision of forward currency hedging. The risk of fraudulent payments is minimised through the provision of a dual signatory policy on all payments. iRAP is also increasing the number of income streams to diversify its sources of income.

Reputation risk:
The risk to iRAP's reputation is minimised through the provision of a strong quality assurance process and by having crisis management strategy in place. In addition to this, iRAP works very closely with all key stakeholders and holds regular meetings and workshops with them to update them on progress and developments to ensure that the iRAP high standards are maintained.

Loss of key executive staff:
Staff contingency plans have been developed and reward and retention strategies in place. Performance reviews are held with staff to regularly review their progress against objectives set.

g. Information on fundraising practices

The International Road Assessment Programme (iRAP) is registered with the Fundraising Regulator, the independent body which sets and maintains the standards for charitable fundraising in England, Wales and Northern Ireland. This demonstrates our commitment to good fundraising practice. We have also committed to abide by their Code of Fundraising Practice and to the Fundraising Promise.

All our fundraising efforts are undertaken by our own staff, trusted partners and volunteers and we do not engage any professional fundraisers to undertake any fundraising on our behalf. At all times, we ensure that our fundraising is clear, open and honest. During the year, no complaints were received by the charity in respect of its fundraising activities.

Trustees' responsibilities statement

The Trustees (who are also directors of International Road Assessment Programme for the purposes of company law) are responsible for preparing the Trustees' report and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and the group and of the incoming resources and application of resources, including the income and expenditure, of the charitable group for that period. In preparing these financial statements, the Trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgments and accounting estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charitable group will continue in operation.

The Trustees are responsible for keeping adequate accounting records that are sufficient to show and explain the charitable company and the group's transactions and disclose with reasonable accuracy at any time the financial position of the charitable group and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the charitable company and the group and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable group's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Disclosure of information to auditors

Each of the persons who are Trustees at the time when this Trustees' report is approved has confirmed that:

- so far as that Trustee is aware, there is no relevant audit information of which the charitable group's auditors are unaware, and
- that Trustee has taken all the steps that ought to have been taken as a Trustee in order to be aware of any relevant audit information and to establish that the charitable group's auditors are aware of that information.

This report was approved by the Trustees, on 2 June 2021 and signed on their behalf by:

Gary Liddle

.....

Gary Liddle
Trustee

Independent auditors' report to the members of International Road Assessment Programme

Opinion

We have audited the financial statements of International Road Assessment Programme (the 'parent charity') and its subsidiaries (the 'group') for the year ended 31 December 2020 which comprise the group Consolidated statement of financial activities incorporating income and expenditure account, the group Consolidated balance sheet, the group Consolidated statement of cash flows and the related notes, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the group's and of the parent charitable company's affairs as at 31 December 2020 and of the group's incoming resources and application of resources, including its income and expenditure for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Charities Act 2011.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditors' responsibilities for the audit of the financial statements section of our report. We are independent of the group in accordance with the ethical requirements that are relevant to our audit of the financial statements in the United Kingdom, including the Financial Reporting Council's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the trustees' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the charitable company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the trustees with respect to going concern are described in the relevant sections of this report.

However, not all future events or conditions can be predicted. The COVID-19 viral pandemic is one of the most significant economic events for the UK with unprecedented levels of uncertainty of outcomes. It is therefore difficult to evaluate all of the potential implications on the charitable company's trade, customers, suppliers and wider economy. The Trustees' view on the impact of COVID-19 is disclosed in the notes to the financial statements.

Other information

The Trustees are responsible for the other information. The other information comprises the information included in the Annual report, other than the financial statements and our Auditors' report thereon. Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Matters on which we are required to report by exception

We have nothing to report in respect of the following matters where the Charities (Accounts and Reports) Regulations 2008 requires us to report to you if, in our opinion:

- the information given in the Trustees' report is inconsistent in any material respect with the financial statements; or
- the parent charity has not kept sufficient accounting records; or
- the parent charity financial statements are not in agreement with the accounting records and returns; or
- we have not received all the information and explanations we require for our audit.

Responsibilities of trustees

As explained more fully in the Trustees' responsibilities statement, the Trustees (who are also the directors of the charity for the purposes of company law) are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the Trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Trustees are responsible for assessing the group's and the parent charitable company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Trustees either intend to liquidate the group or the parent charitable company or to cease operations, or have no realistic alternative but to do so.

