European Transport Safety Council

SEC Belt Project
Final Report

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General introduction to the SEC Belt Project

The aim of this ETSC Project was 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 comprised Belgium, Cyprus, Czech Republic, Estonia, France, Greece, Hungary, Italy, Latvia, Lithuania, Malta, Poland, Portugal, Slovenia, Spain and Slovakia. The project consisted of 3 phases and lasted for 3 years. The specific objectives for each phase were:

- Phase I (completed in 2004): The identification of specific safety risks and opportunities in the SEC Belt countries;
- Phase II (completed in 2005): The evaluation of safety data and policies in the SEC Belt countries;
- Phase III (completed in 2006): The promotion of best practice and safer behaviour in the SEC Belt countries.

Phase I, which was completed in 2004, addressed safety practitioners and road users in the SEC Belt countries. During this phase three seminars on vulnerable road users were organised in Spain, Poland and Czech Republic with the results being documented in three ETSC Policy Papers (consolidated in the document "The Safety of vulnerable road users in the Southern, Eastern and Central European countries"). This project phase also led to the development of a concept for a mobile exhibition on road safety in the SEC Belt countries.

Phase II, which was completed in 2005, addressed international/European safety experts. It focused on overarching transport safety issues such as the evaluation of data and policies. This phase led to the publication of three additional deliverables: a Review on road accident data in the enlarged European Union, a Handbook on a methodological approach to national road safety policies and ETSC's first Year Book comprising 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, which was completed in 2006, addressed local, national and European policy-makers. It promoted best transport safety practice and behaviour in the SEC Belt countries over a period of three years. This phase led to the publication of 12 fact sheets providing an overview of Best Practice in road safety. The phase also led to the establishment of an ETSC Safer Cities Network (launched at an international conference) gathering European towns and experts. Moreover, the phase comprised 6 bi-annual newsletters (the "SEC Belt Monitor") that reported on EU transport safety policies that were of relevance for the 16 SEC Belt countries.

SEC Belt Milestones in 2004

In 2004, within the SEC Belt Project, ETSC has:

- organised and held three seminars in Madrid, Warsaw and Brno with the participation of road safety experts from the 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 (then consolidated in one document) promoting measures for protecting vulnerable road users.
- 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 Newsletter. 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 (ETSL) 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.
- published one fact sheet on Traffic Law Enforcement.
- gathered and discussed contributions for the new ETSC Year Book.
- 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.

SEC Belt Milestones in 2005

In 2005, within the SEC Belt Project, ETSC has:

- promoted and disseminated the Policy Papers on the safety of vulnerable road users.
- organised meetings of the Evaluation Working Party in Milan and Paris with participants from across Europe and strong representation of the SEC Belt countries.
- drafted a new Handbook on the "Evaluation of national road safety policies" to help national policymakers in the SEC Belt countries to assess and benchmark their policies.
- organised meetings of the Data Working Party in Brussels, Athens and Budapest with participants from across Europe and strong representation of the SEC Belt countries.
- drafted a new Review on "Road accident data in the European Union - Learning from each other" containing a set of recommendations to national and European policy makers on how to improve road safety data collection, analysis and dissemination.
- published the first ETSC Yearbook on safety and sustainability containing seven articles on measures that could improve both the level of safety and environmental protection.
- published seven fact sheets on "Seat belts and child restraints", "Cross-border enforcement", "Alcohol interlocks", "Road safety audit", "Motor vehicle speed in the EU", "The safety of heavy duty vehicles" and "Driving licensing".
- prepared and published the SEC Belt Monitor Newsletter. Issue number 3 and Issue number 4 were published in July 2005 and December 2005 respectively and disseminated electronically to approximately 2,500 readers across Europe.
- organised and held the 7th European Transport Safety Lecture (ETSL) in Copenhagen inviting one key road safety expert as well as two commentators to speak on the "Vision zero" and on lessons to be learnt for other countries.
- published 300 copies and launched the proceedings of the 7th ETSL.
- planned ETSC "Best in Europe" conference on "E-safety that matters".
- presented and promoted the SEC Belt project in several international conferences.

