

Safety Monitor

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

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Editorial

White Paper on Transport: new era in European road safety or another non binding orientation?

The new White Paper 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' comes at a crucial time for European Transport, and in particular road safety. ETSC acknowledges the objective of greening the transport sector to maintain the EU's economic competitiveness as praiseworthy. ETSC also urges the European Commission not to forget that any increased costs resulting from deteriorating safety will hinder economic competitiveness, and safety should thus be kept high on the agenda.

The 'Vision Zero' for road safety is one of the most important developments included in the new White Paper. ETSC congratulates the Commission for showing ambition with this vision which complements the renewed target of halving road deaths by 2020, and for the willingness to address the longstanding issue of reaching an EU-wide common definition of serious injuries. ETSC supports the Commission's insight in identifying emerging behavioural risk factors, such as driving distraction and driving under the influence of medicine and drugs. However, ETSC urges the Commission not to forget widely-acknowledged behavioural risk factors. These risk factors will not go away and thus require constant attention. Drink driving is one such risky behaviour, and the ETSC will continue its efforts to address this issue by pushing for lower BAC limits for both novice and professional drivers, as well as for the fitting of alcohol interlocks.

ETSC welcomes the fact that speeding – the number one cause of deadly collisions on European roads – is addressed in the White Paper, and the fact that the Commission recognised the benefits of reducing speed both in terms of reduced collisions and fuel consumption. Immediate action to tackle speeding is needed to reach the ambitious target of halving road deaths by 2020. In this regard ETSC is disappointed that the Commission shied away from recommending uniform speed limits throughout the EU and from providing stronger direction in relation to the use and benefits of Intelligent Speed Assistance, a smart technology with great life saving potential.

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Road Safety News

European Parliament brings challenging input to Road Safety Policy Orientations 2011-2020

On 28th February, MEP Dieter-Lebrecht Koch presented his draft report on the new challenges and measures to improve EU road safety over the next decade to the Committee on Transport and Tourism of the European Parliament. The report proposes the creation of an EU Road Safety Coordinator position by 2014 to work closely on the monitoring and implementation of national action plans. Endorsing the objective of halving the total number of road deaths in the EU during the 2011-2020 period, MEP Koch's report also proposes to set new targets such as a 60% reduction in the number of children under the age of 14 killed in road collisions. The report also calls for a 40% reduction in the number of people suffering serious injuries, on the basis of a harmonised EU definition. Innovative recommendations include the compulsory fitting of alcolocks to all commercial passenger and goods transport vehicles, a wider introduction of 'eCall', and the development of ISA (Intelligent Speed Assistance). MEP Koch reiterated the need for a complementary, long-term strategy going beyond the period covered and having the objective of preventing all road deaths ('Vision Zero'). The report will be adopted in May by the TRAN committee and voted in the June plenary. The draft report can be found [here](#).

Cross-Border Enforcement Directive – Legislative state of play

On the 18th of March, the Council of Ministers adopted its first-reading position on a draft directive facilitating cross border exchange of information on a number of traffic offences with a view to improving road safety and ensuring equal treatment of drivers irrespective of their country. The traffic offences covered are: speeding, non-use of a seat belt, failing to stop at a red light, driving under the influence of alcohol or drugs, failing to wear a safety helmet, and use of a forbidden lane (such as emergency or public transport lanes). The position, together with the statement of the [Council's reasons](#), has now been sent to the European Parliament for a second reading. The TRAN Committee of the European Parliament recently gave a mandate, on the basis of Parliament's first reading, to MEP Ayala Sender to contact the Hungarian Presidency in order to reach an agreement on a common text. The plenary

adoption of the European Parliament's second reading position is expected on July 2011.

Decade of Action for Road Safety - Kick off May 11th, 2011

The United Nations announced the 2011-2020 as the Decade of Action for Road Safety. The Decade is intended to provide a framework for countries and communities to step up actions to save lives on the roads worldwide. Road traffic injuries are recognised as an increasing cause for concern, with the World Health Organisation predicting that by 2030 they will constitute the fifth largest cause of deaths, above HIV/AIDS. Actions during the Decade will be developed under the UN Road Safety Collaboration and are supported by the World Health Organisation. EU Institutions and EU Member States are also being encouraged to embrace the Decade of Action and take proactive and innovative measures. These actions are divided into five pillars: building road safety management capacity; upgrading the safety of road infrastructure; further developing the safety of vehicles; enhancing the behaviour of road users and improving emergency services. Further information on the Decade of Action can be found [here](#).