Auditors' responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an Auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

We gained an understanding of the legal and regulatory framework applicable to the charitable company and the industry in which it operates, and considered the risk of acts by the charitable company that were contrary to applicable laws and regulations, including fraud. We discussed with the Trustees the policies and procedures in place regarding compliance with laws and regulations. We discussed amongst the audit team the identified laws and regulations, and remained alert to any indications of non-compliance.

During the audit we focussed on laws and regulations which could reasonably be expected to give rise to a material misstatement in the financial statements, including, but not limited to, the Companies Act 2006 and UK tax legislation. Our tests included agreeing the financial statement disclosures to underlying supporting documentation and enquiries with management.

Our procedures in relation to fraud included but were not limited to: inquires of management whether they have any knowledge of any actual, suspected or alleged fraud, and discussions amongst the audit team regarding risk of fraud such as opportunities for fraudulent manipulation of financial statements. We determined that the principal risks related to posting manual journal entries to manipulate financial performance and management bias through judgements in accounting estimates. We also addressed the risk of management override of internal controls, including testing journals and evaluating whether there was evidence of bias by the Trustees that represented a risk of material misstatement due to fraud.

Because of the inherent limitations of an audit, there is a risk that we will not detect all irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with a law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of our Auditors' report.

Independent auditors' report to the members of International Road Assessment Programme

Use of our report

This report is made solely to the charitable company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006, and to the charitable company's Trustees, as a body, Part 4 of the Charities (Accounts and Reports) Regulations 2008. Our audit work has been undertaken so that we might state to the charitable company's members those matters we are required to state to them in an Auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charitable company and its members, as a body, for our audit work, for this report, or for the opinions we have formed.



Jane Wills (Senior Statutory Auditor)
for and on behalf of
Haines Watts

Chartered Accountants and Statutory Auditor

178 Buckingham Avenue
Slough
Berkshire
SL1 4RD
Date: 9/6/21

Haines Watts are eligible to act as auditors in terms of section 1212 of the Companies Act 2006.

Consolidated statement of financial activities incorporating income and expenditure account
For the year ended 31 December 2020

	Note	Unrestricted funds 2020 £	Total funds 2020 £	*Total funds 2019 £*
Income from:				
Donations and legacies	2	**1,077,908**	**1,077,908**	*1,431,319*
Charitable activities	3	**642,789**	**642,789**	*741,923*
Net income from trading activities	4	**17,166**	**17,166**	*11,322*
Other income		**3,063**	**3,063**	*5,328*
Total income		**1,740,926**	**1,740,926**	*2,189,892*
Expenditure on:				
Charitable activities		**1,794,575**	**1,794,575**	*2,144,487*
Total expenditure		**1,794,575**	**1,794,575**	*2,144,487*
Net income / (expenditure) before other recognised gains and losses		**(53,649)**	**(53,649)**	*45,405*
Net movement in funds		**(53,649)**	**(53,649)**	*45,405*
Reconciliation of funds:				
Total funds brought forward		**676,154**	**676,154**	*630,749*
Total funds carried forward		**622,505**	**622,505**	*676,154*

The notes on pages 54 to 63 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)
Registered number: 05476000

Consolidated balance sheet
As at 31 December 2020

	Note	£	2020 £	£	2019 £
Fixed assets					
Tangible assets	7		**10,556**		*75,271*
Current assets					
Debtors	8	**529,857**		*513,708*	
Cash at bank and in hand		**678,411**		*722,799*	
		1,208,268		*1,236,507*	
Creditors: amounts falling due within one year	9	**(596,319)**		*(635,624)*	
Net current assets			**611,949**		*600,883*
Net assets			**622,505**		*676,154*
Charity Funds					
Unrestricted funds	10		**622,505**		*676,154*
Total funds			**622,505**		*676,154*

The charity's financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The Trustees acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of financial statements

The financial statements were approved and authorised for issue by the Trustees on 2 June 2021 and signed on their behalf, by:

Gary Liddle

.....
Gary Liddle

The notes on pages 54 to 63 form part of these financial statements.

International Road Assessment Programme

(A company limited by guarantee)
Registered number: 05476000

Charity balance sheet
As at 31 December 2020

	Note	£	2020 £	£	2019 £
Fixed assets					
Tangible assets	7		**10,556**		*12,315*
Investments			**100,001**		*100,001*
			110,557		*112,316*
Current assets					
Debtors	8	**341,737**		*480,868*	
Cash at bank		**624,686**		*646,256*	
		966,423		*1,127,124*	
Creditors: amounts falling due within one year	9	**(454,478)**		*(563,289)*	
Net current assets			**511,945**		*563,835*
Net assets			**622,502**		*676,151*
Charity Funds					
Unrestricted funds			**622,502**		*676,151*
Total funds			**622,502**		*676,151*

The charity's financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The Trustees acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of financial statements.

