

Safety Monitor

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

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Editorial

Decision Time: Traffic Law Enforcement in the EU

New legislation which would lead to the cross border enforcement of speeding, drink driving and non seat belt use offences is having a rocky ride in the European Council. The legislation would also lead to better co-operation across the Member States on this issue. Transport Ministers of the EU met on the 9th of October and although there was a level of support for EU action to tackle enforcement in the field of road safety, the majority of the Member States favoured a third pillar legislative instrument. The third pillar of the EU Treaty deals with Justice and Home Affairs policy. Traffic Law enforcement by definition falls under both transport safety (first pillar) and law enforcement (third pillar) policy areas. However the final end of such an instrument is road safety and contributing to saving lives. This is rather a first pillar objective which is why the Commission used this as their legal basis for the proposal which ETSC still supports. A delay now risks lost years not only in policy making but also in implementing this sorely needed life saving measure.

Contrary to some concerns the proposal would not undermine efforts of leading Member States in applying best practice. Nor would it require the compulsory introduction of special standards on the numbers and types of police checks. Rather it would raise enforcement levels in Member States that most need it and increase European co-operation in this field. ETSC is not a lone voice in backing this proposal. Other actors such as the European Traffic Police Network TISPOL have also put their full weight behind this proposal. The October Council meeting conclusions stated that the Member States would continue to meet to discuss the possibilities under the chairmanship of the French Presidency.

The European Parliament gave their strong backing to the proposal. A majority of MEPs voted to support and even strengthen with amendments the proposal under the Rapporteur Ines Ayala Sender. ETSC is convinced that the adoption of this legislative instrument under the first pillar of the EU's transport policy will lead to better traffic law enforcement across the EU and save lives. It will clearly contribute to the EU's road safety policy and reaching the EU's target of halving deaths on the EU's roads by 2010.

The issue should be back on the agenda at the next Transport Council in December. It is clear that adopting this legislation quickly in order to reduce the three most fatal traffic offences would serve the best interests of all Europeans.

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Road Safety

Parliament stresses importance of co-decision on cross border enforcement

The European Parliament cannot accept being excluded from the co-decision procedure in the area of facilitating cross-border enforcement in the field of road safety, according to MEP Inés Ayala Sender, the European Parliament's Transport Committee rapporteur on the issue. She said that she deeply regretted the attitude of the majority of Member States who at the EU Transport Council on 9 October had decided to adopt this legislative proposal as part of the third pillar (Justice and Home Affairs). The first consequence of this would be to remove the European Parliament from the decision-making process, since it would lose its power of co-decision and will only be consulted instead.

Ms Sender said that third pillar legal basis instruments are inefficient and promised to work in the coming weeks with the Commission, the French Presidency of the Council and the Member States concerned to find an agreement on the proposal. Ms Sender's report, which expresses support for the first pillar (Transport) legal basis as originally chosen by the Commission, is expected to be adopted in first reading at the Parliament's plenary session in November 2008.

Cross-border bilaterals grow in number

On 13 October France and Belgium signed a bilateral treaty to set up an electronic exchange of data on registration number plate holders. Authorities in both countries will be able to consult this database to find the contact details of the offenders and send them speeding fines. Similar treaties are expected to be concluded shortly between Belgium and the Netherlands and Luxembourg.

Commission is concerned about PTWs

The European Commission will particularly focus on the safety of motorcyclists in the European programme for actions on road safety for 2011-2020. Making up 17% of total road deaths, they account for 2% of kilometers driven. Speaking at a conference in the framework of the European Road Safety Day in Paris on 13 October, the EU Transport Commissioner Antonio Tajani pledged to reverse this trend.

Self-employed drivers are not just drivers

Self-employed drivers will stay outside the scope of the Directive on working time for drivers and will therefore be able to drive beyond the 48 hours per week set out in this directive. On 15 October the European Commission presented a proposed amendment to Directive 2002/15 to exclude the self-employed from its scope, arguing that self-employed drivers have to manage many tasks apart from driving a vehicle. The reaction from the Parliament however, which earlier asked the Commission to fully integrate self-employed workers into the Directive, may be negative.

The proposal also tackles the problem of "the pseudo" self-employed through the introduction of three additional criteria which would prevent road transport companies from imposing this statute on their drivers in order to dispose of their time more freely.

