

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

International Road Assessment Programme
(A company limited by guarantee)

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.

International Road Assessment Programme
(A company limited by guarantee)

Trustees' report (continued)
For the year ended 31 December 2020

Achievements and performance

a. Review of activities

Programme highlights at the end of 2020

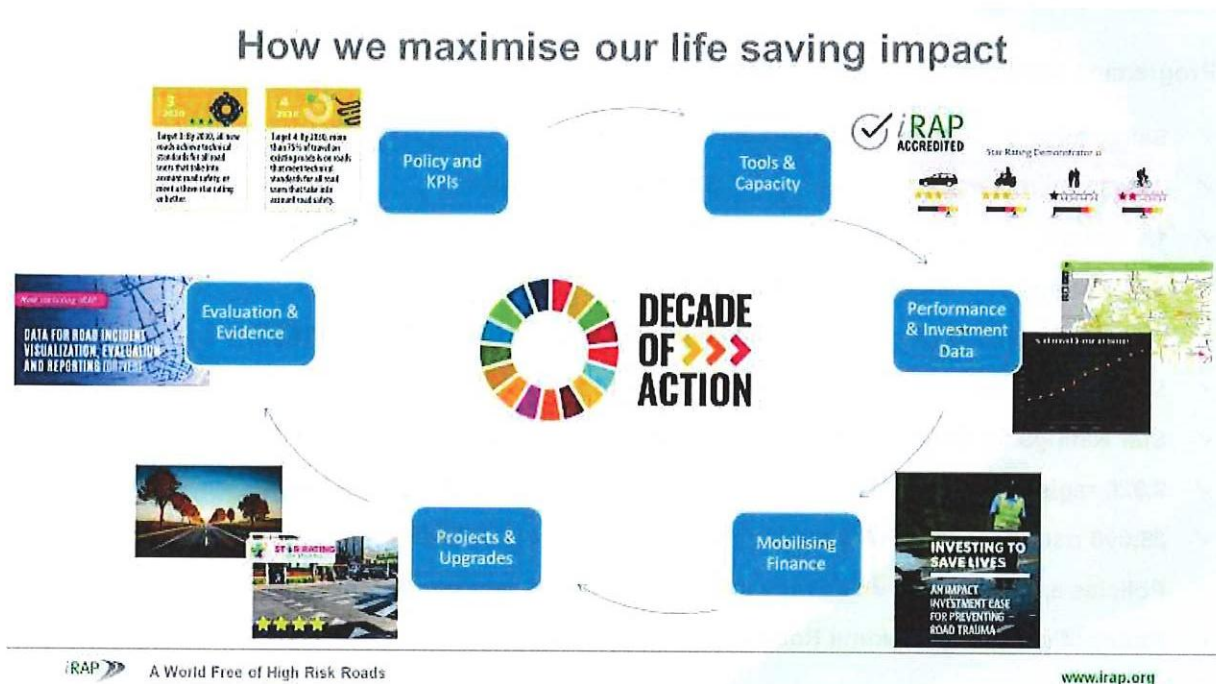
- ✓ Safety assessments in 102 countries.
- ✓ Crash rate risk maps for more than 1.5 million km of roads.
- ✓ 1.1 million km of roads Star Rated (and 48,000 km of “light” Star Ratings).
- ✓ Star Ratings of Designs for 8,950 km of roads.
- ✓ More than 105,000 km of roads have been upgraded with safety 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.

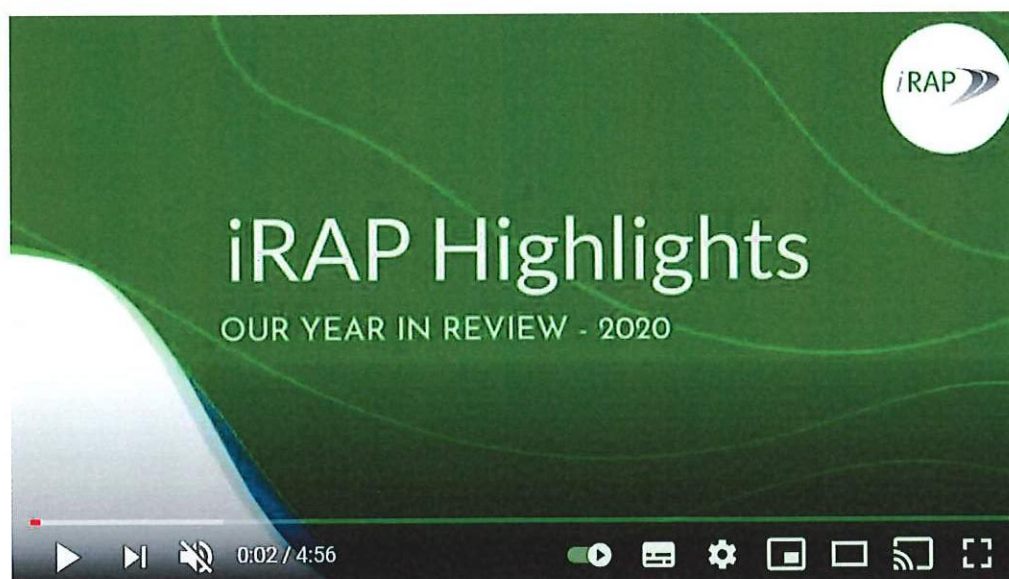
Impact Summary

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.

