JANUARY 05
NUMBER 57

Safety Monitor

ETSC's Newsletter on Transport Safety Policy Developments in the EU

Road Safety

EU Monitor

Driving licence 2
Bull bars 2
Compliance with social legislation 2
Driving and rest times 3
Verona conclusions 3
Radio frequency band for eSafety devices 3
European Road Safety Charter 3
CARS 21 4
Harmonisation of highway codes 4
New association of enforcement agencies 4
Global door retention standard 4
Research news 4

Country news

Strategies and targets 5
Latest statistics 5
Traffic law 5
Accident data 6

Maritime and Inland Waterway Safety

EU Monitor

ISM Code 6
Seafarers' qualifications 6
Vessel traffic monitoring 7
Technical requirements for inland waterway vessels 7
Civil liability for pollution at sea 7

Aviation Safety

EU Monitor

Operational rules for air carriers 7
Air traffic controller licence 8
European Aviation Safety Agency 8

Railway Safety

EU Monitor

Train drivers' certification 8

ETSC News 8
Events Diary 11

Editorial

After some delay the European Parliament is now finalising its reaction to the 3rd Road Safety Action Programme. MEP Ari Vatanen, who recently returned from the Rally Paris-Dakar in good form, will act as a rapporteur on this important document. Meanwhile, the European Commission is working on the mid-term review of that very programme to be published in autumn 2005.

In 2003, ETSC welcomed the 3rd RSAP and congratulated the Commission on the adoption of this far-reaching strategy. In our initial response, we stressed that the European road safety strategy needs to make a tangible and, of course, measurable contribution towards reducing road risk in an enlarged Europe. It should provide a fairer distribution of safety across the European Union at the highest practicable level - by harmonising upwards.

For 2005, ETSC is now looking forward to seeing the emergence of additional actions by the European Commission whereby they offer "carrots and sticks" to Member States and industry alike. There still is a need to add legislative flesh to the priorities set so far, in areas such as infrastructure and vehicle safety. In order to promote further legislative action ETSC is launching a new series of events - the transport safety lunches. In 2005, these lunches will highlight the life-saving potentials of effective technologies such as alcohol-interlocks, seat belt reminders and intelligent speed adaptation. The mid-term review of the 3rd RSAP will also feature as a special on the menu.

Jörg Beckmann
ETSC Executive Director

ETSC
European Transport Safety Council

Road Safety

EU MONITOR

Driving license

BACKGROUND. The proposed new driving licence Directive aims to harmonise licence categories and renewal procedures, and to guarantee complete mutual recognition of driving licences among Member States.

NEWS. On 19 January 2005, the Parliament's TRAN Committee voted on the new Directive for a European driving licence. The Committee supported nearly all of the proposals tabled by rapporteur Mathieu Grosch (EPP, Belgium). This includes a deadline of 10 years for the exchange of all paper driving licences and 20 years for all other licences. The Directive also regulates the gradual access to motorcycle licences, thereby strengthening the safety of young motorcyclists. To prevent so-called "driving licence tourism", persons subject to driving restrictions in one Member State will not be able to apply for a new licence in another Member State. Contrary to the Commission's proposal, and in line with ETSC's position on the dossier, MEPs voted that the validity of driving licences of people over 65 years of age should not be reduced.

FUTURE STEPS. The vote in plenary will take place in February 2005.

First proposal: 21/10/2003
Council general approach: 07/10/2004
EP draft report: 04/11/2004

ETSC position paper: 19/11/2004

Bull bars

BACKGROUND. The draft Directive lays down a series of tests that must be complied with by frontal protection systems, either as originally fitted to a vehicle or put on the market as separate technical units. The aim is to mitigate the severity of injuries to vulnerable road users in the event of a collision with a vehicle fitted with such a system. Car manufacturers have already made a voluntary agreement with the Commission not to install so-called "rigid bull bars" as frontal protection systems on new vehicles from 2002.

