Safety Monitor

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

April 08

NUMBER 72

Editorial

EU Road Safety Legislation on the Right Track

Two important steps towards safer roads in the EU have recently been made by the EU. Following heated discussions in the European Parliament's Transport Committee, MEPs voted in favour of a proposed Directive on road infrastructure safety management on 26 February. Its final adoption is expected in the Parliament's plenary session in May. Three weeks later, on 19 March, the European Commission adopted a proposal for a Directive on the cross border enforcement of traffic law.

Despite the seemingly different area of these two legislative initiatives, both of them have the same goal: improving road safety within the EU. To take the example of infrastructure management, there exist a striking six-fold difference in the risk of being killed on motorways in various European countries. These disparities contribute to the heavy annual toll of 3,200 deaths on EU motorways. The adoption of the revised Directive would help to prevent up to 600 of these deaths.

A Directive on the cross border enforcement of traffic laws is another long awaited legislative instrument. The scope of the problem is evident from the following fact: while non-residents represent around 5% of road traffic in the EU, their share in speeding offences is around 15% on average. The main objective of the new legislation is to apply enforcement measures to non-resident traffic offenders through setting up a system for information exchange and proper notification of offenders. This EU-wide follow up of cross border traffic crimes would replace a patchwork of bi-lateral agreements which are currently in force.

During the discussion on infrastructure many MEPs expressed concern with too much 'red tape' and challenged the EU's competency to legislate on road safety. Now with the amended Directive Member States would only have to show how they would meet the common standards and procedures. While this approach has weakened the proposals, their ultimate adoption and implementation will nevertheless serve to raise road safety in Member States. This is especially important now, after the worryingly bad 2007 when for the first time in a number of years the EU has seen no reduction in the number of road deaths. This calls into question our chances of reaching the 2010 target of reducing the 42,000 deaths on Europe's roads. The EU should not shy away from legislating for better road safety. Experience from the recent vote in the TRAN Committee shows that MEPs will support efforts to save the lives of their constituents.

Contents

Road safety	**2**	**Multimodal and Transport Instrastructure**	**6**
Aviation, Rail & Maritime Safety	**5**	**ETSC and Partner Organisations News**	**7**

ETSC European Transport Safety Council

Road Safety

2007 bad year for road safety

The recently published 2007 European Commission's Road Safety Quick Indicator has provided disturbing results, albeit provisional and incomplete, citing no change in the annual decrease in road deaths in the EU27 compared to the previous year. Road deaths went up in Malta (+40%), Denmark (+30%), the Czech Republic (+16%), Finland (+14%), Slovenia (+11%), Sweden (+9%) and Poland (+7%). On the contrary, progress was recorded in Spain (-8%), Ireland (-7%), Austria (-5%), the UK (-6%), Hungary (-6%), Bulgaria (-4%), Greece (-3%) and France (-2%).

Similarly worying data have been put forward by the Federation Internationale de l'Automobile (FIA) which called for mandatory introduction of electronic stability control (ESC) systems and seatbelt reminders for all vehicle occupants, a rapid adoption of the Directive on Road Safety Infrastructure Management and efficient education and enforcement for drivers.

In June 2008 ETSC will publish an update of the EU countries progress toward the 2010 road safety target.

Traffic safety crosses borders

On 19 March the European Commission adopted a new proposal for a Directive on the cross border enforcement of traffic laws. The Directive will pave the way for an effective working of the Framework Decision on the Mutual Recognition of Financial Penalties from 2005. Its main objective is to set up a system for exchanging information (e.g. owner data) and procedures for the proper notification of offenders, so that road safety enforcement measures can be applied to non-resident traffic offenders. At present effective and efficient follow up of cross border offences hardly exist. A further complication is the trend where an increasing number of countries employ automatic enforcement systems for speeding (e.g. Austria, France and the Netherlands).

ETSC believes that the Directive should be strengthened through including an EU-wide reference framework for convergence of enforcement best practices, such as the use of fixed safety cameras in combination with mobile controls for speed and targeted alcohol breath testing.