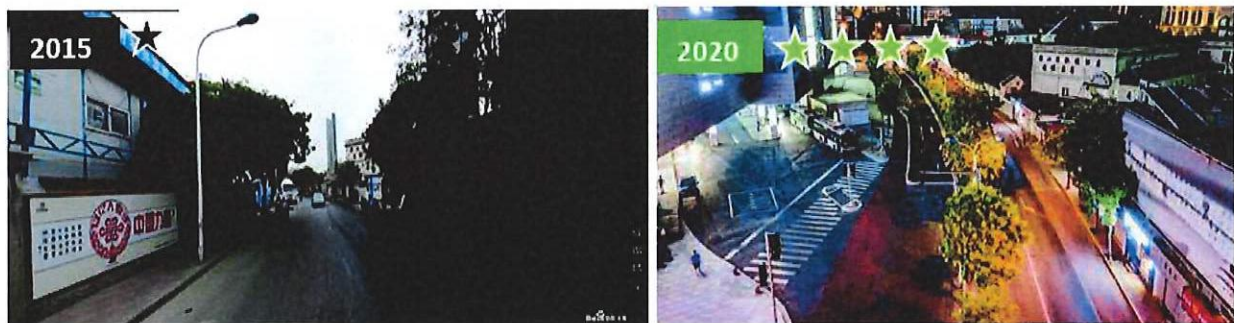
Impact on Lives

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

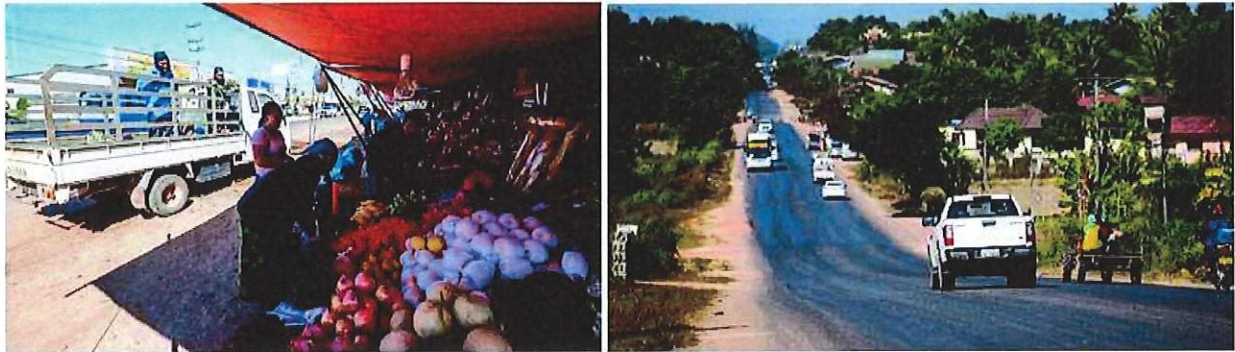
The Princes Highway is a 2,000km stretch of road traversing the south-east coast of Australia from Sydney, through to Melbourne and on to Port Augusta. [Corridor strategies](#) have been developed that include the setting of minimum star rating standards and the optimisation of investment to maximise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





STAR RATING FOR SCHOOLS

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.