SEC Belt Milestones in 2006

In 2006, within the SEC Belt Project, ETSC has:

- promoted and disseminated the Handbook on "A methodological approach to national road safety policies" to help national policymakers in the SEC Belt countries to assess and benchmark their policies.
- promoted and disseminated the Review on "Road accident data in the enlarged European Union - Learning from each other" containing a set of recommendations to national and European policy makers on how to improve road safety data collection, analysis and dissemination.
- promoted and disseminated the Yearbook on "Safety and sustainability" containing nine articles on measures that could improve both the level of safety and environmental protection.
- published four fact sheets on "Conspicuity and road safety", "Road safety day", "Promoting seat belt use", "Promoting child safety restraints".
- established and launched the ETSC Safer Cities Network gathering European towns, cities and national experts committed to the integration of road safety into activities at the local level.
- prepared and published the SEC Belt Monitor Newsletter. Issue number 5 and Issue number 6 were published in July 2006 and October 2006 respectively and disseminated electronically to approximately 2,500 readers across Europe.
- planned and organised ETSC "Best in Europe" Conference on "E-safety that matters" held on 21-22 February 2006 in Brussels.
- organised and held the 8th European Transport Safety Lecture (ETSL) in Dresden inviting one key road safety expert as well as two commentators to speak on "Reducing casualties on country roads in the EU" and on lessons to be learnt for other countries.
- published 100 copies and launched the proceedings of the 8th ETSL.
- presented and promoted the SEC Belt project in several international conferences.

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Evaluation of each Work-package

Each project phase contained 3 individual work-packages. The content of these work-packages is summarised below, and an evaluation is made 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 countries in the field of behaviour, infrastructure and vehicle.
- WP Ic: Concept for a mobile 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.

- 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 Handbook on the evaluation of national road safety policies
  A handbook on the methodology for evaluating national road safety policies across the EU.
- WP IIc: ETSC Year Book
  An ETSC year book dedicated to establishing links to other transport policy fields by addressing safety from an integrated risk management perspective.

- WP IIIa: 12 ETSC fact sheets
  12 fact sheets on specific road safety policy issues.
- WP IIIb: International Conference & the ETSC Safer Cities Network
  An ETSC Safer Cities Network integrating road safety into wider public health and accident prevention strategies and an international conference.
- WP IIIc: 6 bi-annual Newsletters on EU policy
  A series of newsletters (“SEC Belt monitor”) monitoring the European Parliament and the Commission and reporting relevant decisions to stakeholders in the SEC Belt countries.

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 (5-6 May 2004), Warsaw (17-18 May 2004) and Brno (27-28 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 road safety experts with expertise in at least one of the three work areas of road safety work – vehicle, infrastructure and user. The list of participants can be consulted on ETSC's website.

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 on the safety of vulnerable road users in their countries. The contributions of the three Seminars were then incorporated in the publication "The safety of vulnerable road users in the Southern, Eastern and Central European countries (the SEC Belt)".

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	The Seminars 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: "The safety of vulnerable road users in the Southern, Eastern and Central European countries (the SEC BELT)" (WP Ib)

Status: The output of the above mentioned seminars were three ETSC Policy Papers identifying the risks and opportunities for improving the safety of vulnerable road users in the SEC Belt. The Policy Papers deal with the three areas of road safety work – vehicles, infrastructures and users. The three Policy Papers on behaviour, infrastructure and vehicle were eventually consolidated in a single document entitled "The safety of vulnerable road users in the Southern, Eastern and Central European countries (the SEC BELT)".

General evaluation: The Policy Papers identified priorities for road safety work in that they comprised the most important aspects of protecting vulnerable road users in the SEC Belt countries. Due to the substantial amount of information ETSC received from the participants of its three seminars, the Policy Papers turned out to be a very useful publication presenting key recommendations for EU policy makers concerning the protection of vulnerable road users. More than 300 copies were sent to key decision-makers at national and European level.

Indicator	*Comment: Policy Paper*
Achieving EU Transport Policy Objectives	By anchoring the recommendations for EU road safety policy making in the expert community at member state level, the Policy Papers recognised 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 provided 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 coincided with the preparation of the mid-term review of the 3rd Road Safety Action Programme. 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, provided a crucial reference document for the review procedure and hence for any subsequent legislative action.
Supporting dissemination of good practice	By integrating the publication of the Policy Papers into a dissemination strategy that fully exploited ETSC's international network of members, collaborators and sponsors, examples of good practice in protecting vulnerable road users were widely communicated.