Providing riders with viable safety technologies

The [proposal for a Regulation](#) on type approval and market surveillance of Powered Two Wheelers and other L-category vehicles is under the scrutiny of the European Parliament. MEP Wim van de Camp - Rapporteur for the leading Committee for the dossier, the Committee for Internal Market and Consumer Protection (IMCO) - tabled his working document at the end of February. The draft opinion of the Committee on Transport and Tourism (TRAN) was presented on the 15th of March. MEPs welcomed the European Commission's initiative to enhance the safety of riders by providing them with vehicles equipped with viable safety technologies such as antilock braking systems, combined braking systems and Automatic . The TRAN Committee is also proposing to extend the mandatory introduction of antilock braking systems to the fastest powered two wheelers below 125 cc. Several other meetings have been held - including a public hearing at the European Parliament on the 22nd of March - in order to broadly discuss how to better enhance the safety

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of vehicles. Although discussions at the European Parliament and the Motorcycle Working Group are moving forward in line with the timeframe foreseen for the adoption of this important piece of legislation, some delays are nevertheless expected from the side of the Council of Ministers. **ETSC is calling for urgent action** to be taken in order to reduce the safety disadvantages of riders and thus contribute their share to achieving the renewed EU 50% casualty reduction target to 2020.

Developing a European Approach to the Initial Training of Motorcyclists

The European Commission recently published the Initial Training of Motorcyclist model, addressing one of the main problems affecting the quality of initial rider training, namely the focus on machine control skills to the detriment of hazard awareness and rider attitude and behaviour. The model for a European initial rider training programme was developed through the IRT Project, which was co-funded by DG MOVE together with sectoral associations. In its present three-element format covering Theory, Machine Control and Traffic interface, the IRT model for a European initial rider training programme offers new riders a better chance of meeting the challenges and recognising and managing the hazards that will be encountered on the road. A fourth e-Coaching element is envisaged in order to further and significantly improve the situation. This publication can be read [here](#).

IRTAD Annual Report 2010

The International Transport Forum (ITF) – OECD recently published the annual International Traffic Safety Data and Analysis Group (IRTAD) report. This report comprises a synthesis of the main trends in terms of the number of traffic deaths and crashes for 2009, as well as preliminary trends for 2010. It also presents longer term trends in order to better understand the developments taking place in the different countries. An overview of the IRTAD activities, as well as detailed analysis from the 32 countries including analysis of safety trends by road user category, by age group and by road type but also per specific safety issues such as: speeding, drink driving, and the wearing of seat belts and helmets, is also provided. The report also focuses on the national strategies in place, including targets and performance towards meeting the targets, as well as measures implemented over the last two years to improve

safety. <http://www.internationaltransportforum.org/irtad/pdf/10IrtadReport.pdf>

European Parliament Supports the Reduction of 'Blind Spots' on Heavy Goods Vehicles

Members of the European Parliament have adopted a written declaration urging the European Commission and Council of Ministers to reduce blind spots around heavy goods vehicles (HGVs) on European roads. Blind spots on heavy goods vehicles disproportionately increase the risk of collisions on European roads. HGVs make up 3% percent of the vehicle fleet but are involved in 14% of fatal collisions, being particularly dangerous to vulnerable road users such as motorcyclists, cyclists and pedestrians. Currently regulated by Directive 2007/38/EC, the fitting of heavy goods vehicles with systems of indirect vision to reduce collisions is under evaluation by the European Commission. MEPs are attempting to put pressure on the Commission to speed up its evaluation of the current Directive, revise its text to take account of the latest technological developments, and ensure that emergency braking and lane departure warning systems are installed on all heavy goods vehicles registered in the European Union. The written declaration was submitted by MEPs Fiona Hall, Ines Ayala Sender, Isabelle Durant, Dieter-Lebrecht Koch and Sabine Wils and was signed by a total of 415 MEPs.