Road Infrastructure Directive adopted

Further to the EU Transport Council's decision on 9 October, the EU Council adopted on 20 October the Directive on road infrastructure safety management. The new EU Directive on road infrastructure safety management could help level out the striking six-fold disparities in road safety between various EU countries and save 600 lives a year. This would be achieved through substantial improvements in the road network and the introduction of an EU system of high risk sites treatment, road safety audits and safety impact assessment on the Trans-European Road Network, thus guaranteeing a high level of safety on the TEN motorways. 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.

Pedestrian protection Regulation adopted

At its next meeting at on 27 November the Transport Council is expected to adopt a Regulation on the type-approval of vehicles with respect to the protection of pedestrians and other vulnerable road users. The new Regulation, which will replace two Directives currently in force, lays down technical requirements for the construction and functioning of

Road Safety

vehicles and frontal protection systems in order to reduce the number and severity of injuries to vulnerable road users. The text includes both passive and active safety measures, such as Brake Assist System (BAS). In the course of the co-decision procedure the European Parliament has introduced significant improvements to the original text, adopting a stricter schedule for new vehicle construction and enhancing the importance of passive safety requirements. However, other important aspects of the safety of vulnerable road users have been weakened in the new document compared to the current legislation.

Daytime running lights mandatory from 2011/2012

All new cars and small trucks in the EU will have to be equipped with dedicated daytime running lights as of February 2011, and lorries and buses will follow suite in August 2012. A Directive to that effect has been adopted by the European Commission on 24 September, based on the norms defined by the United Nations Economic Commission for Europe (UNECE) last November. This measure will increase vehicle visibility and could save between 1,200 and 2,000 lives per year, according to the European Commission.

Speeding remains main killer in Europe

Speeding remains the single biggest contributory factor of traffic deaths and injuries across Europe, confirmed experts at the road safety Forum co-organised by ETSC and the Swiss Council for Accident Prevention on 25 October in Bern. Scientific data show that a 5% increase in speed leads to 10%-16% more injuries and 25% more deaths. For pedestrians it is even worse: if struck by a car at 30 km/h they have a 95% chance of survival, while at 65 km/h they survive in only 15% of cases.

Despite this overwhelming evidence, exceeding the speed limit remains socially acceptable and hence routine. Excessive speed accounts for 26% of road collisions among 18-20 year-olds, and for under 10% among drivers aged 35 years and older. Speed is also responsible for 14% of collisions involving male drivers compared to 9% for female drivers.

This needs to be changed both through stricter police enforcement, including in cross-border traffic, and

more effective education, experts said at the Forum. Licence suspension and vehicle confiscation should be considered for repeat offenders in all EU countries. Existing measures such as road humps, raised zebra crossings, roundabouts and safety camera networks, and in-built vehicle technology such as ISA, should also be increasingly introduced.

ETSC proposes 4th RSAP blueprint

ETSC has published a Blueprint for the EU's 4th Road Safety Action Programme 2010-2020. With the 3rd Road Safety Action Programme coming to an end in 2010, ETSC suggests that in the next decade the EU aims at a 40% reduction of deaths across the EU and a 20% reduction of serious injuries in each Member State. ETSC has also formulated a possible vision for the 4th RSAP: "Road Safety as a right and responsibility for all".

ETSC urges the European Commission to focus on the main behavioural causes of death and injuries with lasting effect (speeding, drink driving and insufficient seat belt and child safety restraint use) as well as badly designed infrastructure and vehicles.

The Programme should tackle new emerging trends such as the increasing numbers of motorcyclists among those killed or injured on the roads, and the demographic challenge of an ageing society, as well as linking safety and environmental benefits.

EU capitals ranked on road safety progress

At least 24,000 people were killed in road accidents in the EU-27 capitals over the past decade, according to the latest ETSC Road Safety PIN study launched in Brussels on 8 October. Despite reduction over the past decade, last year alone the total number of road victims in the EU capitals was 1,560. Thanks to their strategic road safety plans, Dublin, Lisbon and Oslo scored the best year-to-year reductions in the number of victims per 100,000 residents. Another eight capitals – Sofia, Bratislava, Madrid, Bucharest, Warsaw, Paris, Copenhagen and Tallinn – follow with better-than-average reductions. In Helsinki, however, the number of road deaths per population has increased slightly. While in general the risk of dying on the capital cities' roads is half the risk of dying in a collision in the rest of the country, for pedestrians and cyclists this probability is higher: they make up half of road victims in capitals.