NEWS. The TRAN Committee of the European Parliament has adopted the bull bars proposal, based on a compromise drafted by MEP and ETSC Board Observer Ewa Hedkvist-Petersen (PSE, Sweden). The compromise would see the provisions of the Directive reviewed by the Commission within a period of four years and nine months after publication. The timetable for implementation of the Directive was also extended, reflecting the lengthy period the dossier has taken due to the disruption in parliamentary activities caused by last year's elections. The vote leaves the Commission the task to define the test protocols by a Commission decision, the approach originally outlined in the proposal.

FUTURE STEPS. The compromise is likely to pass through the plenary without further debate. The vote is planned for 22 February 2005. Ewa Hedkvist Petersen, the rapporteur, said she hoped the Directive could be adopted at first reading, and she would be holding an informal trialogue with the Council and Commission before the plenary vote in Strasbourg.

First proposal: 10/10/2004
EP draft report: 29/09/2004

Compliance with social legislation

BACKGROUND. The main aim of the proposed Directive is to tighten up checks and penalties for infringements of social legislation relating to commercial road transport.

NEWS. In its common position, the Council decided to gradually raise the number of checks on driving and

road safety

©ETSC 2005

rest times to cover at least 2% of days worked by professional drivers from 2009, and at least 3% from 2011. The Parliament had proposed, in line with the European Commission, to introduce the 3% threshold immediately.

FUTURE STEPS. The proposal will now undergo a second reading by the European Parliament.
First proposal: 21/10/ 2003
EP report: 17/03/2004
EP 1st reading: 20/04/2004
Council position: 09/12/2004

Driving and rest times

BACKGROUND. In a new proposal for a Regulation on driving and rest times, tabled in August 2003, the Commission included 47 out of 69 amendments adopted by the European Parliament in the first reading of a previous draft (see Safety Monitor 50). The proposal now links the Regulation to the Working Time Directive (2002/15/EC), which comes into force in March this year.

NEWS. European Transport Ministers have formally adopted the compromise on driving and rest times reached in June 2004. The text provides for a reduction of the maximum weekly driving time from 74 to 56 hours, and an extension of the minimum daily rest period from 8 to 9 hours. Ministers also endorsed the new deadline of 5 August 2005 for the introduction of the digital tachograph.

FUTURE STEPS. The European Parliament will now proceed with its second reading of the draft.

First proposal: 12/10/2001
EP report: 05/11/2003
EP 1st reading: 14/01/2003
Modified proposal: 11/08/03
Council agreement: 11/06/2004
Council position: 09/12/2005

Brief news

Verona conclusions

At their meeting of 9-10 December 2004, European Transport Ministers adopted formally the conclusions from their 2nd Verona meeting on road safety. In these conclusions Ministers outline priorities for enhancing road safety by improving road design, compliance with rules and vehicle safety. As regards the funding of road safety work, Ministers propose the creation of a European road safety fund, drawing on a percentage of vehicle taxes, motorway tolls, insurance premiums or traffic fines.

The Commission has distanced itself from the Ministers' conclusions, stating it would act only in accordance with the right of initiative given to it by the treaties. In a declaration attached to the document, the Commission warns against "anticipatory effects" for measures which are difficult to implement, such as the "establishment of specific funds to finance measures to improve road safety". See Council conclusions.

Radio frequency band for eSafety devices

The European Commission has allocated a specific radio frequency band to automotive short-range radar equipment such as anti-crash devices that detect collision dangers and automatically apply a car's brakes. On the basis of the Commission's decision, these devices should be available on the market by mid-2005. See Commission press release and Commission Decision (2005)34

European Road Safety Charter

The Spanish company PAU Education has been awarded a project to run the European Road Safety Charter. The three-year contract was signed on 29 December 2004. The contact person is Ms Sabine Schumann, sabine.schumann@paueducation.com.