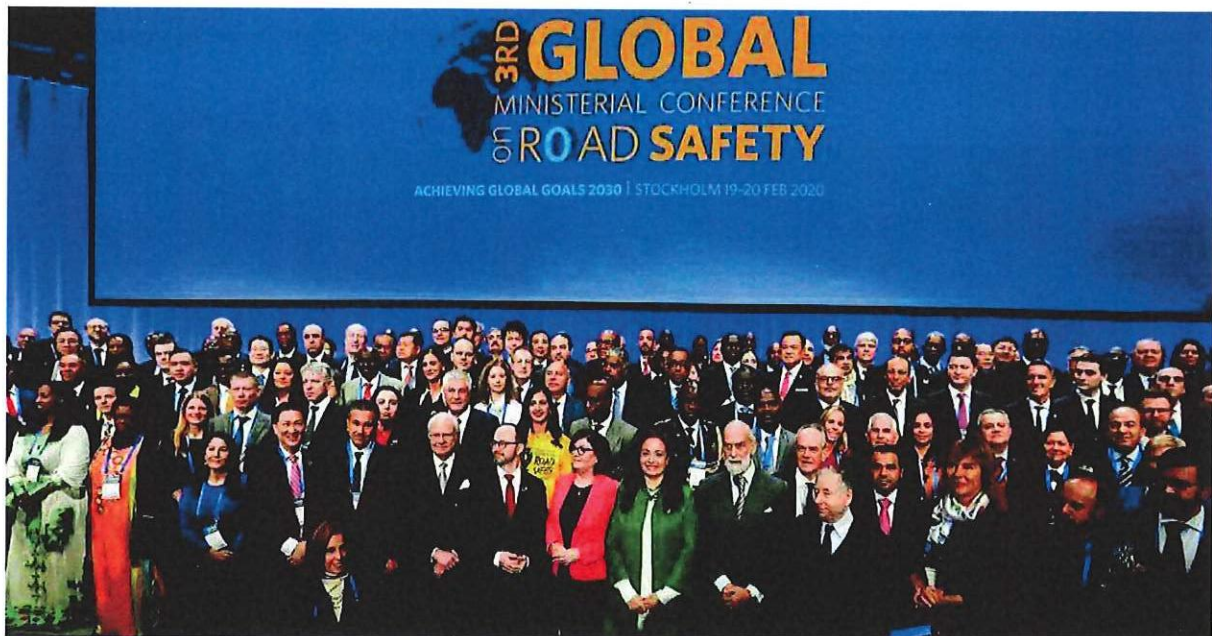


Impact on Policy

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



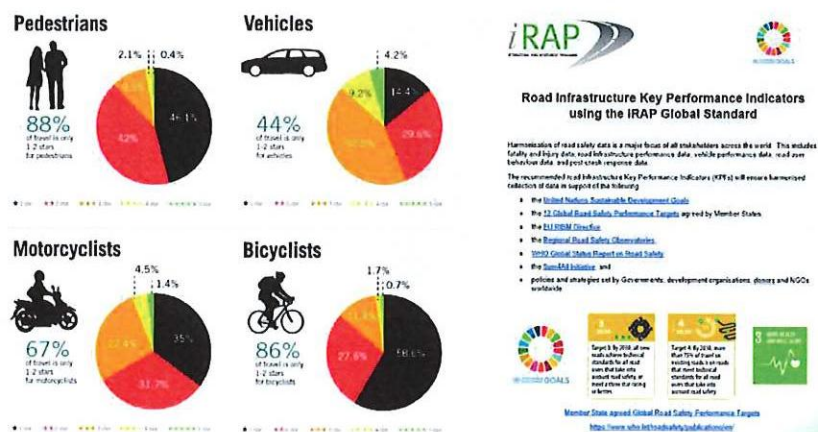
"Road builders either you keep building roads that are killing our dreams or you start protecting vulnerable road users by not building and funding less than 3-star roads."

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



The Ten Step Plan for Safer Road Infrastructure



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](https://www.vaccinesforroads.org/irap-big-data-tool/) 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.

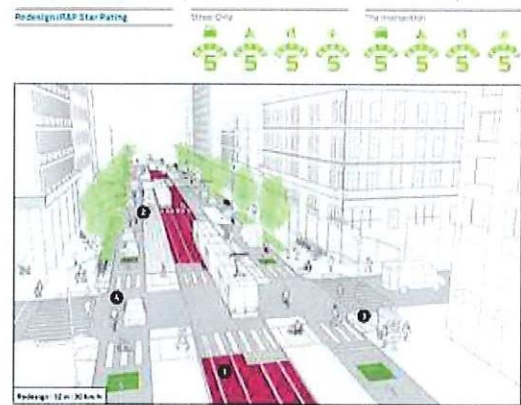
Development Bank Partnerships for Road Safety

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

THE HUMAN IMPACT EVERY DAY		
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	\$ 8+ BILLION

Indonesian Toll Roads

iRAP STAR RATING CERTIFICATE

The International Road Assessment Programme recognizes:

PT Jasa Marga (Persero) Tbk
on achievement of a 3-Star Rating for vehicle occupants in recent safety upgrades on Tol Jagorawi (Jakarta - Bogor - Ciamis).

Star Rating	Score Range	Weighted Score
3 stars	15.00 - 18.00	17.00
2 stars	12.00 - 14.99	12.00
1 star	9.00 - 11.99	9.00
0 stars	6.00 - 8.99	6.00

IN ASSOCIATION WITH

PT JASAMARGA

UNDER AUSPICES OF

FIA FOUNDATION

Bob McInerney
Chief Executive Officer, iRAP

Subianto Syukur
President Director, PT JASAMARGA (PERSERO) Tbk

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.