Sixfold difference in motorways safety

The new Road Safety Performance Index (PIN) ranking conducted by ETSC showed that European motorways are safest in Switzerland, Denmark, the Netherlands and Great Britain, where less than two people are killed on average for every billion km driven. In Sweden, France, Ireland, Germany and Finland the risk of death is below the EU average of 4 deaths per billion vehicle-km. In Austria, Norway, Belgium, the Czech Republic, Italy, Portugal and Spain, death rates are above the EU average of 4 but below 7. On Slovene and Hungarian motorways, more than 8 people are killed for every billion km driven.

Although the number of deaths on EU motorways has been decreasing in 2001-2006 by 5% yearly, it went up in Greece, Sweden, Hungary and Slovenia. On the contrary, Switzerland, France and Austria have achieved the biggest annual reductions in motorways deaths, between 10 and 15%. Annually over 3,200 people are killed on EU motorways.

Cabotage divides Member States

The Transport Council on 7 April failed to overcome national differences over new rules for road cabotage in the EU, namely the possibility for a haulier not established in a given Member State to carry out transport services within that state. The Commission proposed to review the existing rules on cabotage in a package of three proposals presented in May 2007, merging the regulations on market access and reinforcing the Community license criteria for hauliers.

The Slovenian EU Presidency presented a compromise that incorporates the Commission's proposals, i.e. enabling a haulier to carry out three cabotage operations immediately after an international transport operation. It also establishes an obligation for the Commission to assess, by 2012, whether the conditions allow further opening of national markets.

Some countries, namely Sweden, Spain, Finland, Germany, France, Malta, Hungary, Ireland, Bulgaria and Slovenia, seem to be prepared to accept the compromise. Others - the Czech Republic, Netherlands, Portugal, Belgium, Romania, Latvia, Denmark, Estonia, Lithuania, Slovakia and Poland - voiced reservations, defending more extensive liberalisation.

Parliament demands faster implementation

The European Parliament's Transport Committee unanimously adopted on 26 March a report by Francesco Ferrari (ALDE, Italy) proposing a stricter schedule for new vehicle constrution requirements than previously asked for by the Commission. This first reading report

©ETSC 2008

Road Safety

concerns a regulation which would replace two texts currently in force: Directive 2003/102/EC on the protection of pedestrians in the event of a collision with a motor vehicle, and Directive 2005/66/EC which established the technical recommendations for frontal protection systems on motor vehicles. The text proposes to have ABS-type braking assistance systems fitted as standard in all new vehicles and modifies the requirements of Directive 2003/102 regarding passive safety, i.e. vehicle construction norms, which are supposed to reduce the consequences of shock for pedestrians.

The report will be voted on during the Parliament's plenary session in June 2008.

Tension on coach drivers' worktime rules

The European Transport Workers' Federation (EFT) and the International Road Transport Union (IRU) have agreed to team up to work out a compromise until mid-May and to present proposals to the European Commission. Previously EFT had strongly opposed IRU's attempts to revise the working time of coach drivers. The issue is whether or not to reintroduce a derogation which allows coach drivers to work for twelve consecutive days before having to take an obligatory rest period. The twelve-day working period was shortened to six days by a new regulation on driving time and rest periods for drivers of road haulage and passenger transport vehicles (Regulation 561/2006), in force since April 2007.

However, IRU, which represents employers in the transport industry, claims that the six-day regulation has created a major crisis within the coach tourism market, with a cost increase of 30% for tours of more than six days. The European Parliament adopted in November 2007 a resolution on tourism calling on the European Commission to examine the possibility of pushing back the rest period beyond six days.