Regarding a possible commitment by the European carmakers, Transport Commissioner Jacques Barrot has indicated that he would like to see seat belt reminders and ESP systems to be installed on all cars produced in Europe. See Barrot's speech at the ACEA conference "Sharing the Road Safety" of 25 November 2004.

road safety

©ETSC 2005

CARS 21

A new high-level group has been set up under the name of CARS 21 (Competitive Automotive Regulatory System for the 21st century) to generate recommendations to improve the worldwide competitiveness of the European automotive industry. European Industry Commissioner Günter Verheugen said this would involve assessing all European regulations covering the car industry. The group includes the EU's Industry, Transport and Environment Commissioners, several ministers, 2 MEPs, industry representatives and one representative each from environmental organisations, trade unions and the metals industry. The first meeting of the group is scheduled for March 2005. ETSC and Transport & Environment criticised the groups' membership for being "severely unbalanced" and lacking "the necessary expertise" to deliver its mandate. See ETSC and T&E press release.

Harmonisation of highway codes

The European Economic and Social Committee (EESC), an advisory body to the Brussels legislators, has called for a Directive to harmonise basic road traffic rules, which could be developed into a sort of European Highway Code. It also requested the Commission to consider setting up a Europe-wide vehicle register that would make vehicles easier to trace. The Committee finally asked the Commission to publish a Green Paper, in order to start a public debate. The EESC's own-initiative report was adopted at its plenary session of 15-16 December 2004, following a stakeholder hearing earlier that year (see Safety Monitor 53).

New association of enforcement agencies

A new association has been set up in Brussels to influence decision-making in relation to professional road transport. **CORTE**, the Confederation of Organisations in Road Transport Enforcement, gathers experts from the various national agencies responsible for road transport enforcement. The organisation describes its objectives as "promoting an honest exchange of views and enforcement practices between its members" and "providing expert advice and highlighting the occasionally overlooked practical issues surrounding enforcement" in relation to EU legislative proposals and other initiatives. See CORTE website.

Global door retention standard

The United Nations Economic Commission for Europe (UNECE) has adopted a new standard on door locks and door retention systems, designed to help prevent injury and death due to passenger ejection. The new regulation establishes the first global international vehicle safety standard under the 1998 Global Agreement. In the future, additional standards are expected regulating head restraints, motorcycle brakes, the installation of lighting devices, vehicle window glazing and pedestrian safety. See UNECE press release.

Research news

The third **SARTRE** study on social attitudes towards traffic safety was presented at the end of 2004 in Paris. Analysis shows that in those countries that have participated in all surveys since 1991, significantly fewer drivers admit to drink driving, and more drivers claim to feel uncomfortable when driving without a seatbelt. It was also noted however that drivers admit more easily than before to speeding in built-up areas. See SARTRE 3 website.

A new European project named **VERONICA** (Vehicle Event Recording based ON Intelligent Crash Assessment) has been launched to study the technical, legal, mental and organisational aspects related to vehicle accident data recorders. Research carried out over the last ten years has shown that the use of these devices can not only improve the quality of accident reconstruction, but also help to change driving behaviour. The project consortium brings together vehicle manufacturers, telematics experts, insurers, medical experts, vehicle inspectors and enforcement agencies.

Another project entitled **CAPTIVE** (Common Application of Traffic Violations Enforcement) kicked-off in January 2005 to examine the state of play in cross-border enforcement within the EU. The project will analyse the current multi-lateral and bilateral instruments and propose recommendations as to how to overcome problems faced in this field. It focusses on non-pecuniary sanctions such as drivingbans, restrictions to drive

road safety

©ETSC 2005

and criminal penalties. The consortium is made up of partners who worked together on the VERA2 project on the cross-border enforcement of financial penalties. Like VERA2, CAPTIVE is managed by the IBI Group. See Contract notice.

A recent analysis of Finnish insurance claims carried out by the **Traffic Safety Committee of the Finnish Motor Insurers' Centre (VALT)** has revealed that occupants of new cars run a 50% lower injury risk than occupants of old cars. In cars newer than three years the risk was 4.2 injured persons per hundred damaged cars, whereas in cars older than 10 years the injury risk was 6.2.

COUNTRY NEWS

Strategies & targets

The **Malta** Transport Authority will be launching a White Paper on Land Transport Policy for consultation. The paper includes a target of a 50% reduction in injury accidents by 2014.