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



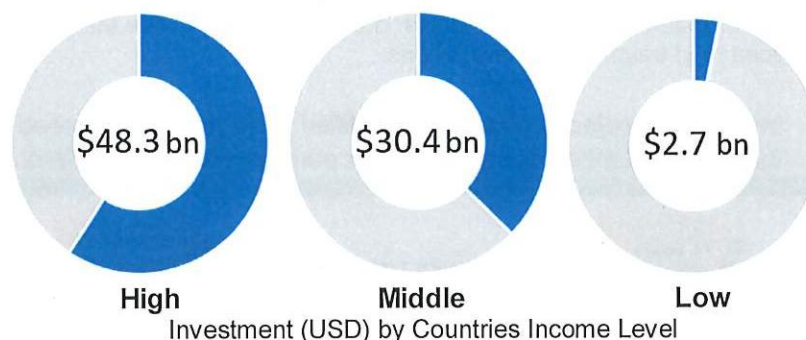
The safety of mine access roads to Minera Escondida in Chile's Atacama Desert are being assessed for the third time as part of an ongoing evaluation of road safety improvements informed by iRAP. As part of efforts to reduce the number of deaths and serious injuries from road crashes on the mine access 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



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

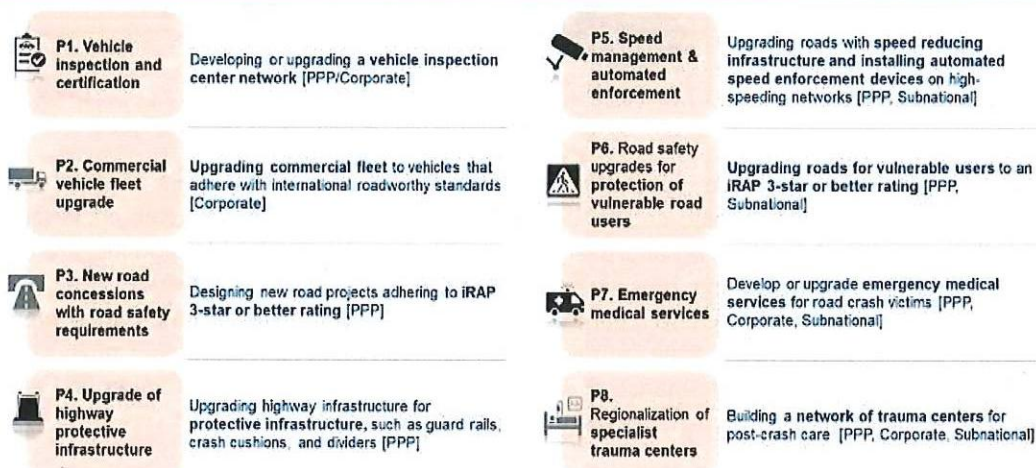
iRAP has also continued its work with the International Finance Corporation (IFC) and the Government of Brazil to include 3-star or better performance targets in new road concession agreements. Multi-billion-dollar, long-term concession agreements are now being realized with embedded requirement for 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.

Investible projects: We have identified eight high-impact road safety project types that have potential for private sector participation under different business models



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

THE RADAR PARTNERSHIP

**Interreg**
Danube Transnational Programme
RADAR

Who are we?

RADAR - RISK ASSESSMENT ON DANUBE AREA ROADS



Your Road Safety is on our RADAR.
■ Danube Transnational Programme area
Project co-funded by European Union funds (ERDF, IPA, ENI).

22 PARTNERS 

An excellent combination of the scientific and technical approach, with experience in advocacy skills – all the necessary skills that will help with achieving the project objectives and goals.

13 COUNTRIES

PPs and ASPs represent almost all countries across the Danube region.

3 OBJECTIVES

-  Identify and reduce risk on road.
-  Enhance transnational cooperation in addressing risk on Danube roads.
-  Demonstrate road infrastructure safety solution.

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.

