

Speed Monitor

ETSC's Newsletter on Speed Policy Developments in the EU

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Editorial

This sixth edition of the Speed monitor brings you speed management news from across Europe, a country focus on Italy, and an interview on the topic of rehabilitation of offenders through awareness courses.

Italy has over the past few years introduced a series of measures to tackle speeding, including notably the successful introduction of section control technology on motorways to enforce speed limits, a penalty point system, and measures for novice drivers. However, the available estimation for speed related road deaths (1240 deaths in 2008, representing 26% of all road deaths) shows that numbers are still unacceptable and renewed efforts are needed. Furthermore, the legal provision allowing to increase the speed limit to 150 km/h on certain sections of motorway, although hardly applicable in practice, does little to shape Italian motorists' attitudes towards speeding in the right direction.

The ETSC interview of this issue tackles a crucial topic, which still remains to be addressed in a satisfactory manner throughout most of Europe: offenders' rehabilitation. Ian Aspinall the Business Manager for the National Driver Offender Retraining Scheme from the association of Chief Police Officers of England, Wales & Northern Ireland, talks about his strong belief that offenders should be offered a chance to address their shortcomings, and reminds us that there are no sustainable road safety benefits by imposing punitive sanctions alone. Provisions are taken in the UK so that in the not so distant future, about half a million drivers per year will have attended a road safety awareness course within the National Driver Offender Retraining Scheme.

Antonio Avenoso
ETSC Executive Director



European Transport Safety Council

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Country News, and European Union

Greece

Road Safety Institute (RSI) "Panos Mylonas" active in curbing speed

The Road Safety Institute (RSI) "Panos Mylonas" has conducted a number of activities throughout 2009 regarding speed, notably a survey about the speeds of vehicles on the Athens-Patras National Road, one of the most deadly axes in Greece. Vehicle Activated Speed (VAS) cameras have been installed at road sections where the speed limit is 90 km/h. The road consists of a single carriage way servicing two directional traffic, with one lane per direction, plus one multi-purpose lane per direction. The VAS cameras use a radar detector and the vehicles' speeds are recorded. The results are appalling as they reveal that 77% of the vehicles violate the posted speed limit. The median speed is 98 km/h and the 85th percentile speed (V85) is 108 km/h. The maximum recorded speed is 161 km/h. Earlier, RSI had already worked on this axis by installing warning signs announcing high risk sites.



RSI also plans to get started with a pilot program with the Traffic Police Departments in order to carry out more speed measurements and introduce measures against speeding in selected risk sites where deaths and serious injuries have taken place due to

speeding. This pilot program will include comparisons of "before and after" measurements in order to assess the program's impact.

Finally, RSI has carried lectures on speeding and various other awareness raising activities for a number of specific target groups: young drivers (by assisting the work of students enrolled in ETSC's "ShLOW" programme of which RSI is a partner), professional drivers (also within "ShLOW"), and the Greek military forces.

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Luxembourg

Luxembourg's new Transport Minister announces the installation of Automatic Cameras

The installation of automatic speed cameras has been on the agenda for quite some time in Luxembourg, but it seems that we are drawing closer to it now following a speech given by Claude Wiseler, the new Minister responsible for Transport, Environment and Infrastructure, on 15 of November on the occasion of the "World Day of Remembrance for Road Crash Victims". Indeed, the Minister Wiseler announced that cameras will be installed on high risk sites:

"This is by no way an opportunity for the government to raise money but a necessary tool to reduce speed and thereby collisions with serious injuries. The automatic cameras will be announced by sign posts but even if there is therefore a risk that drivers will slow down before and accelerate afterwards, at least at high risk sites there will be a reduction of collisions. A working group of the ministry still needs to check some juridical questions before finalising the project".

Luxembourg had a 49% reduction of people who died from road traffic crashes during the period 2001-2008. But as shown in ETSC's Pin Flash 15, published before Remembrance Day, Luxembourg is sticking out because the number of severely injured was far from fol-

lowing this trend. Still more alarming, in 2009 we notice again a big rise in the number of road deaths. Luxembourg therefore has to act quickly and can't afford to lose more years and more people on the roads. Furthermore, the installation of cameras alone will probably not suffice to redress this situation, but other measures will be needed too.