Aviation, Rail & Maritime Safety

EASA prepares for key role in Single Sky

The European Aviation Safety Agency (EASA) will play a key role in the development of the Single European Sky, ensuring that any technical solution, equipment, personnel or organisation involved works safely, said Patrick Goudou, EASA Executive Director. The Agency will work in partnership with EUROCONTROL and SESAR in order to avoid any overlap or gap in the regulatory system. As part of the 2nd package of the Single European Sky (SES II), the European Commission proposed in June the extension of EASA's competences in the areas of aerodromes, Air Navigation Services (ANS) and Air Traffic Management (ATM). The Agency is already preparing to take up these new responsibilities. To ensure continuity, EASA will base its future Implementing Rules for ATM/ANS on existing legislation, namely the SES provisions, and will design transitional mechanisms. The Agency's objective is also to adapt the rules to the needs of small and medium sized organisations.

New pilot fatigue rules come into force

After an 18-month leadtime the new legislation on Flight Time Limitations (FTL) came into force on 16 July in the EU. It aims to prevent pilot fatigue becoming a risk to the passengers' safety. However, despite the legal obligation to adapt their Operations Manuals and their pilots' individual rosters, or flight schedules, to the new rules, many airlines failed to do so, said the European Cockpit Association (ECA). As a result, pilots flying hours may be programmed over the new limits for months to come.

According to ECA, while in most countries the new EU rules are stricter than the old ones, several EU states have used the introduction of the new European FTL rules as a pretext to downgrade their previously higher safety standards, by aligning their national legislation with the lower EU minimum. In addition, many countries opted for low safety standards in areas left open by the new EU FTL regulation, disregarding scientific evidence and safety data from accidents.

EU airlines subject to more safety checks

In the wake of the Spanair crash at Madrid airport in August the European Commission announced plans

to step up safety checks on EU airlines. It is now working with EASA on a proposal aimed at introducing a minimum number of inspections each year in every Member State, which could potentially lead to the inclusion of European airlines on the EU's **blacklist** of unsafe airlines.

Next year the existing EU legislation on aviation safety may also be revised, particularly the 1994 directive on the investigation of civil aviation accidents and incidents and the 2003 directive on accident and incident reporting in civil aviation. The main aim of the review would be to allow EASA to participate in investigations and reinforce the legal framework.

Inspection quotas for non-EU planes

A minimum number of inspections of third-country planes by EU Member States might be established by the European Commission. The report on the implementation of the Directive on Safety Assessment of Foreign Aircraft (2004/36/EC) in September showed that the number of safety inspection varies widely from one Member State to another: from over 9,600 in France, to 5,321 in Germany, to 3,496 in Spain, to 1,312 in the UK in 2002-2007. The Commission would base inspection quotas on the volume of traffic, the number of international airports and the intensity of controls carried out previously in other Member States.

Reports which result from these inspections are an essential criterion in the procedure which leads to certain airlines being added to the list of companies banned in the EU.

Bulgarian airlines get Community operator status

Safety restrictions have been lifted by the European Commission from Bulgarian airlines in September. Considered as third country airlines since the country's accession to the EU on 1 January 2007 due to lack of control and training abilities by the national CAA, Bulgarian air companies now benefit from the status of 'Community operator', giving them non-discriminated access to internal and external EU routes. Aeronautical products from Bulgaria can also benefit now from the mutual EU recognition.

Aviation, Rail & Maritime Safety

ECAA continues to expand

Tunisia, Algeria, Georgia and Moldova are the next candidates for participating in the common aviation area between the EU and its neighbouring countries, according to the Commission's progress report on the European Common Aviation Area (ECAA).

The ECAA's objective is the creation of a single pan-European air transport market, covering 60 countries and based on a foundation of common rules. The initial 2010 deadline will not be respected, but negotiations with the majority of East European and Mediterranean partners will have to be opened by that time. For the moment, agreements exist with Norway, Iceland and Liechtenstein, Switzerland, the Western Balkans and Morocco. Negotiations are also underway with Ukraine and will soon begin with Israel and Jordan.

EU and Canada to sign aeronautic certification agreement

The EU plans to sign an agreement with Canada on mutual acceptance of certification results in safety and environment areas for aeronautic planes and products. The agreement will provide for reciprocal acceptance of certificates attesting the airworthiness of aircraft and equipment installed on aircraft, as well as certification from bodies participating in their design. Assessments, trials and other controls will be carried out only when there are major regulatory differences between the two parties. A similar agreement has already been concluded between the EU and the USA.

In a parallel development the Commission plans to conclude Open Skies negotiations with Canada by 30 November 2008. The agreement will open up both markets and improve regulatory cooperation.

Gallileo moves forward

Eleven industrial groups from Germany, France, Italy, the Netherlands and UK will compete in the tenders for the contracts for Gallileo, the European satellite navigation system. The deadline for signing the contracts is reportedly mid-2009.