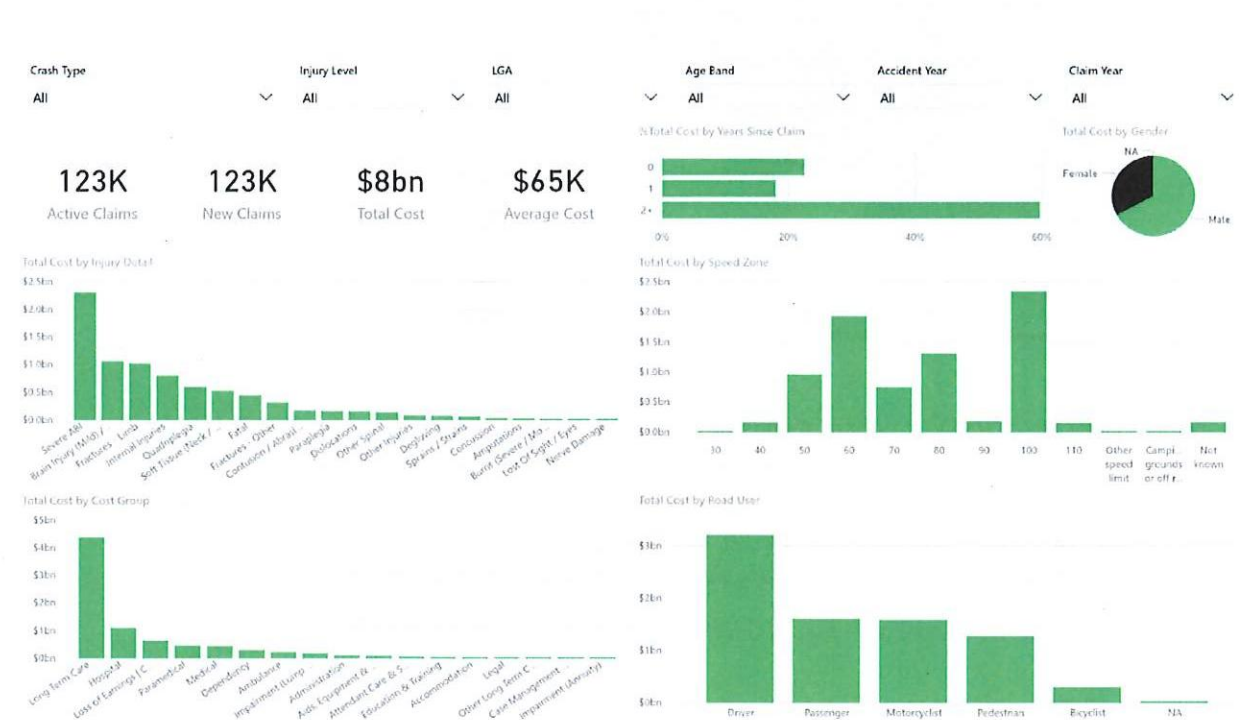
See <http://www.interreg-danube.eu/approved-projects/radar/news> for details.

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 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.



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?



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.



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.



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.



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.



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?



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.

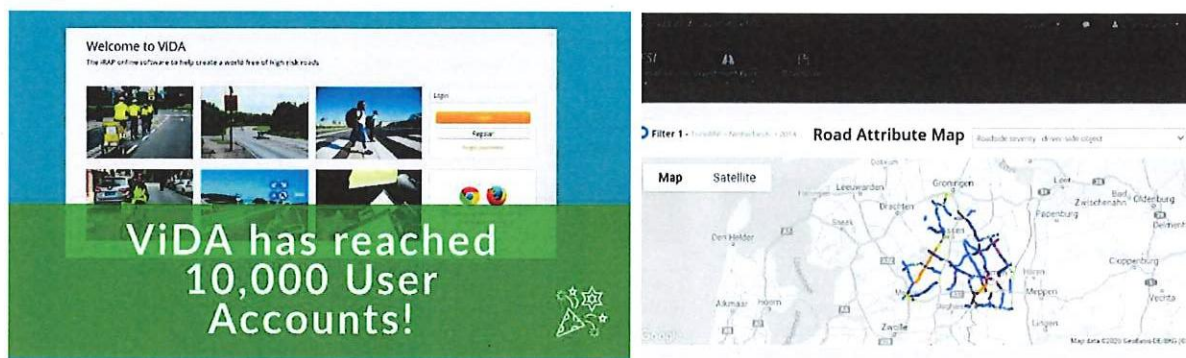
www.irap.org/innovation



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.



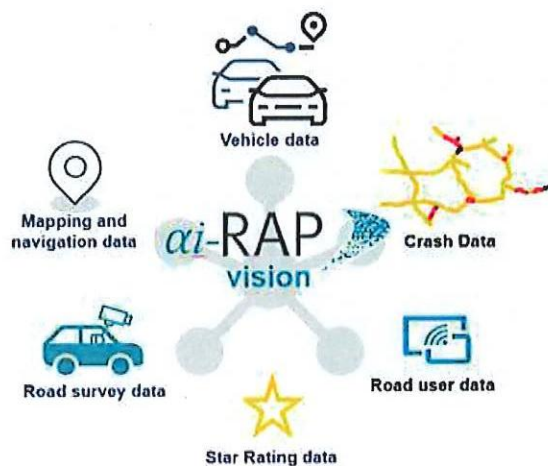
Accelerated and Intelligent RAP (Ai-RAP)



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.