Road Safety Awards ceremony

On the 1st of February 2011, Siim Kallas, Vice-President of the European Commission and Transport Commissioner, presented awards to organisations for their outstanding commitment to the European Road Safety Charter. The excellence awards were divided into six categories: large businesses, small and medium-sized enterprises, associations, institutions, non-governmental organisations and local and regional authorities which have undertaken specific commitments to reduce the number of road deaths in their communities. The list of awarded organisations and details concerning their commitments can be found [here](#). Prior to the ceremony, the European Road Safety Charter team hosted workshops on selected topics including road safety activities in the upcoming decade, initiatives in relation to work-related road safety, and measures to improve vulnerable users' urban safety. The presentations of the key speakers, as well as a summary of these workshops can be downloaded [here](#).

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European Day of Courtesy on the Road

The 24th of March was the **European Day of Courtesy on the Road** (EDCR). This is an original awareness campaign aiming for the long-term improvement of the behaviour of all road users across Europe. The yearly EDCR pre-campaign invited citizens, schools, companies, government and other stakeholders to participate in the event and to disseminate road safety messages. A common branding has been set-up for all participants. The campaigns promoted socially responsible behaviour on the road, the principle of drivers' caution toward pedestrians and cyclists and the principle of road sharing.

Occupational safety and health in the transport sector – an overview

The European Agency for Safety and Health at Work (OSHA) recently published a report reviewing the OSH risks of a wide variety of transport occupations, by analysing statistics and studies, and through selected case examples of prevention. The report has a broad scope: it covers all transport subsectors (rail, water, air and road) and is intended for both those working in the sector and policymakers. It is available [here](#) together with 16 national statistical reports.

Johnson & Johnson Receives Prestigious International Road Safety Award for SAFE Fleet

On the 8th April, HRH Prince Michael of Kent has presented **Johnson & Johnson** with his the prestigious **International Road Safety** Award for the company's long-standing commitment to road safety. The Johnson & Johnson global **SAFE Fleet programme**, which educates and trains employees about safe driving techniques and injury prevention strategies, has led to significant reductions in fleet crashes and injury rates. Since SAFE Fleet was first introduced in 1994, the company's crashes per million miles driven (CPMM) rate has decreased by 37% globally. SAFE Fleet is one of many programs designed to protect employees, families, customers and communities. Johnson & Johnson has set new internal performance targets for SAFE Fleet as part of its five-year sustainability goals, which will be soon announced. More information is available [here](#).

EC launches public consultation on a European Multi-Modal Journey Planner

The objective of this **consultation** is to collect information and opinions from stakeholders across the EU on the vision, feasibility and possible technical/organisational implementation issues of European and national multi-modal journey planners. This is meant to support the development of national and regional multimodal journey planners, and links between existing planners, with the ultimate target of providing users with an EU level journey planner. The consultation will serve as a first input for the elaboration of specifications for multi-modal travel information foreseen under **Directive 2010/40/EU**. The initial outcomes of this consultation will be presented in a workshop in June 2011 in Brussels. Questionnaires and input should be submitted by 27th May at the latest.

European Commission Launches Competition for Ideas to Reduce Tampering with L-category Vehicles

The competition is open to students and technically-minded members of the public. They are asked to propose innovative solutions to reduce and prevent the tampering of L-category vehicles. This category includes light vehicles, such as powered cycles, mopeds, scooters, motorcycles, tri-cycles, quads and mini cars. More information can be found [here](#).

Aviation, Rail and Maritime Safety News

EASA proposes a new set of harmonised European rules to avoid crew fatigue

EASA published a notice of proposed Amendment (NPA 2010-14) on flight and duty time limitations and rest requirements (FTL) for commercial air transport. FTL rules aim at avoiding crew fatigue by introducing limitations to the way crews can be scheduled by airlines. This NPA proposes a number of safety improvements and areas for European harmonisation. The European Parliament and the European Commission requested EASA to conduct a scientific and medical evaluation of the current regulation which allows national provisions in areas such as augmented flight crew, split duty, time zone crossing, reduced rest and standby,

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and to propose a set of fully harmonised rules. Comments will be reviewed and a Comment Response Document (CRD) will be available for [public consultation on EASA website](#). At the end of the consultation process, EASA will present a final Opinion to the European Commission who will then launch the final process for adoption by the European Parliament and European Council in April 2012.