Rail: MEPS use Commission leverage

Faced with a cold reaction from the Council, the European Parliament in its resolution on "the transport of goods" in Europe on 4 September asked the Commission to request that Member States put in place multi-year contracts between the state and railway infrastructure managers. These financial frameworks are supposed to help infrastructure managers to better plan their investments as regards maintenance and infrastructure renewal. Currently, almost half of the member states do not use such contracts, which prompted the Commission back in February to recommend broadening their use and to suggest possible new obligations. MEPs ask the Commission that minimum quality norms be defined within the framework of the multi-year contracts, which would be used for granting public credit for the construction and maintenance of rail infrastructures.

Erika III progress at Transport Council

The Transport Council on 9 October has agreed on the final two controversial texts from the Erika III package on maritime safety: on the responsibilities of the flag state and on ship owners' civil liability and financial guarantees. This has been achieved at the expense of a series of obligations from the ship owners. Member States also opted for a commitment to individually ratify appropriate international conventions instead of incorporating them in the Community law.

The only obligation remaining in the (future) directive is that Member States must require ship owners flying their flag to take out compulsory insurance. They will also be able to demand this insurance for ships flying the flag of another state when they enter their ports or are in their territorial waters. The states will not be obliged to assess the performances of their flag each year. Still the insurance required will cover sums which some 80% of the global fleet are not currently subject to, which is an improvement on the current situation. The initial reaction from the European Parliament was favourable, which is a positive sign given that the Council is not ready to see any more changes to the document.

Research & Technology

Vehicles get frequency to talk to each other

On 5 August the Commission decided to reserve a single EU-wide frequency band for smart vehicle communication systems, a project co-funded by the EU in the framework of the Cooperative Vehicle-Infrastructure Systems (CVIS) initiative which involves 63 European public and private partners. Based on wireless communication technology, these systems will enable vehicles to communicate with each other to avoid accidents, obstacles, warn drivers about slippery road conditions or traffic jams. Traffic control centres may also use the systems to inform motorists – via a transmitter-detector along the road in question – about unexpected occurrences such as a sudden road closure, an alternative route to take or speed limits.

In the next six months, the Member States will be allocating 30 MHz of spectrum in the 5.9 Gigahertz (GHz) band to these applications. The project will be launched on a test basis in the first half of 2009 in seven EU countries: France, Germany, Italy, Belgium, Sweden, Netherlands and the United Kingdom.

PEPPER project completed

The EU-funded PEPPER project aimed at enhancing the effectiveness and efficiency of the police enforcement in road safety and evaluating its impacts on road user behaviour and accidents has recently been completed. One part of the project was exploring and analysing possibilities of advanced technology such as machine vision, positioning technologies and new wireless technologies in the detection of violations. The project was also developing enforcement data collection systems and databases for monitoring of the use of enforcement resources.

More information at www.pepper-eu.org

Second ISA project report published

The UK Department for Transport has published a second report on the Intelligent Speed Adaptation (ISA) trial project. ISA provides information on the speed limit for the particular stretch of road which can then be used either to warn the driver of exceeding it or to curtail speed to the limit, with or without the possibility for the driver to override the system.

The project was commissioned to investigate how drivers would behave when using a Voluntary ISA (i.e. with the possibility to override the system) in everyday car driving. Important issues covered were how different types of drivers (younger/older, male/female,

habitual speeder/non-speeder) would be affected in terms of speed choice by use of the system, how their attitudes to the system would evolve over time, and whether they would revert to their pre-ISA speeding behaviour once the system was switched off.

Other work in the project has examined the feasibility of building a motorcycle with ISA and has investigated the impact of ISA on the operation of a truck used in a short-haul delivery operation. Finally the project has estimated the potential impact of ISA on future accidents, as well as the overall future benefit-to-cost ratios from ISA introduction.

The full report is published at www.dft.gov.uk

Higher gas prices lead to safer roads

Experts from the Harvard University and the University of Alabama in the USA have estimated that a 10% increase in gas prices leads to a reduction in road fatalities by 2.3%, due to lower traffic.

SESAR enters development phase

SESAR, the European programme to develop the new-generation European air traffic management system, has entered a new stage after the Transport Council adopted on 9 October a resolution officially approving the launch of the programme's development phase. It will run until the end of 2013, after which the system will be fully deployed.

