ETSC Activity Overview & SEC Belt Project Evaluation

This annual report contains an overview of all ETSC activities in 2004. The first part deals with key organisational developments, ETSC's core activities, i.e. monitoring and commenting on EU transport safety policymaking as well as ETSC-projects, -programmes or -campaigns (apart from the SEC Belt Project)

The second part takes a detailed look at the progress made within ETSC's core project – the SEC Belt. Hence, it provides the first of three yearly evaluations of activities carried out under the 3 phases of this particular project. Unlike other ETSC activities, the SEC Belt Project receives special attention, because it must be viewed as a "backbone" for all other ETSC activities in 2004. It both strongly reflects ETSC's rational and science-based approach to transport safety by identifying, promoting and working towards the implementation of Best Practice in transport safety policy making and it exemplifies the priorities that structure ETSC's core activities. The SEC Belt project sets the scene for other ETSC projects, programmes and campaigns in that it identifies issues in safety policy which may when appropriate be rendered into separate programmes or campaigns, as traffic law enforcement and the protection of vulnerable road users have already been this year. Already in its first year, the ETSC's SEC Belt Project, apart from having received very positive reactions at EU level as well as in the 16 SEC Belt countries, has fathered at least two other major ETSC activities: the enforcement programme and the VOICE-campaign (Vulnerable road user Organisations in Cooperation across Europe).

With the start of the new Enforcement Programme in September 2005, ETSC has acted upon substantial scientific evidence from across Europe concerning the effectiveness of traffic law enforcement. The programme strongly supports the implementation of the EU Recommendation on traffic law enforcement.

With the start of the VOICE Campaign in January 2005, ETSC aims at transforming the results of the first and second SEC Belt work-package into a Europe-wide campaign for protecting vulnerable road users, in particular pedestrians and cyclists. The emphasis on vulnerability and safety reflects ETSC priority-based approach to transport safety. In 2005, ETSC will define additional priorities amongst its activities covering all modes of transport.

- PART I: ETSC Activity Overview -

Organisational Development

With the enlargement of the European Union in 2004, ETSC has also enlarged its Main Council Membership. After the Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA) and the Czech Transport Research Centre (CDV) joined ETSC at the end of 2003, the Motor Transport Institute (ITS) from Poland, and La Prévention Routière from France signed the membership-agreement in 2004. Moreover, the Malta Transport Authority has recently taken the decision to join ETSC.

During the same time, ETSC has also increased the number of staff in its Brussels-based Secretariat. In the second half of 2003 and during 2004 a total of 4 new staff members joined the ETSC-Secretariat while one left the secretariat in late 2003. The secretariat consists now of 7 staff members:

- Joerg Beckmann (Executive Director), e-mail: j.beckmann@etsc.be
- Franziska Achterberg (Information Officer), e-mail: information@etsc.be
- Frazer Goodwin (Policy Officer), e-mail: policy@etsc.be
- Mich Bullaert (Administrative Officer): administration@etsc.be
- Antonio Avenoso (Policy & Research Officer), e-mail: research@etsc.be
- Paolo Ferraresi (Financial Officer), e-mail: finance@etsc.be
- Ellen Townsend (Programme Officer), e-mail: programme@etsc.be

As a result of last years' expansion the Secretariat has now left its offices in Rue du Cornet 34 and, on December 1, moved just a few houses down the road to Rue du Cornet 22. In 2004 ETSC also revamped its house-style including a new logo, letter-headed paper and lay-out of publications. This renewal coincides with an overhaul of our www-presentation. The ETSC-website plays an increasingly important role in ETSC's projects, programmes and campaigns and will be continuously upgraded with new ETSC-publications, such as fact-sheets, newsletters, policy-papers and reviews. Some of these publications will only be available electronically.

General ETSC's activities

In terms of its core activities, monitoring and commenting on EU-transport safety policymaking, ETSC has used the last months before the new European Parliament for reforming parts of its communication strategy, especially the content, lay-out and distribution of its Safety Monitor. The results of this can already be seen in issues 53, 54 and 55.

During this period ETSC experts and secretariat staff members also spoke at and contributed to international conferences organised by CIECA, CEA, FITSA, DVR, the European Commission, the University of Gdansk, Volvo, IRU and INRETS. ETSC has been represented at and participated in the e-safety forum, the European Road Transport Research Advisory Council, the mobility week as well as numerous other meetings and workshops on transport safety in Brussels.