The concept for a mobile road safety exhibition: "Safety Live" (WP Ic)

Status: A concept for a mobile exhibition on road safety was drafted by an external consultant under the supervision of ETSC's Executive Director. The draft was 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.

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: "Road accident data in the enlarged European Union – Learning from each other" (WP IIa)

Status: The Working Group on transport accident data (the Data WP) was set up at the beginning of 2004. It comprised 11 leading independent experts from across the EU with a predominant composition of experts from the SEC Belt countries. The WP was chaired by George Yannis from the Technical University of Athens. Matthijs Koornstra acted as deputy chairman.

General evaluation: The Data WP met four times. The first three meetings (two in Brussels and one in Athens) were used to structure and edit the various contributions on the problems of data collection, analysis and dissemination. The last meeting (held in Budapest) was mainly dedicated to the analysis of the last draft of the Report. The new Review not only provides an update of previous ETSC statistical work but dedicates a substantial part of the analysis to the importance of obtaining quality data. It also identifies and promotes clear policy recommendations for action at EU and Member State level.

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 gathered and evaluated specific transport accident data from the 25 EU countries and developed clear policy recommendations.
Generating new knowledge in road safety	The WP generated new knowledge at two levels. First of all, it updated ETSC's road safety statistics with the latest data available (including those from the SEC Belt countries). Secondly, by formulating recommendations, the WP tried to foster a common approach at EU level on data collection, analysis and dissemination.
Contributing to legislative action at EU level	The Review formulates clear policy recommendations representing a ready-to-use tool for EU and national policy makers in their legislative activities.
Supporting dissemination of good practice	The WP included also experts from countries with a higher level of road safety than the SEC Belt countries. Their expertise was paramount in bringing in and disseminating best practice on the issues of data collection, analysis and dissemination.

Handbook on the evaluation of national road safety policies: "A methodological approach to national road safety policies" (WP IIb)

Status: A new Working Group on the evaluation of national road safety policies (the Evaluation WP) was set up at the beginning of 2004. It comprised 12 leading independent experts from across the EU with a predominant composition of experts from the SEC Belt countries. The WP was chaired by Maurizio Tira from the University of Brescia. Richard Allsop from University College London acted as deputy chairman.

General evaluation: The Evaluation WP met four times. During the first three meetings (held in Brussels, Vienna and Milan) the group made substantial progress in putting together the various contributions from the members on the tools for the evaluation of national road safety policies. The last meeting, held in Paris, was entirely dedicated to the analysis of the last draft. The Handbook represents a powerful tool for national and international policymakers for the evaluation of their road safety policy by identifying a host of key elements which could contribute to the achievement of higher levels of road safety.

Indicator	*Comment: "Evaluation of national road safety policies"*
Achieving EU Transport Policy Objectives	This WP has lead to the production of an ETSC Handbook 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 publication has the character of an ETSC handbook 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 Handbook formulates 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 WP included also experts from countries with a higher level of road safety than the SEC Belt countries. Their expertise was paramount in bringing in and disseminating best practice on the evaluation of national road safety policies.

The ETSC Year Book: "Safety and Sustainability" (WP IIc)

Status: The Year Book is a new series published by ETSC comprising up to 10 articles on specific transport safety issues by researchers from across Europe. The call for papers for the 2005 Year Book was launched in the course of 2004. The intention of the 2005 Year Book was to facilitate an integrated and systemic perspective on transport risks to life, limb, health and the environment.

General evaluation: The initial response to the Year Book within ETSC's Main Council, the Board and amongst ETSC's sponsors was very 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. Fifteen contributions were submitted to the ETSC Secretariat and seven were retained for publication by the editorial board. The Yearbook was published in the course of October 2005. The individual papers identified synergies between safe and sustainable transport measures in order to help significantly reduce all transport risks alike. Although accident/injury prevention and environmental protection were discussed predominantly in relation to road transport, ETSC welcomed papers addressing these issues within the non-road modes.

Indicator	*Comment: "ETSC's Year Book 2005 – Safety & Sustainability"*
Achieving EU Transport Policy Objectives	By linking safety and sustainability the Year Book addresses the Common Transport Policy 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 comprises 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: Under this Work Package ETSC has published 12 fact sheets on "Traffic Law Enforcement", "Seat belts and child restraints", "Cross-border enforcement", "Alcohol interlocks", "Road safety audit", "Motor vehicle speed in the EU", "The safety of heavy duty vehicles", "Driving licensing" "Conspicuity and road safety", "Road safety day", "Promoting seat belt use" and "Promoting child safety restraints".