The financial statements were approved and authorised for issue by the Trustees on 2 June 2021 and signed on their behalf, by:

Gary Liddle

.....
Gary Liddle

The notes on pages 54 to 63 form part of these financial statements.

Consolidated statement of cash flows
For the year ended 31 December 2020

	Note	2020 £	*2018 £*
Cash flows from operating activities			
Net cash (used in)/provided by operating activities	12	**(37,477)**	*120,542*
Cash flows from investing activities:			
Purchase of tangible fixed assets		**(6,911)**	*(8,235)*
Net cash used in investing activities		**(6,911)**	*(8,235)*
Change in cash and cash equivalents in the year		**(44,388)**	*112,307*
Cash and cash equivalents brought forward		**722,799**	*610,492*
Cash and cash equivalents carried forward	13	**678,411**	*722,799*

The notes on pages 54 to 63 form part of these financial statements.

Notes to the financial statements
For the year ended 31 December 2020

1. Accounting policies

1.1 Basis of preparation of financial statements

The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2015) - (Charities SORP (FRS 102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

International Road Assessment Programme meets the definition of a public benefit entity under FRS 102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy.

The Statement of Financial Activities (SOFA) and Balance Sheet consolidate the financial statements of the charity and its subsidiary undertaking. The results of the subsidiary are consolidated on a line by line basis.

No separate SOFA has been presented for the charity alone as permitted by section 408 of the Companies Act 2006.

1.2 Company status

The charity is a company limited by guarantee. The members of the company are the Trustees named on page 1. In the event of the charity being wound up, the liability in respect of the guarantee is limited to £1 per member of the charity.

1.3 Income

All income is recognised once the charity has entitlement to the income, it is probable that the income will be received and the amount of income receivable can be measured reliably. Project income is recognised on the stage of completion of the project, which is calculated based on the estimated margin at completion of the project.

1.4 Expenditure

Expenditure is recognised once there is a legal or constructive obligation to transfer economic benefit to a third party, it is probable that a transfer of economic benefits will be required in settlement and the amount of the obligation can be measured reliably.

Support costs are those costs incurred directly in support of expenditure on the objects of the charity and include project management carried out at their Headquarters.

Charitable activities and Governance costs are costs incurred on the charity's educational operations, including support costs and costs relating to the governance of the charity apportioned to charitable activities.

1. Accounting policies (continued)

1.5 Basis of consolidation

The financial statements consolidate the accounts of International Road Assessment Programme and all of its subsidiary undertakings ('subsidiaries').
The charity has taken advantage of the exemption contained within section 408 of the Companies Act 2006 not to present its own income and expenditure account.

1.6 Tangible fixed assets and depreciation

Tangible fixed assets are carried at cost, net of depreciation and any provision for impairment. Depreciation is provided at rates calculated to write off the cost of fixed assets, less their estimated residual value, over their expected useful lives on the following bases:

Office equipment	-	3 years straight line
Computer equipment	-	2 years straight line

1.7 Interest receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the charity; this is normally upon notification of the interest paid or payable by the Bank.

1.8 Debtors

Trade and other debtors are recognised at the settlement amount after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.

1.9 Cash at bank and in hand

Cash at bank and in hand includes cash and short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.

1.10 Liabilities

Liabilities are recognised when there is an obligation at the balance sheet date as a result of a past event, it is probable that a transfer of economic benefit will be required in settlement, and the amount of the settlement can be estimated reliably. Liabilities are recognised at the amount that the charity anticipates it will pay to settle the debt or the amount it has received as advanced payments for the goods or services it must provide.

1. Accounting policies (continued)

1.11 Derivative financial instruments

The Charity's activities expose it to the financial risk of changes in foreign exchange rates and they therefore enter into forward contracts to hedge against volatile exchange rate movements.

Derivatives are initially recognised at fair value on the date a derivative contract is entered into and are subsequently remeasured at their fair value. The method of recognising any resulting gain or loss depends on whether the derivative is designated as a hedging instrument and, if so, the nature of the item being hedged.

Changes in the fair value of any derivative instruments that do not qualify for hedge accounting are recognised immediately in the income statement.