In terms of the liaison with the new European Parliament ETSC has developed a new strategy. This was particularly necessary since the newly mandated 6th European Parliament has a different complexion to the past mandates. The most obvious difference is the absence of some MEPs who had been good friends of ETSC in the past. Most notable in this respect is Mark Watts - previously our Main Council Chairman. Moreover, the increase in "Eurosceptic" MEPs has meant that there are now 3 groups broadly hostile to action at the level of the EU including the largest group, the PPE, which has changed to a more Eurosceptic stance so as to include Eurosceptic MEPs - the UK conservatives for example. ETSC therefore developed a new more comprehensive approach towards the EP and MEPs. As agreed in the June Board meeting, ETSC invited selected MEPs as "observers" into the Board of Directors.

In addition to developing ETSC's liaison with the new Parliament, Secretariat staff members have met with members, sponsors and ETSC experts on a regular basis. Secretariat staff has met with both new and established members of ETSC in countries such as Switzerland, France, Poland and Sweden to encourage them to strengthen their commitment to ETSC. At the same time fund-raising for current and future ETSC activities continued throughout the year. The Secretariat also hosted ad-hoc meetings with ETSC experts on issues such as enforcement, driver-licensing, air safety and maritime safety. Some of these meetings were concerned with paving the way for the European Transport Safety Platform (otherwise known as the "transport safety lunches"), a Brussels-based bi-monthly ETSC event, which will commence in the beginning of 2005.

ETSC also took part in project proposals led by ETSC member organisations. An example is the organisation of the EU Road Safety Charter. After the European Commission published the call for tender in June, it became clear that the ETSC Secretariat would not be able to take the lead in submitting a proposal due to a lack of both resources and a sufficient range of competence for carrying out the requested activities. However, ETSC was approached by the German Road Safety Council to play a minor role in a DVR-led consortium. This can be seen as a an example for other members to follow and we will be happy to participate in project proposals led by member organisations.

ETSC's Projects, Programmes and Campaigns

Apart from continuing core activities, as described above, the current and future work within ETSC is structured according to a number of *projects*, *programmes* and *campaigns*.

a) Projects comprise activities predominantly aiming at *generating new knowledge* on transport safety. They usually involve the establishment of working parties and the publication of reviews and/or policy papers. The work within projects normally follows a rather rigorous plan with a particular output. An example is the "SEC Belt Project".

b) Programmes are concerned with specific transport safety issues. The emphasis is on *disseminating knowledge*. Programmes are both evidence- and priority-based in that the work dwells on sound research and in that the issue dealt with œnstitutes a priority for European transport safety policy-making. The programme-plan allows for a greater flexibility than that of projects, simply in order to be able to react to new political developments. A first example is ETSC's Enforcement Programme.

c) Campaigns address a diverse audience (ranging from policy-makers to a wider public) and generally aim at *raising awareness* for a particular transport safety problem. They involve an intensified cooperation with other transport safety stakeholders, such as NGO's at European and national level, and seek to promote science-based solutions by ways of innovative means. Although well-structured and -planned from the start, they allow for the consideration and continuous integration of new political developments. A first example is the ETSC VOICE-Campaign on protecting vulnerable road users.

The current work within ETSC is based on one 3-year project (the SEC Belt Project, January 2004 until December 2006), one 3-year programme (the Enforcement Programme, September 2004 until August 2006) and one 3-year campaign (the VOICE Campaign, January 2005 until December 2007). The SEC Belt Project and recently the VOICE-Campaign have each received a grant from the European Commission covering 50% of their costs.

As described in the above introduction the SEC Belt Project and its progress is dealt with in greater detail in part two of this report. Part one continues with a brief overview of the activities in the Enforcement Programme and in the upcoming VOICE campaign.

1. The Enforcement programme

The overall aim of this programme is to promote Best Practice in traffic law enforcement across Europe by monitoring, assessing and reporting on the activities at EU member state level. In particular, it addresses the implementation of the EU recommendation on traffic law enforcement in EU

countries and regions. The project is integrated into ETSC's general lobbying activities seeking to generate stronger commitment from European governments and car manufacturers to significantly reduce fatalities and injuries in road transport. Up to now we have:

- Drafted a programme proposal and successfully raised funds for a 3-year programme.
- Created the position of enforcement programme officer and employed Ellen Townsend to carry out the programme together with Franziska Achterberg.
- Developed a detailed programme plan for the next three years and commenced work on some of the "tools" foreseen in the programme.
- Met with key enforcement stakeholders and presented the programme in order to facilitate close cooperation with other organisations (such as TISPOL, the European Commission, the Global Road Safety Partnership) and research consortia such as ESCAPE II.
- Set up the web-page www.etsc.be/enforcement as a "enforcement one-stop shop" containing information on best practice in traffic law enforcement.
- Started a process of enhancing cooperation with those ETSC member organisations who are taking a strong interest in Traffic Law Enforcement.