Latest statistics

Preliminary data for 2004 indicate that in the **Czech Republic**, road fatalities dropped by 8% from 2003 to 2004. In **Germany**, fatalities decreased by 12% and in **France**, a drop of at least 13% should be achieved.

Accident figures for rural areas in **Spain** show a fatality reduction by 12.7% and a drop in seriously injured by 21.6% from 2003 to 2004. In 2004, a total of 3,516 people died within 24 hours after road crashes outside urban areas, representing the lowest figure in at least 25 years. The reason for this decrease, as noted by the Spanish experts, is a change in driver behaviour as a result of new legislative measures introduced during the summer and an increased enforcement of speed limits, alcohol and seat belt legislation. Also, traffic victims associations have played a very active role after World Health Day in April, contributing to an increased awareness for road safety in Spain.

Traffic law

In the **UK**, a new Road Safety Bill was presented on 30 November 2004, including new powers for the police to carry out evidential roadside breath testing, tougher penalties for hand-held mobile phone use and a new penalty system for speeding offences, among other measures. The Parliamentary Advisory Council on Transport Safety (PACTS) has criticised the draft as "disappointingly unambitious" and "lacking vision". PACTS Executive Director Robert Gifford said: "The Bill avoids the issues that would have the greatest impact in reducing casualties, such as lowering the drink drive limit, introducing random breath testing, introducing central European time and changing the penalty structure for drivers who kill." He also expressed concerns about the proposals for graduated speeding penalties. "While higher penalties for drivers who break the speed limit by large margins are welcome, there is no justification for lowering penalties for driving too fast in urban areas, where pedestrians and cyclists are most at risk."

The parliament of the **Czech Republic** is expected to approve amendments to the Road Traffic Act including the introduction of a penalty point system, increased fines and the mandatory use of child restraints on all types of roads. The measures are part of the National Road Safety Strategy approved by the Czech government in April 2004.

In September 2004, a Road Safety Council was set up to co-ordinate the implementation of the Strategy. The Council is chaired by the Minister of Transport and consists of high-level representatives of government departments and agencies, NGOs and research bodies. A new Road Safety Foundation was established to support road safety measures such as traffic calming, information campaigns and education projects at national, regional and local levels.

Starting from 1 January 2005, drivers in **Portugal** have to carry reflective vests in their vehicles. They must put on the garment when they are on the road after a breakdown or accident outside built-up areas. Similar legislation has been passed in Italy, Spain and Austria. See Safety Monitor 55

roadsafety

Accident data

Malta has introduced a new accident record sheet for the police. In addition to the standard police site report which is used for insurance and court purposes, police will now also collect data on vehicle manouvering during accident, driver behaviour, passenger behaviour, lighting conditions, weather and road conditions. From the current initial paper based method of data collection, the data is eventually processed electronically in a database. It is expected that this system will be further developed into a completely electronic process.

The alignment of the **French** definitions of "killed in traffic" with international standards, initially planned for January 2005, has been postponed to take place probably at the beginning of 2006, according to the National Road Safety Observatory. Until that time, France will continue to use the definition of "death within 6 days" rather than "death within 30 days" as customary across Europe. See Safety Monitor 55

Maritime and Inland Waterway Safety

EU MONITOR

ISM Code

BACKGROUND. The Commission has proposed to expand the application of the International Safety Management (ISM) code to all ships sailing in EU domestic waters, whatever the flag they may fly. The Code was adopted by the IMO in 1993. It prescribes a number of safety measures pertaining to crew members' knowledge and experience, safety procedures, on-board contingency plans and vessel maintenance. So far the Code has been compulsory only for ro-ro passenger ferries.

NEWS. Following the adoption of the proposal by the European Parliament on 10 March 2004, the Council of Ministers has now reached political agreement on the implementation of the ISM Code in the EU. The compromise provides for the exemption of certain ships upon prior notification of the Commission. It extends the scope of the text to mobile off-shore drilling units.

NEXT STEPS. The Council has to formally adopt its common position, which will be sent to the European Parliament for second reading. The Code will enter into force two years after its final adoption.