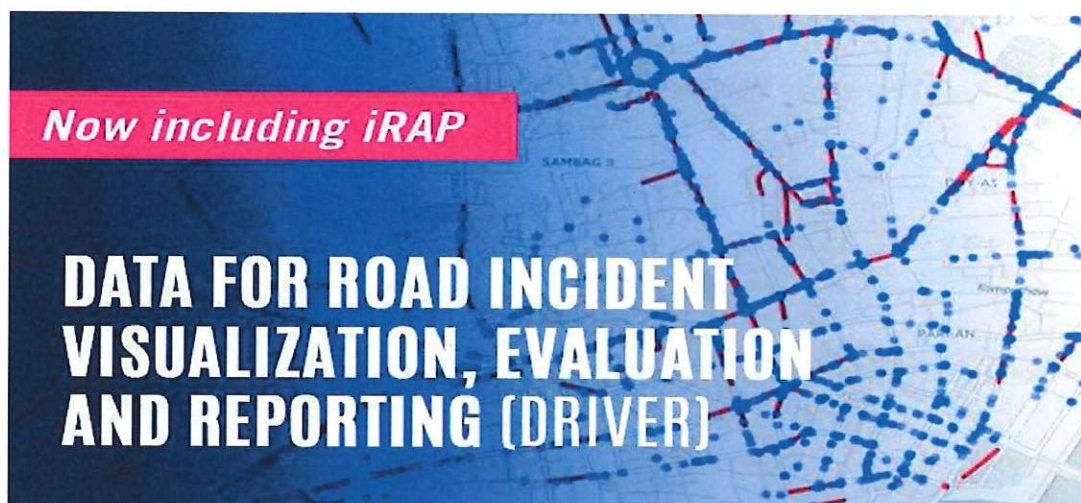
The Ai-RAP initiative brings together world leaders in big data to save lives



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).

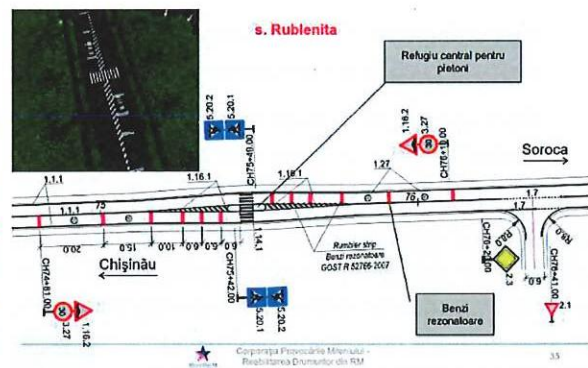
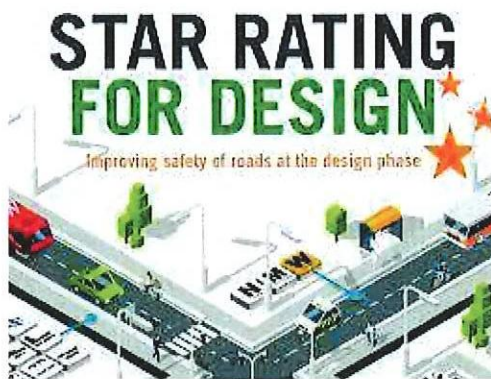
The Thai Department of Rural Roads (DRR) was awarded the International Road Federation (IRF) 2020 Global Achievement Award in the Safety Category for its iRAP-endorsed Integrated Road Safety Management System which has resulted in 48,000 km of light star ratings. Light data methodologies are also being 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.

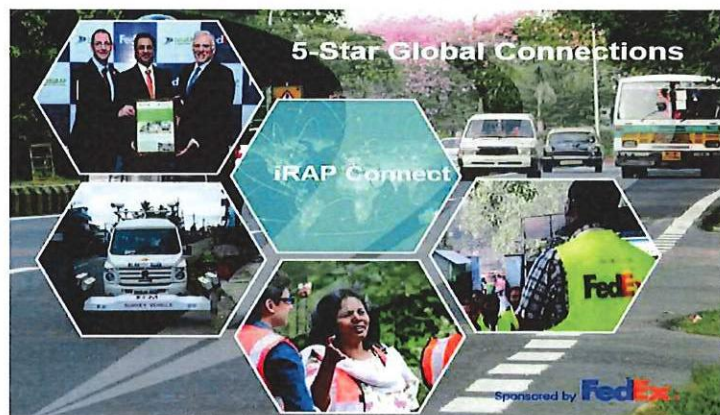
5-Star Global Connections

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.