2. The VOICE-Campaign

The principle aim of this ETSC activity (which is now co-funded by the European Commission) is to raise awareness among EU policy makers of the needs of vulnerable road users by establishing a Brussels-based network of NGOs concerned with the safety of this particular group of road users. The ETSC VOICE campaign has a set of four clearly defined objectives. Each of these objectives corresponds with a specific activity, seeking to achieve a number of goals.

1. To lobby EU policy makers to accept their responsibilities and to consider the needs of vulnerable road users *(The VOICE Network)*
2. To highlight good and bad practice in road safety policy *(The VOICE Personality)*
3. To push for full implementation of existing measures on the national level *(The VOICE Facts)*
4. To improve (self-enforcing) road design in European Cities *(The VOICE Sites)*

The campaign will commence at the beginning of 2005. Up to now we have:

- Drafted a campaign proposal and are in the process of ensuring full programme funding.
- Submitted a successful application for an EU grant.
- Met with representatives of other Brussels-based NGO's and presented the programme in order to obtain their commitment.
- Identified and approached co-funders.

- PART II: SEC Belt Project Evaluation-

General introduction to the SEC Belt Project

The aim of this ETSC-Project is to improve road safety in the Southern, Eastern and Central European countries by identifying, evaluating and promoting measures for the accident risk reduction of road users. The countries within this Belt comprise Italy, France, Belgium, Cyprus, Malta, Portugal, Slovenia, Spain, Czech Republic, Greece, Hungary, Poland, Slovakia and the Baltic States – these are all countries that display death rates per billion motor vehicle km above the EU average. The project consists of 3 phases and will last for 3 years. The specific objective for each phase is:

- Phase I (Jan. 04 – Dec. 04): The identification of specific safety risks and opportunities in the SEC-Belt countries
- Phase II (Jan. 04 – Dec. 05): The evaluation of safety data and policies in the SEC-Belt countries
- Phase III (Jan. 04 – Dec. 06): The promotion of best practice and safer behaviour in the SEC-Belt countries

Phase I addresses safety practitioners and road users in the SEC-Belt countries. This phase is to last one year containing three seminars on vulnerable road users with the results being documented in three reports (ETSC-Policy Papers, approximately 20 pages). This project phase will also lead to the development of a concept for a mobile exhibition on road safety in the SEC Belt countries.
Phase II addresses international/European safety experts. It will focus on overarching transport safety issues such as the evaluation of data and policies. This phase is to last two years and completed by two additional deliverables (ETSC-Reviews, approximately 50 pages). Moreover, this phase will lead to another scientific publication, that is to say ETSC's first Year Book. It will comprise a number of articles focusing on the development, implementation and evaluation of low-cost, short-term measures to improve both the level of safety and environmental protection.
Phase III addresses local, national and European policy-makers. It will promote best transport safety practice and behaviour in the SEC-Belt countries over a period of three years. Based on the results of phase I and II, it will lead to the publication of 12 fact sheets providing an overview of Best Practice in road safety. The phase will also lead to the establishment of an ETSC Safer Cities Network that gathers European towns and cities committed to the integration of road safety into public health and general accident prevention policies. Moreover, the phase comprises 6 bi-annual newsletters (the SEC-Belt Monitor) that report on EU transport safety policies that are of relevance for the 16 SEC-Belt countries.

SEC Belt Milestones in 2004

With the start of 2004, ETSC's Project "The SEC Belt", addressing road safety in the less well performing member states, has begun. So far ETSC has:

- organised and held three seminars in Madrid, Warsaw and Brno with the participation of three road safety experts from all 16 SEC Belt countries, the European Commission as well as a number of guests.
- documented and processed the contributions made by the experts at the seminars and drafted three Policy Papers promoting measures for protecting vulnerable road users. The Policy Papers will be published at the beginning of 2005.
- set up two working parties, with 11 and 12 participants from across Europe with strong representation of the SEC Belt countries, and organised working party meetings in Brussels and Vienna.
- prepared and published the SEC Belt Monitor as a supplement to ETSC's Safety Monitor. The first 2 issues were published in 2004 and disseminated electronically to approximately 2,500 readers across Europe.
- organised and held the 6th European Transport Safety Lecture inviting one key road safety expert as well as four commentators from the SEC-Belt countries to Brussels to present their perspective on the road safety situation in the new EU member states.
- published 300 copies and launched the proceedings of the 6th ETSL at ETSC's annual conference.
- organised and held ETSC's annual "Best in Europe" conference in Brussels in October. The conference provided a platform for Malta, Germany, France, the Czech Republic, Poland and Denmark to present Best Practice in road safety policy-making at local, regional and national level.
- prepared and discussed internally a concept for a mobile exhibition on road safety. The concept will be edited in early 2005 and serves as a "fund-raising tool" for attracting donors who are willing to fund an implementation study for this exhibition.
- published one fact sheet on Traffic Law Enforcement and is in the process of drafting two others.
- gathered and discussed contributions for the new ETSC Year Book. The editorial board is currently reviewing the submitted papers. Publication date will be late spring 2005.
- set up a SEC Belt evaluation and advisory committee consisting of four independent road safety experts from France, Germany and the UK.
- identified two key issues within the SEC Belt Project, i.e. traffic law enforcement and the protection of vulnerable road users and developed them into a new ETSC-programme and an ETSC-campaign.
- presented and promoted the SEC-Belt project in several international conferences.

Evaluation of progress made in each Work-package

Each project phase contains 3 individual work-packages. The content of these work-packages is summarised below, and the progress made is described and evaluated on the subsequent pages:

- WP Ia: 3 Capacity Building and Awareness Raising Seminars
  Three capacity building and awareness raising seminars in three different countries within the SEC Belt in order to address the needs of vulnerable road users with the aim of getting a better overview of the most pressing problems as well as existing policies and measures.
- WP Ib: 3 ETSC Policy Papers
  Three ETSC Policy Papers identifying the risks and opportunities for improving the safety of (vulnerable) road users in the SEC Belt.
- WP Ic: ETSC exhibition
  A concept for a mobile exhibition on road safety specifically directed to the needs and problems of transport users and experts in the SEC Belt Countries. This exhibition will give particular emphasis to issues such as alcohol, drugs and aggressive driving[1].
- WP IIa: ETSC Review on improving transport accident data
  A review on the specific problems of transport accident statistics in the SEC Belt countries including clear policy recommendations.
- WP IIb: ETSC Review on evaluation of national road safety policies
  A review on the methodology for evaluating national road safety policies across the EU.
- WP IIc: ETSC Year Book
  The ETSC year book is dedicated to establishing links to other transport policy fields by addressing safety from an integrated risk management perspective. The theme for the year 2005 will be “safety & sustainability”.
- WP IIIa: 12 ETSC fact sheets
  12 fact sheets on specific road safety policy issues. Each fact sheet will comprise 2 pages and will be disseminated both as electronic and paper copy version.
- WP IIIb: International Conference & the ETSC Safer Cities Network
  The publications that come out of the prior phases provide the basis for a declaration that will serve as the reference document for an ETSC Safer Cities Network integrating road safety into wider public health and accident prevention strategies.
- WP IIIc: 6 bi-annual Newsletters on EU policy
  A series of newsletters monitoring the European Parliament and the Commission and reporting relevant decisions to stakeholders in the SEC Belt countries.

[1] During the subsequent 2 years ETSC will try to raise additional funds, so that by the end of 2006 the budget will allow the realisation of the exhibition.

Capacity Building and Awareness Raising Seminars (WP Ia)

Status: The three capacity building and awareness raising seminars on the needs of vulnerable road users were held in Madrid, Warsaw and Brno in May 2004. They were organised with the support of the ETSC Members Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA), the Motor Transport Institute (ITS) and the Czech Transport Research Centre (CDV). The 16 SEC Belt countries were grouped and each country was represented by three road safety experts with expertise in at least one of the three work areas of road safety work – vehicle, infrastructure and user.

The seminars lasted for two days and were structured by ways of a questionnaire, a meta-plan discussion as well as working groups within the three areas "vehicle", "infrastructure" and "user". The participants gave written and oral contributions that provided the basis for the policy papers (see WP Ib).

General evaluation: The seminars were regarded as useful by the participating experts. They allowed for exchanging experience, networking, promoting best practice, influencing EU road safety policy-making and broadening knowledge about EU policy-making.