1.12 Foreign currencies

Monetary assets and liabilities denominated in foreign currencies are translated into sterling at rates of exchange ruling at the balance sheet date. Transactions in foreign currencies are translated into sterling at the rate ruling on the date of the transaction. Exchange gains and losses are recognised in the statement of financial activities.

1.13 Pensions

The charity operates a defined contribution pension scheme and the pension charge represents the amounts payable by the charity to the fund in respect of the year.

1.14 Going concern

The trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the forseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

The financial statements have been prepared on a going concern basis. The trustees have reviewed and considered relevant information, including the annual budget and future cash flows in making their assessment. They have also taken into account the impact Covid-19 has had on their business over the past 12 months, and evaluated the measures taken so far to mitigate the impact. Based on these assessments, the trustees have concluded that they can continue to adopt the going concern basis in preparing the annual report and accounts.

2. Income from donations and legacies

	Unrestricted funds 2020 £	Total funds 2020 £	*Total funds 2019 £*
Grants	**1,077,829**	**1,077,829**	*1,431,319*
Similar incoming resources	**79**	**79**	*-*
Total donations and legacies	**1,077,908**	**1,077,908**	*1,431,319*
Total 2019	*1,431,319*	*1,431,319*	

3. Income from charitable activities

	Unrestricted funds 2020 £	Total funds 2020 £	*Total funds 2019 £*
Project delivery income	**598,548**	**598,548**	*668,779*
Accreditation	**26,482**	**26,482**	*48,374*
Webinars	**17,759**	**17,759**	*24,770*
	642,789	**642,789**	*741,923*
Total 2019	*741,923*	*741,923*	

4. Trading activities

	Unrestricted funds 2020 £	Total funds 2020 £	*Total funds 2019 £*
Net income from trading subsidiary	**17,166**	**17,166**	*11,322*
	17,166	**17,166**	*11,322*

The wholly owned subsidiary, Road Assessment Services Limited, which is incorporated in the United Kingdom, pays its taxable profits to the charity by equity distribution. Its results are consolidated with those of International Road Assessment Programme. The charity owns the entire issued share capital of £100,001.

5. Net income/(expenditure)

This is stated after charging/(crediting):

	2020 £	2019 £
Depreciation of tangible fixed assets:		
- owned by the charitable group	70,986	67,919
Auditors' remuneration - audit	8,252	9,323
Movement on foreign exchange	(48,381)	7,260

During the year, no Trustees received any remuneration (2019 - £NIL).
During the year, no Trustees were reimbursed travel expenses (2019 two Trustees - £663).

6. Staff costs

Staff costs were as follows:

	2020 £	2019 £
Wages and salaries	1,066,353	1,009,829

The average number of persons employed by the charity during the year was as follows:

	2020 No.	2019 No.
Trustees	5	5
Employees	20	19
	25	24

The number of higher paid employees was:

	2020 No.	2019 No.
In the band £60,001 - £70,000	2	2
In the band £70,001 - £80,000	1	1
In the band £80,001 - £90,000	1	1
In the band £90,001 - £100,000	2	2
In the band £100,001 - £200,000	2	2

£244,706 was paid to key management of the charity during the year (2019: £249,318).

7. Tangible fixed assets

Group	Office equipment £	Computer equipment £	Total £
Cost			
At 1 January 2020	**22,994**	**125,912**	**148,906**
Additions	**6,911**	**-**	**6,911**
Disposals	**(1,118)**	**-**	**(1,118)**
At 31 December 2020	**28,787**	**125,912**	**154,699**
Depreciation			
At 1 January 2020	**10,679**	**62,956**	**73,635**
Charge for the year	**8,030**	**62,956**	**70,986**
On disposals	**(478)**	**-**	**(478)**
At 31 December 2020	**18,231**	**125,912**	**144,143**
Net book value			
At 31 December 2020	**10,556**	**-**	**10,556**
At 31 December 2019	*12,315*	*62,956*	*75,271*

Charity	Office equipment £
Cost	
At 1 January 2020	**22,994**
Additions	**6,911**
Disposals	**(1,118)**
At 31 December 2020	**28,787**
Depreciation	
At 1 January 2020	**10,679**
Charge for the year	**8,030**
On disposals	**(478)**
At 31 December 2020	**18,231**
Net book value	
At 31 December 2020	**10,556**
At 31 December 2019	*12,315*