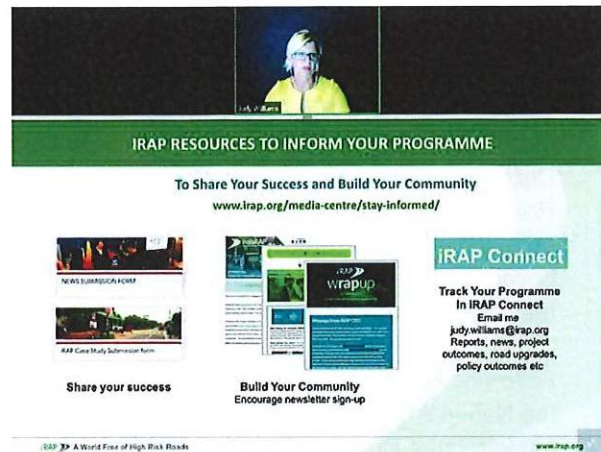
iRAP Connect is helping the charity manage, track and reach an ever-growing partner network



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:

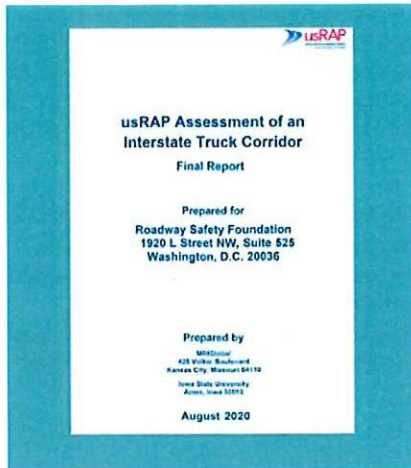


- A 62,000 km Star Rating assessment of DNIT's entire paved network - one of the largest applications of the iRAP methodology in the world.
- A 26,000 km Star Rating assessment of Sao Paulo's state highway network as part of a programme funded by the International Bank for Reconstruction, Action and 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.

Session 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.



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:

- o vida.irap.org
- o toolkit.irap.org
- o vaccinesforroads.org
- o eurorap.org
- o starratingforschools.org
- o indiarap.org

Proactive communications efforts are helping iRAP reach a large and ever-growing audience



iRAP

@IRAPSavingLives Follows you

Our vision is a world free of high risk roads.

📅 Joined January 2010

1,587 Following 4,912 Followers



Star Rating for Schools

@SR4Schools Follows you

Our vision is of a world where all children travel safely to and from school... This is why Star Rating for Schools (SR4S) Global App has been developed.

🌐 starratingforschools.org 📅 Joined November 2018

384 Following 218 Followers

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 2 nd 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
BrazilRAP One-Year On Workshop	16 December
CISEV VII Ibero-American Road Safety Conference	18 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

International Road Assessment Programme

(A company limited by guarantee)

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.

International Road Assessment Programme

(A company limited by guarantee)

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

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.

International Road Assessment Programme

(A company limited by guarantee)

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.

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 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		<u>3,063</u>	<u>3,063</u>	<u>5,328</u>
Total income		<u>1,740,926</u>	<u>1,740,926</u>	<u>2,189,892</u>
Expenditure on:				
Charitable activities		<u>1,794,575</u>	<u>1,794,575</u>	<u>2,144,487</u>
Total expenditure		<u>1,794,575</u>	<u>1,794,575</u>	<u>2,144,487</u>
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		<u>676,154</u>	<u>676,154</u>	630,749
Total funds carried forward		<u>622,505</u>	<u>622,505</u>	<u>676,154</u>

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		<u>678,411</u>		<u>722,799</u>	
		1,208,268		1,236,507	
Creditors: amounts falling due within one year	9	<u>(596,319)</u>		<u>(635,624)</u>	
Net current assets			<u>611,949</u>		<u>600,883</u>
Net assets			<u>622,505</u>		<u>676,154</u>
Charity Funds					
Unrestricted funds	10		<u>622,505</u>		<u>676,154</u>
Total funds			<u>622,505</u>		<u>676,154</u>

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			<u>100,001</u>		<u>100,001</u>
			110,557		112,316
Current assets					
Debtors	8	341,737		480,868	
Cash at bank		<u>624,686</u>		<u>646,256</u>	
		966,423		1,127,124	
Creditors: amounts falling due within one year	9	<u>(454,478)</u>		<u>(563,289)</u>	
Net current assets			<u>511,945</u>		<u>563,835</u>
Net assets			<u>622,502</u>		<u>676,151</u>
Charity Funds					
Unrestricted funds			<u>622,502</u>		<u>676,151</u>
Total funds			<u>622,502</u>		<u>676,151</u>

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

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Gary Liddle

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Gary Liddle

The notes on pages 54 to 63 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 2020

	Note	2020 £	2018 £
Cash flows from operating activities			
Net cash (used in)/provided by operating activities	12	<u>(37,477)</u>	<u>120,542</u>
Cash flows from investing activities:			
Purchase of tangible fixed assets		<u>(6,911)</u>	<u>(8,235)</u>
Net cash used in investing activities		<u>(6,911)</u>	<u>(8,235)</u>
Change in cash and cash equivalents in the year		(44,388)	112,307
Cash and cash equivalents brought forward		<u>722,799</u>	<u>610,492</u>
Cash and cash equivalents carried forward	13	<u>678,411</u>	<u>722,799</u>

The notes on pages 54 to 63 form part of these financial statements.