First proposal: 11/12/2003
EP report: 17/02/2004
EP 1st reading: 10/03/2004
Council agreement: 09/12/2004

Seafarers' qualifications

BACKGROUND. The proposed Directive aims to simplify the mutual recognition of seafarers' certificates by Member States. It will also ensure full compliance with EU rules on seafarers' training and certification by introducing measures to prevent fraud in this area.

NEWS. The draft Directive on seafarers' certificates is expected to be passed soon, after European Transport Ministers secured a compromise on the proposal ahead of the European Parliament's first reading. Ministers accepted most of the Commission's proposal, scrapped however the requirement for seafarers to have a basic knowledge of English. The Commission included the clause on linguistic skills to ensure compliance with the IMO Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention).

NEXT STEPS. The Parliament has postponed the adoption in plenary to 22 February 2005.

First proposal: 26/04/2004
EP report: 23/11/2004
Council agreement: 09/12/2004

maritime safety

Brief news

Vessel traffic monitoring

The European Commission has opened court proceedings against Belgium, Greece, France, Italy, the Netherlands, Austria, Finland and the United Kingdom for failure to implement EU legislation on vessel traffic monitoring and information systems. The aim of the infringed legislation is to enhance the safety of maritime traffic by improving the response of authorities to incidents, accidents and potentially dangerous situations at sea, thereby contributing to better prevention and detection of pollution by ships. See Commission press release.

Technical requirements for inland waterway vessels

A new Council Directive has been partly agreed by European Transport Ministers which will extend the technical requirements for inland waterway vessels adopted by the Central Commission for Navigation on the Rhine (CCNR) to the whole of the EU's waterway network. This includes particular provisions for passenger transport to ensure high levels of safety. A decision regarding the annexes will be taken at a later stage after further discussions in the Council.

Civil liability for pollution at sea

Attempts to extend the IMO's civil liability scheme for oil pollution at sea to cover ship captains have failed after they were blocked by Malta, Greece and Cyprus. Instead, the Ministers agreed to seek agreement at IMO level where negotiations on the International Oil Pollution Funds are due to start in February. The current regime only provides for liability of owner of ships or cargos. See Council conclusions

Aviation Safety

EU MONITOR

Operational rules for air carriers

BACKGROUND. After nearly two years of analysis, the Commission submitted in February 2004 a new proposal for a Regulation on technical requirements and administrative procedures in civil aviation (see Safety Monitor 52). The proposal aims to transpose the non-binding JAR-OPS (Joint Aviation Requirements-Operational Standards) of the Joint Aviation Authorities into binding Community law. The latest draft integrates a European Parliament amendment concerning rules on flight times and rest periods. It also entails provisions regarding the certification and mutual recognition of the professional skills of cabin crew.

NEWS. Following a failure to reach an agreement in June last year, Transport Ministers secured on 9 December 2004 a partial agreement on the EU-OPS dossier. At this stage, the agreement only concerns the general framework of the Regulation and the provisions on cabin crew and flight time limitation (subparts 'O' and 'Q'). Ministers agreed to limit flight times to 11.45 hours at night and 13 hours during daytime, with a number of exemption opportunities. The European Aviation Safety Agency (EASA) is due to carry out a scientific and medical evaluation of the provisions within three years of their entry into force.

FUTURE STEPS. The Council still has to discuss the other parts of the proposal.

First proposal: 24/03/2000
EP report: 05/12/2000
EP 1st reading: 18/01/2001
Amended proposal: 04/02/2002
EP report: 12/07/2002
EP 1st reading: 03/09/2002
Amended proposal: 10/02/2004
Council agreement: 10/12/2004

ETSC, 2003: The Role of EU FTL Legislation in Reducing Cumulative Fatigue in Civil Aviation

©ETSC 2005

Air traffic controller license

BACKGROUND. The Commission proposal aims to increase safety standards whilst also improving the mobility of air traffic controllers within the EU. Its adoption has been foreseen in the context of the Single European Sky, passed in February 2004.