EASA proposes new certification rules for large aeroplanes and turbine engines flying in icy conditions

The proposed Certification Specifications update aims at better protecting large aeroplanes and turbine engines when flying in atmospheric icy conditions. EASA also proposes a revision of the requirements for engine air intake de-icing and anti-icing systems with an update of the freezing fog conditions and the introduction of falling and blowing snow conditions. The amendment of the certifications specifications for large aeroplanes (CS-25) and for turbine engines (CS-E) is expected to enter into force during the second quarter of 2012, after a period of public consultation and comments. Manufacturers of large aeroplanes and turbine engines will then have to comply with these updated rules.

Air Traffic Management safety in Europe: some progress but no room for complacency

In its Annual Safety Report for 2009, the Safety Regulation Commission of Eurocontrol confirms that air traffic management (ATM) safety levels are gradually improving - but warns that more effort will be needed in order to meet the ten-fold safety gains aimed at for 2020 in the Single European Sky programme. The report raises a particular concern: increasing financial constraints might affect National Supervisory Authorities' ability to maintain comprehensive safety oversight. The report is available [here](#).

EU and US conclude cooperation agreement on civil aviation safety

The European Union and the United States concluded an agreement on cooperation in the regulation of civil aviation safety (8312/09). The [agreement](#) will enter into force on the 1st of May 2011. The purpose of the agreement is to enable the reciprocal acceptance of findings of compliance and approvals and promote a high degree of

safety in air transport. It will ensure regulatory cooperation and harmonisation between the United States and the EU regarding airworthiness approvals and the approval and monitoring of civil aeronautical products, environmental testing and maintenance facilities.

2011 European Maritime Safety Agency Work Programme

The EMSA published its 2011 Programme. This aims at strengthening EMSA's role as service provider in the field of ship traffic and ship pollution related information, through the launch of new systems, improving existing procedures and making them more user friendly. Divided into four main parts, the document details the new EMSA mandates, the challenges concerning maritime surveillance, the visits and inspections to monitor the implementation of EU legislation and the technical and scientific assistance facilitating cooperation between Member States. Additionally, the reporting of accidents to the EMSA-developed maritime accident database will become mandatory. These new developments will provide information for cost-efficient planning and allocation of resources. The EMSA work programme is available [here](#).

Public consultation on improving Offshore Safety in Europe

On the 18th of March, the European Commission launched a public consultation concerning a review of the EU's regulatory frameworks and practices currently governing the protection of health, safety and environment in the exploration and production activities of the offshore oil and gas sector. In light of the experience from the Deepwater Horizon incident in the USA, the EU is reflecting whether current regulatory frameworks and practices are adequate in terms of accident prevention, emergency preparedness and response. Following last year's Communication entitled [Facing the challenge of the safety of offshore oil and gas activities](#), which summarises preliminary findings and responses on the matter, the Commission is currently analysing concrete forms of adequate measures at the EU level. The consultation period runs until May 11th.

Aviation, Rail and Maritime Safety News

Mandatory fire test procedures Code adopted by IMO

New amendments to the International Convention for the Safety of Life at Sea (SOLAS) to make mandatory the International Code for the Application of Fire Test Procedures (2010 FTP Code) have recently been adopted by the International Maritime Organisation (IMO). The FTP code, due to enter into force on July 1st 2012, provides international requirements for laboratory testing, type-approval and fire test procedures for products referenced under SOLAS. It also comprises a list of specific tests on non-combustibility including tests for: smoke and toxicity, fire door control systems, surface flammability, vertically supported textiles and films, upholstered furniture, bedding components, fire-restricting materials for high-speed craft, and fire-resisting divisions of high-speed craft. For more information on the FTP code, please contact IMO.

Austria, Estonia, Germany and the UK requested to transpose EU rules on Rail Safety

The European Commission has recently asked Austria, Estonia, Germany, and the United Kingdom to give notification of their national implementing measures regarding Common Safety Indicators (CSI) for railways. These four Member States are the only ones having not yet notified the Commission on their national legislation complying with a Directive on Common Safety Indicators for railway safety and common methods to calculate accident costs. The Directive will make it possible to compare railway safety performances across the EU and to spend public money more efficiently to increase safety. This could significantly help to better protect rail passengers in the future. The Commission's request takes the form of a reasoned opinion under EU infringement procedures. The four countries have a period of two months to inform the Commission of measures taken to ensure full compliance with the Directive. Should they fail to do so, the Commission could refer the case to the Court of Justice.