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Spain

Towards a wider deployment of 30 km/h areas

Road mortality has drastically decreased in Spain since 2004. This success can be largely attributed to the reduction in the number of road victims outside built-up areas. The situation inside towns and cities has also improved in the last decade, although at a much lower pace. In order to further improve road safety in urban areas, the DGT (Spanish Traffic Directorate General) wants to extend the network of urban roads limited to 30 km/h.

During the 1st Seminar on "Cities for Road Safety" held in Gijón last 22 and 23 of October, the Director of the Spanish Observatory for Road Safety, Ms.

Ana Ferrer, presented the intention of the DGT and the Federation of Spanish Municipalities (FEMP) to sign an agreement for the development of so-called "traffic calming zones" in urban roads where most accidents occur.

According to Ms. Ferrer, it is particularly important to ensure safety for pedestrians as the vast majority of traffic collisions involving pedestrians happen in roads with low traffic volumes due to the excess of confidence of pedestrians and drivers in such areas.

Nowadays, the Spanish Traffic Law does not foresee any provision concerning traffic calming measures as it was originally conceived for regulating traffic on main roads. The new agreement between DGT and FEMP aims to provide Spanish Municipalities with a legal framework to implement actions that can contribute to improve the safety level of Spanish towns and cities.

For more information visit: www.dgt.es

Switzerland

Franky says slow down - new speed campaign

The Swiss Council for Accident Prevention (bfu), the Swiss Insurance Association (ASA/SVV), and the Road Safety Fund (FVS/FSR/FSS) have launched together a new awareness raising campaign called "slow down – take it easy", targeting in particular young drivers and riders, but also road users at large. Unlike many campaigns this one is not based on fear, but on positive emotions. Franky is an angel / pop singer who sings to you the benefits of taking it easy, the message is that slowing down is both fun and cool. The song "slow down" used for the campaign was written by the successful song writer Roman Camenzind.

Despite progress, notably thanks to police enforcement and enforcement technologies, speeding remains the number one cause for serious injuries and road deaths in Switzerland (as in most other European countries). The campaign stresses also that speeding does not only encompass excessive speeding (driving

above the speed limit) but also inappropriate speed as drivers are often driving too fast for the prevalent road/traffic/ weather/visibility conditions, and overestimate their abilities.

The recent Swiss road safety report "SINUS" indicates that, in 2008, 147 people died and another 1,109 were seriously injured because of speeding.



For more information and to listen to the "Slow-Down" song, visit: www.slow-n-easy.ch/

United Kingdom

New average speed enforcement system approved

A new "Distributed Average Speed" cameras system has just received Home Office type approval. This will render it easier to calculate average speeds of vehicles across entire areas (for example throughout a 20mph zone) and not only along single sections of roads. The system works with a network of cameras that each operate as an Automatic Number Plate Recognition (ANPR) camera. The cameras feedback encrypted number plate information to a remote central station, over a public communications network (i.e.: data are collected remotely and there is no need to have cameras wired to one another). Fur-

thermore, each camera can work as an entry or an exit point so one camera could be part of multiple potential enforcement links. When a vehicle is identified at two locations in a time period that is shorter than the time it would take to travel between the two locations at the posted speed limit, an offence file will be created with images from the entry and the exit camera location. Other Distributed Average Speed Systems are also about to be approved in the near future. British motorists can therefore be advised that average speed measurements will gradually spread over their road network.

"20's plenty" campaign gains new momentum

The campaign for and implementation of town-wide 20 mph speed limits in the UK has gained new momentum during 2009 with many towns and cities following Portsmouth which became the first place in the UK to establish 20 mph as the default speed limit for residential roads in 2008.

Oxford has already implemented such an initiative and Leicester, Newcastle and the London Borough of Islington have committed to rolling out authority-wide 20 mph speed limits. In addition, Bristol, Warrington and Norwich have implemented widespread pilots and many other towns are in advanced stages of considering such implementations.

Many believe that one reason why such a large proportion of UK road deaths are pedestrian (22%) is due to the national default 30 mph urban speed limit which is 60% higher than the 30 km/h in many other European towns.