General evaluation: The drafting and publishing of the fact sheets has been carried out by several Secretariat staff members. It entailed gathering and processing research results and scientific facts from ETSC's member organisations and experts. The consecutive order and launch of the fact sheets were linked to either ongoing ETSC activities or to current legislative acts by the European Commission. The publication of the fact sheets 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. Moreover, a timely launch has added substantial weight to ongoing debates on specific areas within EU road safety policymaking and has supported EU legislative action.

Indicator	*Comment: "The ETSC Fact Sheets"*
Achieving EU Transport Policy Objectives	The fact sheets have introduced 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 have thus contributed to the Common Transport Policy.
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 represented new knowledge.
Contributing to legislative action at EU level	As a collection of "what works well" the fact sheets provided 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 finding all fact sheets on ETSC's website road safety stakeholders from across Europe have been 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 this Work-package, ETSC has set up and launched at an international event in Brussels ("Best in Europe" Conference) a network of safer cities, comprising local politicians as well as experts of local road safety policy integration. The "Safer Cities" network, which is open to participation of other cities that have distinguished themselves in road safety work, has also established links with ETSC's campaign on vulnerable road users (VOICE) and with key contacts from cities in the SEC Belt countries in order to be able to promote the dissemination of Best Practice in this area.

General Evaluation: Despite the acknowledgement of the importance of local road safety work under the 3rd Road Safety Action Programme, there remains a series of unresolved problems posing a barrier to an effective translation of European targets and strategies into urban safety management schemes. The two meetings of the "Safer Cities" network have been very productive and have come forward with a series of recommendations such as:

-exploring the possibilities of a stronger involvement of cities and towns in EU road safety policy by ways of a formal consultation procedure (some kind of "conference of the parties", as it is known in relation to the Kyoto Protocol);
-developing a reporting mechanism for European towns and cities in terms of their road safety performance (this reporting mechanism would be similar to that implemented under community air pollution policy, requiring local authorities to implement and work towards the achievement of EU road safety targets);
-developing guidelines for implementing cost effective road safety measures at the local level based on Best Practice;
-setting up quality criteria for financial support from the European Union for local road safety measures.

Indicator	*Comment: "Conference & Safer Cities Network"*
Achieving EU Transport Policy Objectives	By developing recommendations on how to translate European targets and strategies into urban safety management schemes the Network contributed to the objective of halving road deaths on EU roads.
Generating new knowledge in road safety	By suggesting the development of instruments such as a "conference of the parties" and a "reporting mechanism" the Network promoted the use of innovative instruments in road safety work.
Contributing to legislative action at EU level	The output of the Network could certainly 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 Network, ETSC contributed to the dissemination of good practice in local road safety policy.

Bi-annual Newsletters on EU policy: the "SEC Belt Monitor" (WP IIIc)

Status: Six issues of the SEC Belt Monitor, focusing on road safety developments in the SEC Belt countries, have been published in the framework of the project. The newsletters monitored the European Parliament and the Commission and reported on relevant decisions to stakeholders in the SEC Belt countries.

General Evaluation: The SEC Belt Monitor presented relevant and new information on road safety issues to stakeholders both in and outside the SEC Belt. It gave a platform to important national actors internationally to express their views and thereby inspire an informed, truly European debate on road safety issues. The six issues of the SEC Belt Monitor were indeed a success, both in terms of planning and dissemination as well as with respect to the reception by their audience.

Indicator	*Comment: "The SEC Belt Monitor"*
Achieving EU Transport Policy Objectives	The newsletter contributed to a general improvement in road safety in that it informed on trends and initiatives relevant to countries with a lower level of road safety. The most prominent goal was to inspire decision makers in SEC Belt countries, who felt that they could not, in their current situation, copy recipes from other countries.
Generating new knowledge in road safety	The newsletter provided otherwise unavailable information on the SEC Belt countries. It contributed to a balanced view of road safety in the whole of Europe, which was 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 expressed their view on fields in which European action might be helpful.
Supporting dissemination of good practice	The SEC Belt Monitor discussed examples of good and bad practice, both of which could be learnt from.