2011 European Railway Agency enlarged work programme

Under this year's ERA work programme special attention will be paid to freight train derailments. This will be supported by an EU study requested by the European Commission as well as by the establishment of a freight platform investigating measures to prevent derailments. The platform will be operated in cooperation with the Rail Interoperability and Safety Committee, on the basis of terms of reference which will identify objectives and working methods. Amongst other objectives, the ERA will also develop a second set of Common Safety Targets (CSTs) and Methods (CSMs) on risk assessment for monitoring their Safety Management System by the end of the year. These methods are currently developed in close collaboration with the Safety Certification sector of the Safety Unit. The Agency will strengthen links with the National Safety Authorities (NSAs) and other stakeholders to create a better common understanding of roles and responsibilities in railway safety management. A strengthened co-operation between the Agency and the Network of Safety Authorities to transform the peer reviews in a cross-audit framework may be one of several tools to accelerate an EU approach to safety. The entire document can be read [here](#).

Development of a migration strategy towards a single safety certificate

The ERA recently published a report containing [proposals for migration to a single safety certificate by 2020](#). It uses information gathered in an Agency study on national safety requirements but also safety certificates taken from the Member States. Some key recommendations include a further control element at EU level based on transposition checks by the European Commission and the cross auditing of National Safety Authorities. A greater transparency of National Safety Rules (NSRs) and the development of a Programme Management approach, which links and reviews the key projects and ensures effective implementation, should ensure the successful migration in a clear and structured way. All stakeholders are invited to participate and provide comments on the Agency's report by 13th May. Contact: karen.davies@era.europa.eu.

ETSC and partner organisations news and events

ETSC Annual PRAISE Seminar with EU OSHA in Brussels, 18th of May 2011

ETSC's project "Preventing Road Accidents and Injuries for the Safety of Employees" (PRAISE) aims to increase road safety in the work context. The project is co-funded by the European Commission, the German Road Safety Council, the Swiss Council for Accident Prevention (bfu) and the MAPFRE Foundation. It aims to "praise" best practices in order to help employers secure high road safety standards for their employees. ETSC is holding its annual PRAISE Seminar in Brussels on May 18th 2011. In cooperation with EU-OSHA, the Seminar will bring together companies, fleet safety managers, EU institutions, government representatives and road safety experts. The Seminar aims to discuss findings of ETSC's recent three Thematic Reports, and to invite representatives from the EU institutions to debate work related road safety. The winners of the ETSC PRAISE awards will also be announced. On 11th May, to coincide with the launch of the UN Decade of Action on Road Safety 2011-20, the EU-OSHA will launch a range of reports and a new web feature on preventing risks to road transport drivers. EU-OSHA will also present the results of its work at the PRAISE Seminar. Further information in relation to the agenda and how to register can be found [here](#).

Fifth PIN Conference, Tuesday 21st of June 2011

ETSC will hold its 5th Road Safety PIN Conference in Brussels on the afternoon of Tuesday 21st of June 2011. The event will unveil the country receiving the Road Safety PIN Award 2011, joining the elite club of France, Portugal, Spain, Latvia, Estonia and Ireland. The PIN Report 2011 will also be launched, revealing which countries achieved the EU target of reducing road deaths by 50% between 2001 and 2010. Trends in reducing deaths on rural roads and in protecting vulnerable road users will also be at the center of discussions. The conference programme will soon be available at www.etsc.eu. For more information on the Road Safety PIN see www.etsc.eu/PIN.

ETSC to mark the launch of the UN Decade of Action with the publication of its 20th PIN Flash

A new PIN country ranking will be published on the 10th of May 2011 comparing Member States' progress in reducing deaths among pedestrians, cyclists and motorcyclists. Initiatives targeted at improving the safety of vulnerable road users will be crucial to cut road deaths in the decades to come. Better protection of vulnerable road users is one of the top priorities of the UN Decade of Action for Road Safety and the EC 2011 White Paper *Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system*.