The "20's Plenty" initiatives all involve widespread 20 mph speed limits without physical calming measures. With strong public engagement they rely upon community commitment and compliance. In Portsmouth average speeds on faster roads have reduced by 7 mph. Historically most 20 mph limits and zones had been implemented in small sections but as a result of these new authority-wide implementations the Department for Transport is expected to rewrite its guid-

ance to traffic authorities to make it easier to implement such schemes across whole towns.

The campaign for lower urban speeds in the UK is being led by "20's Plenty for Us" and is supported by a wide range of road safety and health organisations.

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20's Plenty



Where People Live

European Union

European Union conference ahead of the 4th Road Safety Action Programme

Ahead of the 4th Road Safety Action Programme the European Commission will host a conference on road safety on 2 December 2009 in Brussels, Charlemagne building. This meeting will present the results of the consultation process for the next European Road Safety Action Programme (2011-2020). The conference will be opened by Vice-President Tajani and will also be addressed by Mr. Brian Simpson, President of the TRAN Committee of the European Parliament and Mrs Åsa Torstensson, Transport Minister of Sweden.

In its Blueprint for the next European Road Safety Action Programme, ETSC demanded renewed efforts in the area of speed management as excessive and inappropriate speed it is the single biggest contributory factor in collisions leading to road deaths. In particular a stronger enforcement is needed to ensure compliance with speed limits across the EU, and notably the cross-border dimension of the enforcement of traffic rules needs to be addressed as non-resident drivers flout traffic laws when travelling abroad as they do

not fear punishment (which is particularly true for speeding). ETSC also calls for the harmonisation of the general speed limits inside urban areas, encouraging Members States who have not already done so to limit speeds at 50 Km/h inside such areas; and actively encourages 30km/h limits in residential areas. ETSC also called for the EU to contribute to the development of harmonised standards for Intelligent Speed Assistance (ISA) systems towards the eventual universal fitment of this technology in vehicles. For all other recommendations published in the blueprint, visit:

<http://www.etsc.eu/blueprint-4th-road-safety-action-programme.php>

To view the programme for the European Commission event:

http://ec.europa.eu/transport/road_safety/events/2009_12_02_ersap_conference_en.htm

Country Focus

Country Focus: Italy

In Italy speed limits specified by the law are: 130 km/h on motorways; 110km/h on main roads outside built-up areas; 90 km/h on secondary roads outside built-up areas and other local roads; and 50km/h inside built-up areas with the possibility to increase this limit to 70 km/h if technical and functional characteristics allow. Within these maximum limits, the operators who own the roads are allowed to set minimum and maximum speed limits.

On certain sections of motorways with at least three lanes and an emergency lane, a recent law establishes that it is possible to set the speed limit at 150 km/h if certain conditions are met. These conditions regard the technical characteristics of the road, weather conditions, and collisions data for the given section of road for the previous 5 years. This possibility however was never put in place by a road operator, and in practice there would be very few sections of motorway that could meet all conditions (source: www.asaps.it).

Also, it is required by law that drivers adapt their speed to the characteristics, condition, and the load of the vehicle they are driving, and on the basis of the traffic and road conditions.

For those who drive above the speed limits both financial fines and penalty points are foreseen. Penalty points for speeding range from a deduction of 5 to 10 points (out of a total of 20 points). In certain cases, drivers face the withdrawal of their driving licenses for a number of months.

For novice drivers, within the 3 first years of driving, speed limits are lowered to 100 km/h on motorways and to 90 km/h on main roads outside built-up areas and the number of penalty points deducted in case of violation of speed limits is doubled.

In Italy, as in most other countries, speed is a major cause for collisions and is always an aggravating factor for people involved in collisions. In 2008, 11% of all drivers involved in collisions were also sanctioned

for driving too fast. Out of all collisions it is estimated that one vehicle was driven too fast (meaning excessive and inappropriate speed together) on 14% of cases, with 1,240 people who have died in such collisions (26% of all road deaths).

Speeding is a problem that concerns all types of roads and all types of vehicles: in 2008 the percentage of vehicles driving too fast was about 8% of passenger cars, good vehicles, and powered two wheelers. Furthermore, 61% of all collisions for which speed was the major cause occurred in urban areas.