Consultation on ITS

The European Commission is preparing an Action Plan on Intelligent Transport Systems (ITS) on Roads, scheduled to be launched in June 2008. To this end, in February and March the Commission held a public consultation on ITS for road transport, asking stakeholders to comment on different possible ITS types, from vehicle equipment (electronic stability control system, eCall for emergencies, speed alert, etc), to traffic management systems and traffic assistance services (route guidance, real-time traffic information, etc). ITS have the potential to contribute to improving road safety efficiency and safety, fostering modal shift and reducing negative impact of transport on environment. Included in the Action Plan outline is the objective of: making better use of the newest active safety systems both in vehicles and for road users. The concrete actions proposed include: the deployment of e-Call, collecting road data and digital maps for the swifter implementation of Intelligent Speed Adaptation devices as well as the promotion of the use of alcolocks

Drivers fail to protect child passengers

A Europe-wide campaign organised by TISPOL, the European Traffic Police Network, has revealed a total of 142,209 car users not to be wearing seatbelts. The title of the two-week long campaign was "Save Your Children. Adults have a choice, children do not" and police were concerned to find that those not wearing seatbelts included over 4,000 children. Research suggests that up to 10,000 people die on Europe's roads each year as a result of not wearing a seatbelt.

Annual conference of TISPOL - the European Traffic Police Network

30 September & 1 October 2008, Harrogate, UK

Roads safety and policing experts are to gather at Harrogate, UK, for the annual conference of TISPOL - the European Traffic Police Network.

Speakers include Enrico Grillo Pasquarelli, Director of Inland Transport, DG TREN, European Commission, Ellen Townsend, Head of Policy at ETSC (European Transport Safety Council) and Jim Fitzpatrick MP, the UK Minister for Road Safety.

Experts from private industry and academia and leading practitioners from several European countries will also speak and answer questions. Supt. Kevin Casey, Traffic and Transit Safety Department, Victoria Police, Australia will offer a perspective from outside of Europe.

For further information please visit ***www.tispol.org*** *or write at* ***press@tispol.org***

©ETSC 2008

Road Safety

Operation Speed launched in 20 countries

A pan-European campaign, coordinated by TISPOL and targeting excess speed, has been launched. Operation Speed will see police in over 20 European countries carrying out checks night and day throughout the week of 21-27 April. Last year over 387,000 drivers were caught speeding during a similar week long operation. Speed is the most common cause of road deaths costing up to 11,000 lives a year, according to TISPOL.

ISO standard for road safety management

The International Organization for Standardization, ISO, is set to develop an international standard for road safety management by 2010. The set of instructions on how to create continual improvement in road safety work will be made available to any actor in the area, including road designers, car manufacturers, passenger and cargo transport businesses, accident victims etc. The Swedish Standard Institute, SIS, is assigned to co-ordinate the development work.

First European Road Courtesy Day

A first European Day of Courtesy on the Road was held on 20 March in Brussels by two Belgian road safety associations, Responsible Young Drivers and Sebaction, with the support of the regional government of Brussels. The goal is to promote mutual respect on the part of all road users which have to share the single public space in this age of growing mobility and increased population differences in the EU. The event also served as a platform for announcing the results of a 12-country survey "Courtesy on the Road" commissioned by Responsible Young Drivers.

UK warned over seat belts and tunnel safety

On 31 January the European Commission decided to send a reasoned opinion to the United Kingdom for failure to transpose the directive on the compulsory use of safety belts and child-restraint systems (Directive 2003/20/EEC), in vehicles in Gibraltar, and to notify its implementing measures.

Another item the United Kingdom will be warned about is its failure to fulfil the reporting obligations under Directive 2004/54 on minimum safety requirements for tunnels with lengths of over 500 metres. The UK was sent a letter of formal notice in June 2007 but the Commission claims to have received no information in response as regards compliance of tunnels and planned measures or the gradual application of Directive 2004/54.

UK Road Safety Time Bank launched

A new and potentially the largest learning resource in UK road safety has been launched. The Road Safety Time Bank gives road safety and casualty reduction professionals the opportunity to learn from the work of a broad spectrum of their peers. Time Bank members will gain access to the sort of real-world knowledge and expertise needed to help improve performance and add quality and breadth to local service delivery. Members agree to offer their expertise in areas where they have most experience, and are free to ask for assistance on any subject offered by other members. The project works on a no-fee basis, the only expense being members' time.