For ETSC the seminars represented an enormous success allowing for a very quick and efficient extension of ETSC's "Pool of Experts" into the accession countries. Overall, it can be said that the seminars were a great success both in terms of their preparation as well as their outcome.

Indicator	*Comment: Capacity Building & Awareness Raising Seminars*
Achieving EU Transport Policy Objectives	Contributed to achieving equal conditions and equally safe access for all transport users – especially the vulnerable ones.
Generating new knowledge in road safety	The fact that the seminars were structured in advance by a questionnaire, a meta-plan discussion and a detailed plan for the working groups ensured that new knowledge on specific issues was generated. Each participant found themselves taking an active role in the discussion and reflecting on all issues, hence allowing for a more systemic perspective on transport safety.
Contributing to legislative action at EU level	By providing the input for ETSC's policy papers this activity ensured that ETSC's recommendations are well-rooted in the SEC Belt countries and truly reflect what are seen by leading national experts as the most pressing problems.
Supporting dissemination of good practice	Provided a platform not only for the presentation and critique of examples of better and poorer practice, but also for a critical reflection of the state of the art in the SEC Belt countries.

ETSC's Policy Papers on protecting vulnerable road users (WP Ib)

Status: The output of the above mentioned seminars are three ETSC Policy Papers identifying the risks and opportunities for improving the safety of vulnerable road users in the SEC Belt. Each Policy Paper deals with one of the three areas of road safety work – vehicles, infrastructures and users. The drafts have now been finalised by the ETSC Secretariat and are currently being revised with the support of key seminar participants. Before publication they will be sent to and discussed by ETSC's Main Council Members in the beginning of 2005. Publication date will be spring 2005.

General evaluation: The Policy Papers (PP) are identifying priorities for road safety work in that they comprise the most important aspects of protecting vulnerable road users in the SEC Belt countries. Due to the substantial amount of information ETSC has received from the participants of its three seminars the drafting of the PPs turned out to be a time-consuming procedure. After structuring and filtering the information, the Secretariat has now drafted a version of each paper that presents key recommendations for EU policy-makers concerning the protection of vulnerable road users. After publication, 300 copies will be sent to key decision-makers at national and European level. A well-planned and -timed launch in early 2005 will ensure the necessary media and press coverage. In total the progress made in this work-package is satisfactory and the completion of the PPs lies within the anticipated time frame.

Indicator	*Comment: Policy Papers*
Achieving EU Transport Policy Objectives	By anchoring the recommendations for EU road safety policy-making in the expert community at member state level, the PPs are recognising the subsidiarity principle .
Generating new knowledge in road safety	Whereas the seminars ensured the generation of new knowledge, the publication and dissemination of the Policy Papers will provide for the transfer of this knowledge into policy-making at the national and European level.
Contributing to legislative action at EU level	The publication of the Policy Papers coincides with preparation of the mid-term review of the 3rd Road Safety Action Programme in 2005. This mid-term review will specifically deal with the road safety situation in the new EU member states. Hence, the Policy Papers with their unique overview of the problems and needs of vulnerable road users in the SEC Belt countries, as well as their clear policy recommendations, are likely to provide a crucial reference document for this review procedure and hence for any subsequent legislative action.
Supporting dissemination of good practice	By integrating the publication of the PP's into a dissemination strategy that fully exploits ETSC's international network of members, collaborators, and sponsors, examples of good practice in protecting vulnerable road users will be widely communicated.

The concept for a mobile road safety exhibition (WP Ic)

Status: A concept for a mobile exhibition on road safety has been drafted by an external consultant under the supervision of ETSC's Executive Director. The draft has been discussed and commented on by ETSC's Secretariat staff members. The concept envisages an exhibition highlighting the "science of road safety". It identifies 8 themes to be exhibited at 8 stations distributed over 4 containers. These themes are: 1. An introduction to ETSC and European road safety work, 2. Risky mobility, 3. Fatal statistics - from data to policy, 4. "Who is responsible", 5. Safer cars, 6. After the accident, 7. On the road, 8. With the user.

General evaluation: The involvement of an external consultant has proven to be a fruitful procedure. Despite the limited financial means for this work-package, ETSC was able to formulate a principal structure for a mobile exhibition on road safety that ought to attract experts and users alike. With this concept at hand, the Secretariat will now undertake the necessary steps to involve potential sponsors. Once the concept is printed in its final version in early 2005, ETSC is planning to establish a small group of sponsors and experts to take the idea further and carry out a more concrete feasibility study including a budget and plan for implementation. Already at this stage a few corporate sponsors have expressed their interest in further developing the concept.