The SESAR programme is the technological centerpiece of the Single European Sky which will develop more direct air routes. The EU budget will allocate 700 mln EUR to the programme, with a comparable amount coming from Eurocontrol and a similar, if not larger, sum from other public and private partners. Partnership agreements must be concluded before the end of 2008.

One web portal for waterway navigation

The European Commission launched on 1 October the PLATINA project, which aims to facilitate implementation of the NAIADES programme for the promotion of inland waterway transport through the development of a single portal for online information services on inland navigation. It received funding of 8.5 mln EUR through the 7th Framework Programme for Research and Technological Development and brings together 22 partners from nine European countries.

ETSC and Partner Organisations News

Bringing an end to drink driving in Poland

Although the number of alcohol-related traffic offences in Poland has decreased since 2001, they have grown more serious and fatal, accounting for 10.9% of all road deaths, speakers said at the Safe and Sober Talk held on 14 October in Poznan by ETSC and the Polish NGO "Road and Safety". This casts doubt over how realistic is the goal of a 6% reduction in the number of deaths caused by drunk drivers, pedestrians and cyclists by 2013, envisaged in the national road safety strategy GAMBIT 2005. On the positive side, the number of detected alcohol offences dropped by 20% between 2006 and 2007, which is believed to have been contributed to by Poland's change in its traffic offence penalty regime and the accompanying publicity. However, more resources for both more traffic police on the roads and equipment are sorely needed.

Denmark slides down in road safety

The Denmark Road Safety PIN Talk in Copenhagen on 3 September highlighted the disappointing road safety results. The number of road deaths decreased by only 6% since 2001, with a staggering 33% year-on-year hike in 2007. As a consequence, the number of road deaths per million population went up from 56 in 2006 to 75 in 2007, with the EU average standing at 86. The 6% decrease in road deaths in 2001-2007 is almost seven times less that what is needed to reach the EU target of halving the number of road deaths by 2010. At this disappointingly low rate Denmark will see its 2001 number of road deaths halved by as late as 2019, with an almost 10-year delay.

France: no complacency about its progress

France holds the first place in the EU in reducing road deaths: from 8,000 in 2001 to 4,620 in 2007, and planning to go down to 3,000 by 2012. At the Road Safety PIN Talk held on 17 October in Paris by ETSC and the French Ministry of Environment, Energy and Sustainable Development, France was commended on its success in reducing speed offences, enforcing the EU's highest rate of seat belt use and having the EU's fourth highest ratio of seat belt reminders in its car fleet. However, it still ranks only seventh in overall road safety in the EU, behind Malta, the Netherlands, Sweden, the UK, Germany and Finland. France holds only 14th place among 22 surveyed countries for moped and motorcycle riders' safety, and the number of fatal crashes caused by drunk drivers has stagnated at around 17% during the past decade.

Seat belt campaign launched in Belgium

A month-long campaign focused on seat belt use was run by the Belgian government and the Belgian Road Safety Institute (IBSR/BIVV) from 22 September through 19 October. The campaign set to raise public awareness of some striking facts about this simple safety measure which can decrease by 50% the risk of death or serious injury in a car crash. A stress was also made on the fact that belted rear seat passengers significantly reduce the risk for front occupants in case of an accident.

Road Victims Remembrance Day

World Day of Remembrance will be held on 26 October. Initiated by RoadPeace in the UK in 1993 and observed as European Day of Remembrance for Road Traffic Victims for many years since, it was adopted by the UN in October 2005 as World Day of Remembrance. The UN has called on all member states to acknowledge this day. The Day is now being observed on every continent. An international committee is being set up to help spread it as widely as possible. More information at www.fevr.org

European Code Against Injuries presented

The European Code Against Injuries (ECAI) was presented at the 2nd European Conference on Injury Prevention and Safety Promotion in October in Paris. Co-financed by the EU through the APOLLO project 'Strategies and Best Practices for the Reduction of Injuries', it contains straightforward messages that could help save thousands of lives across Europe. In total ECAI comprises 60 messages which are divided into 8 prioritised unintentional injury types, plus a category on cross-cutting risk factors. The European Code Against Injuries is available in 10 languages at www.eurosafe.eu.com and www.euroipn.org/apollo

Launch of reports on Vulnerable Road Users

On the occasion of the European Road Safety Day on 13 October in Paris the European APOLLO project launched two reports on vulnerable road users. The first offers a comprehensive view on injuries to vulnerable road users and pedestrians in the European Union, while the second is an evaluation report on the prevention of child pedestrian injuries in Austria. Both reports are available at www.eurosafe.eu.com and www.euroipn.org/apollo



European Transport Safety Council

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