International Road Assessment Programme
(A company limited by guarantee)

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.

International Road Assessment Programme
(A company limited by guarantee)

Notes to the financial statements
For the year ended 31 December 2020

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.

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Notes to the financial statements For the year ended 31 December 2020

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 foreseeable 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.

International Road Assessment Programme
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Notes to the financial statements
For the year ended 31 December 2020

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	-
	<u>1,077,908</u>	<u>1,077,908</u>	<u>1,431,319</u>
Total donations and legacies	<u>1,077,908</u>	<u>1,077,908</u>	<u>1,431,319</u>
Total 2019	<u>1,431,319</u>	<u>1,431,319</u>	

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
	<u>642,789</u>	<u>642,789</u>	<u>741,923</u>
Total 2019	<u>741,923</u>	<u>741,923</u>	

4. Trading activities

	Unrestricted funds 2020 £	Total funds 2020 £	Total funds 2019 £
Net income from trading subsidiary	17,166	17,166	11,322
	<u>17,166</u>	<u>17,166</u>	<u>11,322</u>

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.

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Notes to the financial statements
For the year ended 31 December 2020

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	<u>(48,381)</u>	<u>7,260</u>

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	<u>1,066,353</u>	<u>1,009,829</u>

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

	2020 No.	2019 No.
Trustees	5	5
Employees	<u>20</u>	<u>19</u>
	<u>25</u>	<u>24</u>

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).

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Notes to the financial statements
For the year ended 31 December 2020

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	<u>28,787</u>	<u>125,912</u>	<u>154,699</u>
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	<u>18,231</u>	<u>125,912</u>	<u>144,143</u>
Net book value			
At 31 December 2020	<u>10,556</u>	<u>-</u>	<u>10,556</u>
At 31 December 2019	<u>12,315</u>	<u>62,956</u>	<u>75,271</u>
Charity			Office equipment £
Cost			
At 1 January 2020			22,994
Additions			6,911
Disposals			(1,118)
At 31 December 2020			<u>28,787</u>
Depreciation			
At 1 January 2020			10,679
Charge for the year			8,030
On disposals			(478)
At 31 December 2020			<u>18,231</u>
Net book value			
At 31 December 2020			<u>10,556</u>
At 31 December 2019			<u>12,315</u>

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
	<u>529,857</u>	<u>513,708</u>	<u>341,737</u>	<u>480,868</u>

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
	<u>596,319</u>	<u>635,624</u>	<u>454,478</u>	<u>563,289</u>

10. Statement of funds

Statement of funds - current year

	Balance at 1 January 2020			Balance at 31 December 2020
	£	Income	Expenditure	£
		£	£	
General funds				
Reserves	<u>676,154</u>	<u>1,740,926</u>	<u>(1,794,575)</u>	<u>622,505</u>

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Notes to the financial statements
For the year ended 31 December 2020

10. Statement of funds (continued)

Statement of funds - prior year

	<i>Balance at 1 January 2019 £</i>	<i>Income £</i>	<i>Expenditure £</i>	<i>Balance at 31 December 2019 £</i>
General funds				
Reserves	<u>630,749</u>	<u>2,189,892</u>	<u>(2,144,487)</u>	<u>676,154</u>

11. Analysis of net assets between funds

Analysis of net assets between funds - current year

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

Analysis of net assets between funds - prior year

	<i>Unrestricted funds 2019 £</i>	<i>Total funds 2019 £</i>
Tangible fixed assets	75,271	75,271
Current assets	1,236,507	1,236,507
Creditors due within one year	(635,624)	(635,624)
	<u>676,154</u>	<u>676,154</u>

International Road Assessment Programme
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Notes to the financial statements
For the year ended 31 December 2020

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	<u>(37,477)</u>	<u>120,542</u>

13. Analysis of cash and cash equivalents

	Group	
	2020	2019
	£	£
Cash in hand	<u>678,411</u>	<u>722,799</u>
Total	<u>678,411</u>	<u>722,799</u>

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.

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Notes to the financial statements
For the year ended 31 December 2020

15. Operating lease commitments

At 31 December 2020 the total of the group's future minimum lease payments under non-cancellable operating leases was:

	2020 £	2019 £
Group		
Amounts payable:		
Within 1 year	<u>13,463</u>	<u>19,285</u>

At 31 December 2020 the charity had annual commitments under non-cancellable operating leases as follows:

Charity

Amounts payable:

Within 1 year	<u>13,463</u>	<u>1,500</u>
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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.