Indicator	*Comment: Concept for an exhibition*
Achieving EU Transport Policy Objectives	The exhibition would introduce some of the key-issues of the Common Transport Policy as well as European road safety work to a wider audience.
Generating new knowledge in road safety	For the expert community the exhibition would generate new insights into how to present road safety problems; for the lay community it would generate new knowledge about the "making" of road safety across Europe.
Contributing to legislative action at EU level	The exhibition would increase public knowledge concerning the role of the European Union and its road safety policy. Hence, it would encourage public acceptance for current and future legislative actions.
Supporting dissemination of good practice	By addressing a "dual audience" of experts and lay transport users alike the exhibition would seek to raise awareness of the efforts undertaken by road safety experts and to increase public awareness and support for the implementation of effective road safety measures.

Review on improving transport accident data (WP IIa)

Status:. A new Working Group on transport accident data (the Data WP) was set up at the beginning of 2004. It comprises 11 leading independent experts from across the EU with a predominant composition of experts from the SEC belt countries. The WP is chaired by George Yannis from the Technical University of Athens. Matthijs Koornstra acts as deputy chairman. The WP held a first meeting in Brussels in April 2004 and will meet again at the end of 2004/beginning of 2005. The Review (about 50 pages long) will be published at the end of 2005.

General evaluation: During the first meeting the WP made good progress in discussing the main problems of data collection, analysis and dissemination in the SEC Belt countries. The Working Group has also agreed on the coverage of the Review: this new publication will not be a mere update of previous ETSC statistical work but will dedicate a substantial part of the analysis to the identification and promotion of clear policy recommendations for actions at EU and MS level.

The second meeting of the Data WP was scheduled for October 2004. However, the process of data collection and information gathering has proved to be rather lengthy and has forced the Secretariat to postpone the meeting. This meeting is now scheduled for January 2005.

Indicator	*Comment: "Improving transport accident data"*
Achieving EU Transport Policy Objectives	The safety problems in the SEC Belt countries are partly linked to problems of data collection, analysis and dissemination. The Data WP will gather and evaluate specific transport accident data from the SEC Belt countries and develop clear policy recommendations.
Generating new knowledge in road safety	The WP will generate new knowledge at two levels. First of all, it will update ETSC's road safety statistics with the latest data available (including those from the SEC Belt countries). Secondly, by formulating recommendations, it will try and foster a common approach at EU level on data collection, analysis and dissemination.
Contributing to legislative action at EU level	The Review will formulate clear policy recommendations which will be a ready-to-use tool for EU and national policy makers in their legislative activities.
Supporting dissemination of good practice	The WP includes also experts from countries with a higher level of road safety than the SEC Belt countries. Their expertise will be paramount in bringing in and disseminating best practice on the issues of data collection, analysis and dissemination.

Review on the evaluation of national road safety policies (WP IIb)

Status:. A new Working Group on the evaluation of national road safety policies (the Evaluation WP) has been set up at the beginning of 2004. It comprises 12 leading independent experts from across the EU with a predominant composition of experts from the SEC belt countries. The WP is chaired by Maurizio Tira from the University of Brescia. Richard Allsop from University College London acts as deputy chairman. The WP held a first meeting in Brussels in Mach 2004 and a second meeting in September 2004 in Vienna. The third meeting will be held in March 2005. The Review (about 50 pages long) will be published at the end of 2005.

General evaluation: During the first two meetings the WP has made excellent progress. The first meeting defined the scope of the new Review, agreed on its structure and assigned the tasks to the different members. In preparation for the second meeting, all the WP members worked hard towards the preparation of their written contributions which have been submitted within the agreed deadline. The second meeting of the Evaluation WP saw substantial progress towards the completion of the new Review: all the contributions were analysed and commented on by the WP members and new tasks were defined. The third meeting (to be held in March 2005) will be dedicated to the analysis of the first draft of the new Review as a whole.

Indicator	*Comment: "Evaluation of national road safety policies"*
Achieving EU Transport Policy Objectives	This WP will lead to the production of an ETSC Review that clearly outlines the methodology for an evaluation of national road safety policies across the EU thereby contributing to the improvement of road safety in the SEC Belt countries as well as in other countries.
Generating new knowledge in road safety	The new Review will have the character of an ETSC hand book for evaluating national transport policies allowing national safety experts to both assess and benchmark their policies and identify good ways forward for their respective countries.
Contributing to legislative action at EU level	The Review will formulate clear policy recommendations on how to assess and benchmark road safety policies. It will also stimulate legislative action whenever proactive or corrective actions are shown to be advisable in the light of the evaluation of a road safety policy.
Supporting dissemination of good practice	The WG includes also experts from countries with a higher level of road safety than the SEC Belt countries. Their expertise will be paramount in bringing in and disseminating best practice on the evaluation of national road safety policies.