The Time Bank can be found at www.roadsafetyhub.com and enquiries about signing up can be made through the project manager Simon Mills at: beacon@northamptonshire.gov.uk

Concluding PEPPER Conference

17-18 June 2008, Prague, Czech Republic

The concluding conference of the PEPPER project will take place in Prague, Czech Republic on 17-18 June 2008.

Co-financed by the European Commission, the project aims to enhance the effective implementation of police enforcement by approaching the safety potential of traffic law enforcement in a broader context, taking into account the scientifically verified impacts of enforcement, the prioritisation of enforcement based on cost-effectiveness and data-led operations, whilst focussing on the essential enforcement areas of speeding, drink driving and seat belt use.

*More information on PEPPER can be found here **www.pepper-eu.org**. For registration please e-mail to Mr. Timmo Janitzek, ETSC at **timmo.janitzek@etsc.be***

©ETSC 2008

Aviation, Rail & Maritime Safety

EASA powers extended

On 30 January the Council of Ministers adopted the new regulation on the European Aviation Safety Agency (EASA) which widens the agency's certification powers, incorporating the amendments proposed by the European Parliament in December 2007. The regulation introduces new common standards for air operations, the licensing of flight crew and specific provisions for foreign aircraft used in the EU. New powers will allow EASA to impose fines for infringements of rules, in addition to withdrawing certificates for serious violations.

Compromise over air safety agreement

The Parliament and the Council have reached an agreement for a new regulation on air safety. The new text will replace the current Regulation 2320/2002 on air safety, which had been adopted in the wake of the 11 September 2001 terrorist attacks. It will ease the heavily detailed technical provisions, which make its adaptation difficult when faced with new threats. Funding safety measures was a major stumbling block.

List of banned airlines updated

On 11 April 2008 the European Commission released the latest update of the blacklist of banned airlines. It now includes all carriers from Equatorial Guinea, Indonesia, the Kyrgyz Republic, Liberia, Sierra Leone, Swaziland and the Democratic Republic of Congo (DRC). Also nine individual carriers' operations are fully banned in the EU. Ukrainian Cargo Airways airline has become the third Ukrainian carrier to be added to the blacklist, after Volare and Ukrainian Mediterranean Airlines. Iran's Mahan Airlines, which was added to the list in September 2007, remains banned but the Commission intends to travel to Iran soon to check the results of measures taken to strengthen safety requirements before deciding whether to remove it from the list. Progress made by TAAG Angola Airlines and Garuda Indonesia was considered insufficient to allow these airlines to be withdrawn from the list.

The full blacklist is available on the Commission's website at http://ec.europa.eu/transport/air-ban/

Accreditation of railway hardware

On 3 March the EU Council of Ministers officially adopted a common position on the proposal for a directive on railway safety modifying Directive 2004/49/EC and the proposal for a regulation on the European Railway Agency (Regulation 881/2004). The two are part of the package presented in December 2006 aiming to simplify the authorisation procedures for the use of new railway hardware in the EU.

On its part, the current Slovenian EU Presidency hopes to work out an agreement with the European Parliament on the package covering the approval and cross-acceptance of railway rolling stock before the end of its mandate.

Council makes no progress with Erika III

During the debate at the Transport Council on 7 April, the large majority of Member States clearly stated that they favoured international instruments over a Community solution for the last two of the ERIKA III proposals which are still not agreed. These proposals aim to enforce the International Maritime Organisation's conventions on the obligations of flag states (proposal for a directive on compliance with flag state requirements) and on compensating victims of maritime pollution (proposal for a directive on civil responsibility and financial guarantees for ship owners).