8. Debtors

	Group		Charity	
	2020	*2019*	**2020**	*2019*
	£	*£*	**£**	*£*
Trade debtors	**218,965**	*304,643*	**46,218**	*213,798*
Amounts owed by group undertakings	**-**	*-*	**44,524**	*126,490*
Other debtors	**163,852**	*33,418*	**162,941**	*30,567*
Prepayments and accrued income	**147,040**	*175,647*	**88,054**	*110,013*
	529,857	*513,708*	**341,737**	*480,868*

9. Creditors: Amounts falling due within one year

	Group		Charity	
	2020	*2019*	**2020**	*2019*
	£	*£*	**£**	*£*
Trade creditors	**69,056**	*62,498*	**69,049**	*55,160*
Amounts owed to group undertakings	**-**	*-*	**-**	*29,148*
Other taxation and social security	**33,255**	*26,999*	**33,255**	*20,459*
Other creditors	**12,740**	*11,600*	**12,740**	*11,600*
Accruals and deferred income	**481,268**	*534,527*	**339,434**	*446,922*
	596,319	*635,624*	**454,478**	*563,289*

10. Statement of funds

Statement of funds - current year

	Balance at 1 January 2020	Income	Expenditure	Balance at 31 December 2020
	£	**£**	**£**	**£**
General funds				
Reserves	**676,154**	**1,740,926**	**(1,794,575)**	**622,505**

10. Statement of funds (continued)

Statement of funds - prior year

	Balance at 1 January 2019 £	*Income* £	*Expenditure* £	*Balance at 31 December 2019* £
General funds				
Reserves	*630,749*	*2,189,892*	*(2,144,487)*	*676,154*

11. Analysis of net assets between funds

Analysis of net assets between funds - current year

	Unrestricted funds 2020 £	**Total funds 2020** £
Tangible fixed assets	**10,556**	**10,556**
Current assets	**1,208,268**	**1,208,268**
Creditors due within one year	**(596,319)**	**(596,319)**
	622,505	**622,505**

Analysis of net assets between funds - prior year

	Unrestricted funds 2019 £	*Total funds 2019* £
Tangible fixed assets	*75,271*	*75,271*
Current assets	*1,236,507*	*1,236,507*
Creditors due within one year	*(635,624)*	*(635,624)*
	676,154	*676,154*

12. Reconciliation of net movement in funds to net cash flow from operating activities

	Group	
	2020	*2019*
	£	*£*
Net (expenditure)/income for the year (as per Statement of Financial Activities)	**(53,649)**	*45,405*
Adjustment for:		
Depreciation charges	**70,986**	*67,919*
Loss on the sale of fixed assets	**640**	*-*
(Increase)/decrease in debtors	**(16,149)**	*133,859*
Decrease in creditors	**(39,305)**	*(126,641)*
Net cash (used in)/provided by operating activities	**(37,477)**	*120,542*

13. Analysis of cash and cash equivalents

	Group	
	2020	*2019*
	£	*£*
Cash in hand	**678,411**	*722,799*
Total	**678,411**	*722,799*

14. Pension commitments

The group operates a defined contributions pension scheme. The pension cost charge in the year represents contributions payable by the group and amounted to £107,675 (2019: £107,673). At the year end £5,243 (2019: £2,653) was outstanding and included in creditors.

15. Operating lease commitments

At 31 December 2020 the total of the group's future minimum lease payments under non-cancellable operating leases was:

Group	2020 £	*2019 £*
Amounts payable:		
Within 1 year	**13,463**	*19,285*

At 31 December 2020 the charity had annual commitments under non-cancellable operating leases as follows:

Charity		
Amounts payable:		
Within 1 year	**13,463**	*1,500*

16. Related party transactions

Mr M Nadal is a director of the FIA Foundation and Mr Saul Billingsley is the Executive Director, which made grants to iRAP totalling £1,002,372 (2019: £850,106).

Dr Susan Sharland is a trustee of the Road Safety Foundation and also a director of Road Assessment Services Limited.

The company has branches in Australia and Chile that service certain projects on behalf of the company as well as incurring costs in respect of the administration of those branches. In this respect charges are made from and to the head office to and by the branches at market rates.

Included within other debtors at year-end is £85,973 owed by related parties (2019: £7,391) and included within other creditors is £248 owed to related parties (2019: £7,246).

IRAP is also related to Road Safety Foundation (RSF), EuroRAP AISBL (EuroRAP) and the European Institute of Road Assessment (EIRA) through common key management and has joint employment agreement in place with these organisations.