NEWS. The Council has adopted a general approach on the proposal, retaining all essential elements of the proposal. Ministers decided however to limit the scope to civil operations, and to demand a relatively high level of English. Under certain conditions, Member States will also be able to impose local linguistic requirements.

FUTURE STEPS. The TRAN Committee will pass the proposal on 2 February 2005. Adoption in plenary is foreseen for 8 March 2005.

First proposal: 12/07/2004
EP draft report: 27/11/2004

Brief news

European Aviation Safety Agency

The European Aviation Safety Agency (EASA) has adopted an Opinion to extend its competence to the regulation of pilot licencing, air operations and third country aircraft. So far, its powers are limited to ensuring the airworthiness and environmental compatibility of aeronautical products. The Commission is expected to table in 2005 a legislative proposal to amend Regulation (EC) 1592/2002, which sets out the legal framework for EASA's operations. See EASA Opinion.

Railway Safety

EU MONITOR

Train drivers' certification

BACKGROUND. As part of the 3rd railway package, the Commission has proposed a two-level certification for train drivers and other staff, taking account of both general qualifications and specific training relating to the particular undertaking the driver is working for. The proposal covers certificates for both drivers operating on cross-border services (from 2010) and those operating on domestic services (from 2015). The TRAN Committee discussed the proposal on 23 November 2004. See Safety Monitor 56

NEWS. The Council has agreed on a general approach for the proposal, introducing a European licence for all train drivers within a period of 10 years time. Ministers want the Directive to apply to train drivers only and not to other train crew who participate in driving and/or in other safety-critical tasks, as proposed by the Commission. They agreed to include drivers operating solely on domestic lines, but provided for exemptions for individual countries on the basis of a cost-benefit analysis carried out by the European Railway Agency.

FUTURE STEPS. All four proposals of the 3rd Railway Package are planned to be adopted by the Parliament's Transport Committee on 2 February 2005.

First proposal: 03/03/2004
EP draft report: 04/11/2004
Council agreement: 09/12/2004

ETSC News

ETSC Secretariat

Memorandum to the Luxembourg Presidency

ETSC published in December 2004 a memorandum to the incoming EU Presidency, held by Luxembourg. ETSC's principal recommendation was to launch a new instrument of European road safety policy - the "Verona

©ETSC 2005

Process". Building on the progress made under the Italian and Dutch Presidencies, this new Process would serve primarily to create the political leadership needed for action on road safety through an annual review based on performance indicators. ETSC met with a top official from the Luxembourg Presidency to discuss this and other issues on the agenda. See ETSC press release and memorandum

Traffic law enforcement

ETSC launched its new publication 'Enforcement Monitor' in December reporting on traffic law enforcement in a first set of 6 countries. With its Enforcement Monitor, ETSC is keeping a close eye on how different EU Member States implement the European Commission's Recommendation on the enforcement of speed, alcohol and seat belt legislation. The 'Monitor' is part of a larger Enforcement Programme, started in September 2004, in which ETSC also promotes compliance enhancing vehicle technologies such as intelligent speed limiters, alcohol interlocks and seat belt reminders, as well as the safer roads to curb speeds. See ETSC press release and Enforcement Monitor 1

As part of the Enforcement Programme, ETSC is also participating in expert group meetings on road safety enforcement. These meetings, gathering responsible police officers and ministry officials from all Member States, were set up by the European Commission following the publication of its Recommendation to the Member States of 21 October 2003. They provide a useful forum for exchanging best practice and elaborating on the implementation of the Recommendation.