The ETSC Year Book (WP IIc)

Status: The Year Book is a new series published by ETSC annually comprising up to 10-15 articles on specific transport safety issues by researchers from across Europe. The call for papers for the 2005 Year Book was launched in spring 2004 with an initial deadline of September 30. By October ETSC had received only 5 submissions, making it necessary to re-launch the call and postpone the deadline until December 30.

General evaluation: The initial response to the Year Book within ETSC's Main Council, the Board and amongst ETSC's sponsors was rather positive. It was welcomed as a new and unique possibility to increase ETSC's outreach. The call was published in several issues of ETSC's newsletter Safety Monitor, placed on ETSC's website, distributed via the Main Council, ETSC's pool of experts and various transport e-mail lists and referred to in presentations by staff members at international conferences. However, despite the fact that the Year Book offers a medium for new thoughts and approaches to transport safety problems, only a few authors had submitted articles so far. It was in particular disappointing to see that no ETSC member had submitted any contribution before the initial deadline. ETSC therefore re-launched the call at the Best in Europe conference in October 2004, raised the issue at its Main Council Meeting in October and approached a number of researchers directly throughout the autumn of 2004. We are confident that before the final deadline of December 30, sufficient submissions to the year book will have been made so that the publication date of mid-2005 can still be realised.

Indicator	*Comment: "ETSC's Year Book 2005 – Safety & Sustainability"*
Achieving EU Transport Policy Objectives	By linking safety and sustainability the Year Book addresses the CTP objective of integrating transport into sustainable development. It explores possibilities for creating synergies between measures that aim at resolving health-related threats of transport. In doing so it is supportive of a European Transport Policy that seeks to minimise all risks of transport to individuals and society.
Generating new knowledge in road safety	The Year Book especially invites contributions by researchers from areas at the "fringe" of established transport safety sciences. Hence, the Year Book is likely to generate new insights into EU road safety policy-making by reaching beyond conventional views on transport risks related to accident occurrence and environmental pollution.
Contributing to legislative action at EU level	By promoting integrated approaches to transport risks, the Year Book is likely to inform legislative action that better considers both positive and negative impacts of road safety legislation on other policy-areas
Supporting dissemination of good practice	With contributions from researchers across the EU, the Year Book will offer substantial insights into Best Practice in transport risk management and research in several member states.

The ETSC fact sheets (WPIIIa)

Status: By the end of 2006, ETSC will publish 12 fact sheets on specific road safety policy issues. During 2004 ETSC published the first of this series of fact sheets on the issue of traffic law enforcement, and placed it in electronic form on its website, and brought the second and third fact sheets on road safety audit and e-safety to an advanced state of preparation.

General evaluation: The drafting and publishing of the fact sheets is being carried out by several Secretariat staff members. It entails gathering and processing of research results and scientific facts from ETSC's member organisations and experts. The consecutive order and launch of the fact sheets are linked to either ongoing ETSC-activities (such as the publication of the traffic law enforcement fact sheet at the start of ETSC's enforcement programme) or to current legislative acts by the European Commission such as the forthcoming directive on infrastructure safety.

The publication of the first fact sheet has shown that this new ETSC series is an effective way of highlighting a particular road safety measure and contributing to the dissemination of Best Practice without committing the significant resources required for working party meetings. Much of the work needed for compiling a fact sheet can be done within the ETSC Secretariat. Moreover, as seen with the Enforcement Fact Sheet, a timely launch can add substantial weight to ongoing debates on specific areas within EU road safety policymaking and support EU legislative action, such as for instance in the case of traffic law enforcement.

Indicator	*Comment: "The ETSC Fact Sheets"*
Achieving EU Transport Policy Objectives	The fact sheets will introduce some of the key-issues of the 3rd road safety action programme of the EU to a wider audience in all 25 member states and thus contributes to the CTP.
Generating new knowledge in road safety	To road safety experts the information disseminated in the fact sheets ought to be well-know; for a wider audience, including the media, it often represents new knowledge.
Contributing to legislative action at EU level	As a collection of "what works well" the fact sheets provide an excellent basis for policy-planning and consideration of legislation in the most important areas of road safety work.
Supporting dissemination of good practice	By placing all fact sheets on ETSC's web-site road safety stakeholders from across Europe are able to quickly get an overview of the most important arguments for the implementation of a specific measure.