The Slovenian EU Presidency intended to wrap up the Erika III package in order to strengthen the range of legislative instruments against maritime pollution and substandard vessels. However, only France, Bulgaria, Ireland, Belgium (for the proposal on flag states but not for the proposal on compensation) and Italy said that they supported the idea of a directive, with Finland still undecided. France nonetheless announced its intention to continue the work during its EU Presidency in the second half of 2008.

In the European Parliament's first official reaction the two rapporteurs on Erika proposals, Liberal MEPs Dirk Sterckx (Belgium) and chair of the Transport Committee Paolo Costa (Italy) called the Council's attitude "scandalous".

©ETSC 2008

Multimodal and Transport Infrastructure

Weakened Infrastructure Directive approved

On 26 February the European Parliament's Transport Committee adopted its report on the Commission's proposal for the Directive on Road Safety Infrastructure Management, setting out particular instruments, including impact studies, safety audits and inspections, for road infrastructure construction and operations. However, the report allows the Member States to organise road infrastructure safety management in other ways, which must be approved by the Commission though. The directive's scope will be limited to Trans-European Transport Network (TEN-T) projects upwards of 10 mn EUR. The report is expected to be approved by the EP plenary session in May.

Over 3,200 people are killed each year on European motorways, with an six-fold difference in the numbers between the best and the worst performing Member States, according to ETSC.

Balkan treaty to enhance safety

The European Commission proposed, on 5 March, to open negotiations with the Western Balkans (Croatia, Bosnia and Herzegovina, Albania, Montenegro, Serbia, Macedonia and Kosovo) for the conclusion of a 'Transport Community Treaty' in continuation of the strategy for the Western Balkans adopted the same day. The Treaty, to be signed in 2009, covers road, rail, maritime and barge transportation and is expected to attract investments into the transport infrastructure of the Balkan states and enhance its safety. One of the examples is the use of electric tachographs by hauliers and the respect of work and rest hours.

Rail and shipping remain priority for EIB

In 2008 the European Investment Bank (EIB) will continue to prioritise railways, inland waterways and maritime projects which are the most promising in terms of cutting greenhouse gas emissions per unit of transport. Road and airport projects will have to "demonstrate high economic value" to be eligible for EIB funds. Priority will be given to projects improving safety and efficiency and reducing environmental impacts, including research activities by vehicle manufacturers aimed at boosting energy efficiency, ensuring emissions reductions and improving safety. Examples include investments in energy-efficient smaller cars and renewably fuelled vehicles.

Investments in the Trans-European Transport Network (TEN-T) are and will continue to be a priority for the EIB. In 2007, the bank lent 8.3 bn EUR for TEN-T projects, almost half of which were priority projects. SOme 7.4 bn EUR of these were investments in EU projects. As in past years, Spain received the biggest share (2.2 bn EUR), followed by Italy (1.2 bn EUR) and Bulgaria (1.1 bn EUR). In terms of sectors, rail transport topped the list (45% of the volume of lending, equivalent to 3.3 bn EUR), followed closely by road (40%, 3 bn EUR), with air (9%, 630 mn EUR) and maritime transport (6%, 434 mn EUR).

Galileo endorsed by Council and Parliament

On 7 April the EU Transport Council, then on 8 April the European Parliament's Industry Committee, and on 23 April the Parliament's plenary session approved the informal agreement concluded with the Council of Ministers on the implementation of the deployment and operation phases of Galileo, the European satellite navigation programme.

The Council's agreement contains general guidelines on the proposal for a regulation which defines the major implementation principles of Galileo's deployment and operation phase, specifies the funding for 2007-2013 (3.4 bn EUR) and determines the rules for awarding public procurement contracts and for the programme's governance. The European Commission should now present a proposal which modifies the regulation on the programme's management structures. First contracts are expected to be signed by the end of the year.