In 2006 a section control system was put in place to enforce speed limits on motorways managed by "autostrade per l'italia". The system is called "Tutor" and is able to detect average speeds of vehicles along sections of roads of about 10 to 25 kms. The system therefore allows for the identification of drivers who speed consistently throughout their journeys, and for whom excessive speed is a behavioural habit. The Tutor system is operational 24/7 regardless of weather or lighting conditions, and has had a very positive impact on driven speeds and road safety. Mean speeds on sections of roads equipped with Tutor have fallen by 15%, maximum speeds by 25%. All collisions have been reduced by 20%, and road death collisions by 50%. Tutor is operational on 2,220 Kms of motorways, and its installation on sections of main roads outside built-up areas is now foreseen too.

Measures taken to reduce speeding have led to a 12.4% reduction of collisions in 2008 compared to the year 2007, while at the same time the number of sanctions given by the police to road users has increased "only" by 2.3% (the preventive role of such measures therefore seems to be working).

Finally, the Interior Ministry has recently (August 2009) produced a circular letter setting grounds for the use of speed enforcement equipment. Three main objectives are specified:

ETSC Interview

1- Police forces must primarily place their efforts on sections of roads with the highest density of collisions.

2- At the regional level there has to be major cooperation between diverse police forces.

3- Police forces must produce strategic plans for controls, which include:

- The identification of high risk sites (by considering collision data for the two previous years).
- The identification and revision of the sections of roads where automatic enforcement can be put in place.
- The possibility to stop drivers and deliver sanctions on the spot only in cases where this does not disrupts the safety of traffic and road users.
- The collaboration between different Police forces to ensure that controls are not carried simultaneously by different police forces on the same road.

ETSC Interview: road safety and speed awareness courses for offenders

Interview with Ian Aspinall, ACPO (association of Chief Police Officers of England, Wales & Northern Ireland) Business Manager - National Driver Offender Retraining Scheme.



Ian was a Police officer for 32 years, mainly in Traffic Policing in two forces (Greater Manchester and Devon and Cornwall). Prior to his retirement in 2007 Ian was the officer in charge of the Traffic Department of Devon and Cornwall Police, and has a passion for road safety; largely due to the unacceptable number of personal experiences he and his officers across the years have endured involving dealing with the aftermath of death and injury on the road.

Can you briefly introduce what the ACPO National Driver Offender Retraining Scheme is about?

This scheme originates as long ago as 1991, following the publication of the 1988 Road Traffic Law Review which brought about many changes to the way the enforcement authorities practice in the United Kingdom. The recommendation within that report identified that it must be in the public interest to rectify a fault rather than punish the transgressor and that retraining of traffic offenders may lead to an improvement in their driving, particularly if the training is angled towards their failing. The police, using their powers of discretion, decide whether or not to prosecute a motorist following a moving traffic offence that amounts generally to a minor error of judgment or a lapse of concentration. For such an offence the police can offer an offender the chance to attend a course. Anything more serious still goes to prosecution. The courses are generally run by a mixture of public and private sector providers to a corporate format, the idea being that if you commit your offence in one part of the UK you can choose to take the course at a venue of your choice, rather than go back to the place of the offence. This policy was originally intended to remove thousands of unnecessary prosecutions from the criminal justice system, addressing the problem, rather than the consequences, with a view to improving road safety.

In practice who are the courses delivered to (offenders/ drivers involved in collisions / any driver on a voluntary basis)? And in your opinion who are the drivers who should particularly be addressed by such courses?

All participants in these courses are brought to the notice of the police because they have committed an offence. Volunteers are not invited as there are many other courses they can access. Some of the offenders offered a course have been involved in collisions. I feel strongly that where a person has made a mistake they should be offered the chance to address their shortcomings.

Do you feel that certain drivers who commit serious offences are “beyond” rehabilitation and should not receive such courses? Or do you feel that all drivers who have committed offences should be offered a chance to sit in such courses?

People that have knowingly or intentionally committed the offence should still receive some form of punishment, via a combination of punishment and training. The UK law has been amended to cater for this type of offenders through the court system, but that piece of legislation has not yet been invoked, with the exception of Drink/Drive offenders.