European Transport Safety Lunches

ETSC is launching a new series of European transport safety events starting in March 2005, which will consist of a buffet lunch followed by a discussion on innovative transport safety work among stakeholders from industry, politics, research and civil society. The lunches will serve as a platform to exchange views and promote best practice in transport safety in relation to a wide variety of topics:

Alcohol interlocks (2 March 2005)
Seat belt reminders (3 May 2005)
Maritime Safety (29 June 2005)
Intelligent Speed Adaptation (31 August 2005)
Mid-term review of the European Road Safety Action Programme (19 October 2005)
Aviation Safety (7 December 2005)

During the first lunch, the life-saving potential of alcohol interlocks will be discussed and European experiences presented. Panelists include Ward Vanlaar (BIVV/IBSR), Coordinator of a European demonstration project, Johannes Lagois from alcolock manufacturer Dräger Safety AG, Bo Lönegren from the Swedish Road Administration, Lars-Göran Löwenadler from Volvo Trucks and Dimitrios Theologitis from the European Commission. The debate will be chaired by Ewa Hedkvist Petersen, MEP. For details, see ETSC website.

By organising the transport safety lunches, ETSC fulfils its commitment under the European Road Safety Charter. To register, please contact Mrs Mich Bullaert at administration@etsc.be.

ETSC Members

New French ETSC member

A new member, "Prévention Routière Française" (PRF) has joined the European Transport Safety Council (ETSC).

The "Prévention Routière" was set up in 1949 by insurance, automobile and oil companies. While insurance companies still have an important role, "Prévention Routière" has attracted more and more members, including companies and individuals who are willing to support its activities on a regular basis. Currently, PRF has around 230,000 members, of whom 30,000 are companies and 200,000 individuals.

©ETSC 2005

These members contribute to 70% of its budget, the rest being equally divided between municipalities and insurers.

The main aim of the association is to "study and implement all measures available to reduce the frequency and the severity of road accidents". To attain this objective, "Prévention Routière" is active in several fields:

Education: Each year, nearly 2 million children and teenagers are taught the basic road safety rules and how to protect themselves when on the move. Several documents and files are produced for teachers, and hundreds of road safety instructors are trained every year.

Information: Every year, public campaigns and press debates are organised to increase the awareness of politicians, citizens, media, etc. PRF's main staff participate regularly in TV, radio and press debates on road safety.

Firms: Information and training sessions are organised each year with firms of all sizes to develop a "road safety culture" regarding the journey to and from work as well as business trips. Special sessions are also organised on car fleet management.

Other actions: Many campaigns are organised each year to promote road safety, targeting novice drivers, senior drivers, municipalities, etc.

Proposals and initiatives: The "Prévention Routière Française" is seen as a laboratory for new proposals and as a driving force for reform in all disciplines of road safety. Several of its initiatives have been included in public policies during the last ten years.

The PRF has 101 Local Committees all over France, which initiate local actions but also constitute a strong network to carry out the national actions decided by the National Committee based in Paris. The "Prévention Routière Française" employs 300 staff, half of them part-time. Another 3,000 people work for PRF on a voluntary basis. The Board of Directors includes representatives from victims associations, from the powerful Association of Municipalities' Mayors, major road professionals and insurance companies. Close links are maintained with public authorities at all levels and with the governmental "Sécurité Routière" to co-ordinate actions and campaigns.

For more information, please refer to the Prévention Routière's website or contact Mr Jacques Léglu, European Affairs Adviser, at j.leglu@preventionroutiere.asso.fr.