International Conference & the ETSC Safer Cities Network (WP IIIb)

Status: Under the SEC Belt Project, ETSC is planning to intensify its activities in relation to "urban safety management" promoting an integrated approach to road safety at the local level. The WP foresees the establishment of a group of experts leading these activities within ETSC and promoting urban safety management at ETSC's annual conference in 2006. Initial contacts are being made between the ETSC Secretariat and local road safety planners from across Europe. It needs to be mentioned that the majority of work to be conducted under this WP falls into the 2nd half of the project. Hence, only a few first steps have been made. This steps include inviting the road safety director of the City of Ghent to ETSC's 2004 Best in Europe Conference with a presentation, considering the WP in relation to ongoing ETSC work at the local level in the city of Brussels, linking the work to ETSC's campaign on vulnerable road users (VOICE) commencing in early 2005, cooperating with the POLIS Network and gathering key contacts from "well-performing" cities in the SEC Belt countries in order to be able to promote the dissemination of Best Practice in this area.

General Evaluation:
The work carried out so far by the Secretariat is of a preparatory nature. It is ensuring that the WP is well-integrated into other ETSC activities and that the establishment of an ad-hoc working party working on urban safety matters can take place next year. This working party shall then draft a review focusing on economic aspects of local road safety measures. Although the progress made has not yet resulted into any measurable output, this WP is well-rooted and taken into account in the context of current ETSC activities.

Indicator	*Comment: "Conference & Safer Cities Network"*
Achieving EU Transport Policy Objectives	By highlighting urban safety management the WP takes on board issues such as modal shift and demand management, both issues mentioned under the CTP.
Generating new knowledge in road safety	The insights on the "economics of local road safety work" produced by the ad-hoc working party, will improve the knowledge base for road safety policy in the EU 25.
Contributing to legislative action at EU level	The output of the WP has the potential to fuel processes at EU level focusing on promoting local road safety plans, for example, by means of an EU Communication or Recommendation.
Supporting dissemination of good practice	By bringing together experienced urban safety experts in a working party and making the working party recommendations available on the web-site, ETSC will contribute to the dissemination of good practice in local road safety policy.

Bi-annual Newsletters on EU policy – "The SEC Belt Monitor" (WP IIIc)

Status: Two issues of a new series of newsletters (The SEC Belt Monitor), focusing on road safety developments in the SEC Belt countries, have been published. Every issue has a geographical focus and concentrates on a specific theme particularly relevant to stakeholders in the SEC Belt countries. The first SEC Belt Monitor, published in May 2004, dealt with the 8 Central and Eastern European countries, which had just joined the EU. It gave an overview over recent road safety developments in these countries and reported on national road safety plans and targets. The second SEC Belt Monitor, published in November 2004, provided an overview over recent developments in France and Belgium. It presented statistics and focussed on the issue of political responsibility for road safety. Recent developments in France were commented on by La Prévention Routière Française, and the situation in Belgium was discussed with the Belgian Minister of Transport.

General Evaluation: The SEC Belt Monitor presents relevant and new information on road safety issues to stakeholders both in and outside the SEC Belt. It gives a platform to important national actors that are not (yet) known internationally to express their views, and thereby inspires an informed, truly European debate on road safety issues. The first two issues were indeed a success, both in terms of planning and dissemination as well as with respect to the reception by its audience.

Indicator	*Comment: "The SEC Belt Monitor"*
Achieving EU Transport Policy Objectives	The newsletter contributes to a general improvement in road safety in that it informs on trends and initiatives relevant to less well-performing countries. The most prominent goal is to inspire decision makers in SEC Belt countries, who feel that they cannot, in their current situation, copy recipes from the SUN countries.
Generating new knowledge in road safety	The newsletter provides otherwise unavailable information on the SEC Belt countries. It contributes to a balanced view of road safety in the whole of Europe, which is helpful because safety experts tend to be better informed about well-performing countries and less informed about the SEC Belt.
Contributing to legislative action at EU level	Through the newsletter, SEC Belt stakeholders express their view on fields in which European action might be helpful.
Supporting dissemination of good practice	The SEC Belt Monitor discusses examples of good and of bad practice, both of which can be learnt from.