Drink Driving Forum

This European Forum will be organised in Brussels on the 19th May. It will provide a stage for the open discussion of the challenges and obstacles to tackling the drink driving problem. The Forum will determine priority areas and practical solutions to effectively combat drink driving on Europe's roads, and promote broader awareness of the environment in which these tools and interventions are applied. This one-day conference will bring together internationally acknowledged experts representing EU institutions, Member State authorities, leading international researchers, road safety practitioners, and representatives from non-governmental organisations and industry to share their knowledge about proven solutions to deal with the problem of drink driving. The agenda and details for registration can be found [here](#).

PRAISE Project Seminar in Greece

As part of the PRAISE project (Preventing Road Accidents and Injuries for the Safety of Employees), with the objective of increasing road safety in the work context, ETSC held a PRAISE country Seminar in Athens on the 17th of March attracting approximately 40 participants. The seminar was co-organised with the Panos Mylonas Road Safety Institute and brought together politicians as well as international and national experts who discussed how to improve work related road safety in Greece. The PRAISE seminar in Athens provided an opportunity to assess work-related road safety in Greece and to examine existing and possible future initiatives from governments and

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employers to secure better road safety standards at work. The seminar concentrated on good practice examples from employers that decided to include road safety planning in their business plans and occupational health and safety policies. Presentations delivered during this PRAISE event are available [here](#). The next PRAISE national events will be organised in Oviedo, Spain on the 9th June and in Bonn, Germany on 14th June.

Safe and Sober Transport – Alcohol interlocks: a life saving technology

Building on the success of the 6th October 2010 seminar on the use of alcohol interlocks held in the European Parliament, MHF (the Swedish Abstaining Motorists' Association) and ETSC organised a follow-up event in the European Parliament to discuss and promote the role of alcohol interlocks in the new EU road safety strategy for 2011-2020. A three-day exhibition (between 29th and 31st March) provided visitors with informative and interactive materials on alcohol interlocks and their use in Europe. The exhibition opening event was hosted by MEP Anna HEDH and provided an opportunity to formulate key recommendations to policy makers at all levels on implementing alcohol interlock programmes for recidivist drivers and commercial drivers. Future S&S Talks will be organised in Sweden before the summer. More information is available [here](#).

2011 International Transport Forum: Transport for Society

The International Transport Forum's annual Summit will take place this year on 25-27 May 2011 in Leipzig, Germany. Bringing together Ministers, decision-makers, experts and practitioners from around the world and from all modes of transport, this summit will be an opportunity to exchange ideas about recent developments and the future of transport. This year, the debates will focus on the theme of "Transport for Society" transport as intrinsic to societal activity, and one of its greatest enablers. More details are available [here](#).

Third European injury prevention conference

The Third European Conference on Injury Prevention and Safety Promotion will be held in Budapest on 16-17 June 2011. This major international event will bring together European

and worldwide stakeholders working in the area of prevention of accidents and injuries to exchange, debate and discuss the latest results in injury research, policies and practices. The key theme of the conference is how best to transfer and apply good practices in injury prevention to new settings and environments. The conference will highlight successful safety promotion initiatives and actions and encourage the uptake of good practice in other countries. The conference is being organised by EuroSafe and the government of the Republic of Hungary - currently holding the Presidency of the Council of the EU - and is co-sponsored by the European Commission and the WHO Regional Office for Europe.

Challenges Facing Road Safety: the enforcement perspective

On 27-28 September in Manchester (UK) TISPOL, the European Traffic Police Network, is organising a conference to give an overview on the latest developments in road safety and enforcement from across Europe and beyond. More information can be found on the [TISPOL website](#).

Second European Commission Workshop on level crossing safety

An EU workshop on level crossing safety was organized on 16 March in Tallinn and was followed by a plenary meeting of the European Level Crossing Forum. The European Commission renewed its wish to develop a set of EU guidelines promoting high level safety standards on education, enforcement and engineering. A number of good worldwide practices were presented and will be used as a basis to draft the guidelines. The main themes were the education of users, specifically young drivers, and also enforcement in terms of prosecution of traffic rules offenders. This year the International Level Crossing Awareness Day (ILCAD) will be held on 9th June and will involve more than 40 countries. More information on ILCAD is available [here](#).



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