etsc members

©ETSC 2005

International Events Diary

9-10 February 2005 Cairo, Egypt	Road Safety & Traffic Management 2005 Contact: International Event Partners, Tel: +20 (0)2 754 5550, Fax: +20 (0)2 754 6106, E-mail: egypt@i-ep.com
28 February - 2 March 2005 Brighton, UK	70th National Road Safety Congress: Driving deaths down Contact: Royal Society for the Prevention of Accidents (RoSPA) Tel: +44 (0)870 777.21.20, Fax: +44 (0)870 777.21.99 E-mail: events@rospa.com
14-15 March 2005 Paris, France	Out of Hospital Emergency Medical Services: Move towards integration across Europe Contact: Hesculaep Conference secretariat, Tel: +33 (0)1 47 10 70 39, Fax: +33 (0)1 47 10 70 07, E-mail: conference.hesculaep@rpc.aphp.fr
1-3 June 2005 Hamburg, Germany	5th European Congress and Exhibition on ITS Contact: Kerri Underdown Brintex, Tel: +44 (0) 20 7973 4603, Fax: +44 (0) 20 7233 5054, E-mail: k.underdown@hgluk.com
24-26 August 2005 Delft, Netherlands	Childstreet 2005 Contact: Donald Boyd, IIUE, E-mail: childstreet2005@urban.nl
22-24 September 2005 Bari, Italy	3rd International SIIV Congress on "People, Land, Environment and Transport Infrastructures" Contact: Vittorio Ranieri, Department of Highways and Transportation, Polytechnic University of Bari, E-mail: oc@siiv2005.com
4-7 October 2005 Madrid, Spain	Trafic 2005 Contact: Spanish Ministry of Interiour and Ministry of Public Works, Tel: +34 (0)917225790, E-mail: trafic@ifema.es
10-12 October 2005 Paris, France	Tunneling for a Sustainable Europe Contact: Association Française des Travaux en Souterrain (AFTES), Tel: +33.1.53.42.94.69, E-mail: contact@aftes.asso.fr
12-13 November 2005 Edinburgh, UK	7th International ITAI Conference 2005 Contact: Institute of Traffic Accident Investigators (ITAI), Tel: +44 (0)121 603 0061, Fax: +44 (0)870 124 7626, E-mail: conference@itai.org
15-17 November 2005 Edinburgh, UK	Second International Conference on Driver Behaviour and Training For the Call for Papers, visit the PACTS website or contact Dr Lisa Dorn, Tel +44 (0)1234 750111 ext 5232, E-mail l.dorn@cranfield.ac.uk For general information regarding the conference, contact Mrs Tricia Jolly, Tel: +44 (1)1234 750192, E-mail: t.jolly@cranfield.ac.uk

©ETSC 2005

European Transport Safety Council

Members

Austrian Road Safety Board (KfV)
Automobile and Travelclub Germany (ARCD)
Belgian Road Safety Institute (IBSR/BIVV)
Birmingham Accident Research Centre, University of Birmingham
Centro Studi Città Amica (CeSCAm), University of Brescia
Chalmers University of Technology
Comité Européen des Assurances (CEA)
Commission Internationale des Examens de Conduite Automobile (CIECA)
Czech Transport Research Centre (CDV)
Danish Transport Research Institute (DTF)
Dutch Transport Safety Board (RvTV)
European Federation of Road Accident Victims (FEVR)
Fédération Internationale de Motocyclisme (FIM)
Finnish Vehicle Administration Centre (AKE)
Folksam Research
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA)
German Transport Safety Council (DVR)
Motor Transport Institute (ITS)
Nordic Traffic Safety Committee
Parliamentary Advisory Council for Transport Safety (PACTS)
Prévention Routière (F)
Swedish National Society for Road Safety (NTF)
Swiss Council for Accident Prevention (bfu)
Traffic Safety Committee, Federation of Finnish Insurance Companies (VALT)
University of Lund
Vehicle Safety Research Centre, University of Loughborough

Board of directors

Professor Herman De Croo
Professor Manfred Bandmann
Professor G. Murray Mackay
Pieter van Vollenhoven

Executive director

Dr Jörg Beckmann

Secretariat

Antonio Avenoso, Policy and Research Officer
Frazer Goodwin, Policy Officer
Ellen Townsend, Programme Officer
Franziska Achterberg, Information Officer
Mich Bullaert, Administration Officer

Safety Monitor

Editor
Franziska Achterberg
information@etsc.be

Circulation
Mich Bullaert
administration@etsc.be

For more information about ETSC's activities, and membership, please contact
ETSC
rue du Cornet - Hoornstraat 22
B-1040 Brussels
Tel. + 32 2 230 4106
Fax. +32 2 230 4215
E-mail: information@etsc.be
Internet: www.etsc.be

ETSC is grateful for the financial support provided for Safety Monitor by
DG TREN European Commission • BP • KeyMed • Shell International • Volvo Group • Ford • Toyota • 3M

The contents of Safety Monitor are the sole responsibility of ETSC and do not necessarily reflect the views of sponsors. © ETSC 2005