More funding for urban transport

Urban transport needs more policy coordination at different levels and dedicated project funding, according to the Council of European Municipalities and Regions (CEMR). In its response in March 2008 to the consultation on the European Commission's green paper 'Towards a new culture for urban mobility' CERM supported the promotion of a new culture for sustainable urban mobility in Europe based on the concept of free-flowing, greener cities with smarter and safer urban transport. However, local decision-makers should retain freedom in making decisions about meeting the needs of their constituents.

©ETSC 2008

ETSC and Partner Organisations News

ETSC attacks excessive speed and emissions

The connection between speed, safety and pollution was examined in the ETSC Policy Paper ***Managing Speed: Towards safe and sustainable road transport*** which has just been laucnhed. Speeding remains the single biggest cause for road death, accounting for one third of all fatal accidents. Research shows that on average, a 5% increase in speed leads to a 10% rise in injury accidents, a 15% rise in serious injury accidents, and a 20% rise in fatal accidents.

Speeding also contributes to global warming through disproportionate carbon dioxide emissions, and this at a time when road transport is already responsible for one fifth of the EU's CO2 pollution, the biggest and growing share among all transport modes. Properly enforced national speed limits could cut carbon emissions by millions of tonnes annually across the EU.

Speeding remains the most widespread offence, with 50% of drivers exceeding legal speed limits at any one moment, according to OECD. Therefore a 'policy mix' of measures is necessary in the fight against it, including tougher speed enforcement, latest automated control technologies, safe road design and road safety audits. New in-car speed assistance technologies can also reduce CO2 emissions by 8% and at the same time significantly decrease the number of severe crashes.

Speeding slows Finland down

At the Road Safety PIN Talk in Helsinki on 6 March, co-organised by the ETSC, the Finnish Motor Insurers' Centre (VALT) and the Central Organisation for Traffic Safety (Liikenneturva), it was revealed that the number of road deaths in Finland decreased by 22.4% to 336 in 2001-2006. Although this is in line with the EU average of just under 5% annually, it falls short of both the national (250 by 2010) and EU (200 by 2010) road safety targets which requires at least a 7.4% annual rate of eradicating road deaths.

Speed remains the single biggest contributor to road death and injury in Finland. The number of speed-related accidents rose from 33% to 45% in the past three years, and the problem is particularly acute in urban areas. Also, half of fatal speeding accidents in Finland are alcohol-related, according to VALT.

UK discusses combating drink driving

The Houses of Parliament in London hosted road safety experts who gathered to discuss strategies to reduce alcohol misuse in road transport in the UK at a "Safe and Sober" Talk organised by ETSC and the Parliamentary Advisory Council for Transport Safety (PACTS). Little progress has been made in the last 10 years in reducing the number of drink driving related deaths in the UK which has remained quite constant at around 550 deaths every year in the past decade. Drink driving deaths have slowed down overall progress in reducing road deaths in the UK.

PACTS Executive Director Robert Gifford called for lowering the BAC limit from 0.8 g/l to 0.5 g/l and for the introduction of targeted breath testing.

Irish roads become safer

According to a provisional data from the European Commission, revealed at a PIN Talk in Dublin on 18 April, Ireland is now among the top 10 best performers in the EU. The move to the 9th place from the 16th back in 2005 was the result of a 15% drop in road deaths in teh past two years. The road fatality rate per million population in Ireland went down from 107 in 2001 to 79 in 2007, below the EU average of 86. The core objective of the Government's Road Safety Strategy 2007-2012 is to save over 400 more lives between now and 2012. Lowering the BAC limit and implementing the Safety Camera Network might help achieve this goal.

Stopping drink driving among the young

A new Policy Paper about young drivers and alcohol abuse was launched by ETSC at its Transport Safety Dinner in Brussels on 10 April, attended by national police representatives, road safety experts and EU regulators. The age group of 16-24 year old drivers are greatly over-represented in crash and road death statistics, with risks a factor 2 to 3 times higher than those of more experienced drivers. To stop the spread of drink driving, a BAC limit of maximum 0.2 g/l for novice drivers must be introduced throughout the EU in line with the EU Recommendation. Alongside lower limits, it is essential that young and novice drivers are subject to special police enforcement actions and targeted communication campaigns.

