# Capacity building and awareness raising seminars

In May 2004 ETSC has organised three capacity building and awareness raising seminars in three different countries within the SEC Belt. The aim of these seminars was to address the needs of vulnerable road users and to get a better overview of the most pressing problems as well as existing policies and measures.

Each seminar lasted for two days and was structured by ways of a questionnaire, a meta-plan discussion as well as working groups within the three areas of "vehicle", "infrastructure" and "behaviour" (see Annex). The participants gave written and oral contributions on the safety of vulnerable road users in their countries.

The 16 SEC Belt countries were grouped and each country was represented by road safety experts with expertise in at least one of the three work areas of road safety work – vehicle, infrastructure and behaviour.

The first seminar was held in Madrid on 5-6 May 2004 and was organised with the support of the ETSC Member Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA). The following experts attended the Seminar:

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| Maria Attard | Malta Transport Authority | Malta |
| Joao Cardoso | LNEC | Portugal |
| Dominique Cesari | INRETS | France |
| Elena de la Peña | Spanish Road Association | Spain |
| Patric Derweduwen | IBSR | Belgium |
| Lorenzo Domenichini | University of Florence | Italy |
| Mario Falzon | Malta Transport Authority | Malta |
| Dominique Fleury | INRETS | France |
| Michèle Guillaume | IBSR | Belgium |
| Gilles Malaterre | INRETS | France |
| Jesus Monclus | FITSA | Spain |
| David Sutton | Malta Transport Authority | Malta |
| José Miguel Trigoso | PRP | Portugal |
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| Maria Teresa Sanz Villegas | European Commission | Observer |
| Jacqueline Lacroix | DVR | Observer |

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| Jörg Beckmann | ETSC |
| Antonio Avenoso | ETSC |

The second seminar was held in Warsaw on 17-18 May 2004 and was organised with the support of the ETSC Member Motor Transport Institute (ITS). The following experts attended the Seminar:

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| Dago Antov | Stratum | Estonia |
| Ilona Buttler | Motor Transport Institute | Poland |
| Harri Kuusk | Estonian Road Administration | Estonia |
| Péter Lányi | Ministry of Economy and Transport | Hungary |
| Jüri Lavrentjev | University of Tallinn | Estonia |
| Ziedonis Lazda | Ministry of Transport | Latvia |
| Gundars Liberts | Riga Technical University | Latvia |
| Irén Papp | Psychologist | Hungary |
| Franciszek Pietrucha | PROFIL | Poland |
| Wojciech Przybylski | Motor Transport Institute | Poland |
| Alvis Pukitis | Ministry of Transport | Latvia |
| Sándor Vincze-Pap | Autokut | Hungary |
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| Peter Alexander Schmitz | European Commission | Observer |
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| Antonio Avenoso | ETSC | |
| Franziska Achterberg | ETSC | |

The third seminar was held in Brno on 27-28 May 2004 and was organised with the support of the ETSC Member Czech Transport Research Centre (CDV). The following experts attended the Seminar:

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| Maria Dobesova | Lucido | Slovakia |
| Charis Evripidou | Police | Cyprus |
| Yannis Handanos | Transportation Engineer | Greece |
| Jaroslav Heinrich | CDV | Czech Republic |
| Panagiotis Kalaitzis | Ministry of Communications | Cyprus |
| Vratislav Kelnar | CDV | Czech Republic |
| Josef Mikulik | CDV | Czech Republic |
| George Morfakis | Ministry of Communications | Cyprus |
| Aristotelis Naniopoulos | University of Thessaloniki | Greece |
| Tomaz Pavcic | Roads Directorate | Slovenia |
| Marko Polic | Ministry of Transport | Slovenia |
| Milan Rezetka | Transport Research Institute | Slovakia |

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| Robert St'astny | Ministry of Transport | Czech Republic |
| Anastasios Tsaglas | Ministry of Public Works | Greece |
| Samo Zupan | University of Ljubljana | Slovenia |
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| Jean-Paul Repussard | European Commission | Observer |
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| Jörg Beckmann | ETSC | |
| Antonio Avenoso | ETSC | |

The contributions of the above-listed experts to the three Seminars were collected and processed by the ETSC Secretariat. They were then incorporated in the policy paper "The safety of vulnerable road users in the Southern, Eastern and Central European countries (the SEC Belt)".

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.

# Annex: The questionnaire

## VEHICLE

1. Does the situation of your country's vehicle fleet have an influence on the safety of vulnerable road users?

2. What is the role of active safety in improving the safety of vulnerable road users?

3. What is the role of passive safety in improving the safety of vulnerable road users?

4. How do you see the poor results of the car industry in the EuroNCAP pedestrian tests? How do you think this could be overcome? Is the idea of an overall rating feasible? Do you think your country should become a member of EuroNCAP and support its further development?

5. Are daytime running lights (for cars and two-wheelers) compulsory/recommended/forbidden in your country? And how do you think they relate to the safety of vulnerable road users?

6. Other issues to be raised

## INFRASTRUCTURE

1. What are the latest most important developments in your country in terms of infrastructure and their relation to the safety of vulnerable road users? Are there differences in national and local level activities?

2. What is being done for the treatment of black spots and the creation of forgiving roadsides? What is the state of development of road safety audits and road safety impact assessment in your country?

3. What is the role of national and local authorities in implementing road safety schemes and measures? What are the basic insufficiencies and the ways to face them?

4. Are there any cities that have been known for their particular attention to the problems of vulnerable road users? Have they developed traffic calming measures, cycle lanes, pedestrian-only zones? Are you aware of any example of Zone 30 or Home Zones in your country? Are you aware of any policy for implementing low cost/high return infrastructure measure?

5. What is the role of scarce financial resources in determining a poor infrastructure? Are the solutions known but hard to implement because of financial constraints?

6. Other issues to be raised

## BEHAVIOUR

1. What do you think is the role of behavioural measures in the protection of vulnerable road users? Is there a need to modify drivers' attitudes and behaviour?

2. What is the role of national and local authorities for the improvement of road user behaviour? Are the activities of local authorities a good example for the road user?

3. What is the rate of helmet use for riders of powered two wheelers in your country? Do you promote or mandate the use of cycle helmets?

4. What is the role of education in your country? Are you aware of any particular information and awareness raising campaigns in your country targeted to the needs of vulnerable road users? Do driver education and training in your country also include the protection of vulnerable road users?

5. What is the role of enforcement? Are the resources of the enforcement process earmarked to the improvement of road safety?

6. Other issues to be raised