Focus on speed at bfu forum

ETSC will co-organise the 10th bfu forum along with the host, "Swiss Council for Accident Prevention" (bfu). The event, to be held on 25 September 2008 in Berne, will focus on excessive speed in relation to technology.

©ETSC 2008

European Transport Safety Council

Members

Accident Research Unit - Medical University Hannover (D)
Austrian Road Safety Board (KfV)(A)
Automobile and Travel Club Germany (ARCD)(D)
Automotive safety centre (UK)
Belgian Road Safety Institute (IBSR/BIVV)(B)
Centro di ricerca per lo studio dei determinanti umani degli incidenti stradali" (CESDUIS), University of Modena e Reggio Emilia (IT)
CTL – "Centro di ricerca per il Trasporto e la Logistica", Università degli studi di Roma "La Sapienza"
Centro Studi Città Amica (CeSCAm),University of Brescia (I)
Chalmers University of Technology (S)
Comité Européen des Assurances (CEA)(Int)
Commission Internationale des Examens de Conduite Automobile (CIECA)(Int)
Confederation of Organisations in Road Transport Enforcement (CORTE)(Int)
Czech Transport Research Centre (CDV)(CZ)
Dutch Safety Investigation Board (OVV)(NL)
European Federation of Road Traffic Victims (Int)
Fédération Internationale de Motocyclisme (FIM)(Int)
Finnish Motor Insurers' Centre, Traffic Safety Committee of Insurance Companies (VALT)(Fin)
Finnish Vehicle Administration Centre (AKE)(Fin)
Folksam Research (S)
Foundation for the Development of Civil Engineering (PL)
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA)(E)
German Insurance Association (GDV)(D)
German Road Safety Council (DVR)(D)
Hellenic Institute of Transport (HIT) (GR)
Institute for Transport Studies (ITS),University of Leeds (UK)
INTRAS - Institute of Traffic and Road Safety, University of Valencia (E)
Motor Transport Institute (ITS)(PL)
Netherlands Research School for Transport,Infrastructure and Logistics (TRAIL)(NL)
Nordic Traffic Safety Council (Int)
Parliamentary Advisory Council for Transport Safety (PACTS)(UK)
Prévention Routière (F)
Road and Safety (PL)
Road Safety Authority (IE)
Road Safety Institute Panos Mylonas (GR)
Swedish National Road and Transport Research Institute (VTI)(S)
Swedish National Society for Road Safety (NTF)(S)
Swiss Council for Accident Prevention (bfu)(CH)
University of Lund (S)
Vehicle Safety Research Centre, University of Loughborough (UK)

Board of directors

Professor Herman De Croo
Professor Manfred Bandmann
Professor Richard Allsop
Professor Pieter van Vollenhoven
Professor G. Murray Mackay
Paolo Costa
Dieter-Lebrecht Koch
Dirk Sterckx
Ines Ayala Sender

Executive director

Antonio Avenoso

Secretariat

Ellen Townsend, Director of Policy
Roberto Cana, Support Officer
Paolo Ferraresi, Financial Officer
Timmo Janitzek, Policy Officer
Graziella Jost, Project Officer
Evgueni Pogorelov, Communications Officer
Marco Popolizio, Project Officer
Gabriel Simcic, Project Officer
Daniel Ugarte, Project Officer

Safety Monitor

Editor and circulation
Evgueni Pogorelov
evgueni.pogorelov@etsc.be

For more information about ETSC's activities, and membership, please contact
ETSC
Avenue des Celtes 20
B-1040 Brussels
Tel. + 32 2 230 4106
Fax. +32 2 230 4215
E-mail: evgueni.pogorelov@etsc.be
Internet: www.etsc.be

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

The contents of Drink Driving Monitor are the sole responsibility of ETSC and do not necessarily reflect the views of sponsors. © ETSC 2008