Are there provisions in the UK to offer tailored courses for specific offences (e.g.: speed awareness courses for speeding offences as opposed to receiving a ‘generic’ road safety course)?

We have a menu of courses which are bespoke to the offence that has been committed. Currently we have.

- 1) National Driver Improvement / Driver Alertness Course which predominantly caters for those motorists where the evidence suggests that they have driven without due care and attention, resulting in a collision.
- 2) RIDE courses (Rider Intervention Developing Experience). This course is for motorcyclists only who are allowed to attend the course where there is evidence to prosecute them for a range of traffic offences. This course has been specifically designed for motorcyclists because the motorcyclist fraternity have different needs from the general motoring community and they are without doubt, the most vulnerable of road users in the UK and across Europe.
- 3) National Speed Awareness. This course is tailored for motorists who have been caught exceeding the speed limit between 10%+2 & 10%+6 MPH. It specifically addresses speed, the consequences of inappropriate speed and coping mechanisms to prevent reoffending.

An offender who attends and completes one of those courses can only do so once every 3 years, any subsequent offences will be dealt with by prosecution or fixed penalty ticket. We intend to develop courses in future to meet the needs of the following types of traffic offender:

- 1) Automatic traffic signal and sign courses
- 2) Young Drivers
- 3) Mobile Phones
- 4) Seatbelt Offences

Speeding in particular is an area where renewed efforts are required to change drivers’ attitudes; do you think that such courses are a sustainable solution to “redress” offenders’ attitudes towards speed?

There is no evidence anywhere that there is a sustainable road safety benefit by imposing punitive sanctions on motorists for moving traffic offences. There may be a short term deterrent effect. I feel it’s vital that we take the opportunity of bringing these offenders into an educative environment where we ask them to question their own assumptions and attitudes towards social and responsible use of the roads. The sad fact is only a tiny minority of the overall motoring population seek to voluntarily further their driving skills following their driving test and nothing is mandated to make them do so.

Drivers probably commit speeding offences for different reasons, (e.g.: young drivers / sensation seekers / professional drivers etc.). Can the same courses provide the same positive impact on such different groups of drivers?

Yes. These courses have been designed using the leading behavioral psychologists in the UK. One of the questions that we raise during the course development phase is to identify the profile of the offenders who will be referred to one of these courses. The course objectives are written to meet all types of offender.

How do you make sure that attending the course is not a “soft option” for offenders, an easy way to avoid penalty points or prosecution?

Anyone attending one of our courses has to pay for the cost of the course and take time out to attend. The cost of the course is no less than the penalty that would have been imposed had they gone to court,

and usually a little more. They are placed in a classroom environment with a group of peers and have to acknowledge they are there because they have committed an offence, and ultimately make a pledge to correct their behaviour. I would strongly argue the 'soft option' is to pay the fine, take the points and do nothing else.

How soon after an incident should an offender take part in a course? And in practice how can you ensure that this is done relatively quickly without running into administrative delays?

In the UK we have 6 months from the date of the incident to process an offence or else the law prevents us from taking any action whatsoever. We therefore have policies, procedures and IT systems in place that track offenders through the system to make sure they have found, paid for and completed a course well before the expiration of the 6 months period. If a person does not complete within, for example 4 months, of the date of the offence, the police will withdraw the course offer and revert to prosecution, so therefore an offender is told the latest date for them to have found and completed a course.

How can you ensure that the quality of the courses offered by course providers throughout the UK is homogeneous and satisfactory?

The course providers have formed an association known as the Association of National Driver Improvement Scheme Providers (ANDISP). This association works with ACPO to ensure the compliance with corporate course delivery by monitoring and evaluation of the course providers.

What about the following-up of drivers who have attended such courses: are they asked to provide feedback? What happens if they are caught again for the same type of offences afterwards?

An integral part of all the courses is feedback and drivers are encouraged to provide feedback on a whole range of matters from the incentive to attend the course, police administration of the course offer, the providers administration of the course offer, the content of the course, quality of the course instructor, quality of the training venue, and any other matters that we feel are appropriate. These results are analysed and will feed into the continuous development of these and other

courses. As previously stated, if they commit the same type of offence within 3 years of the offence that led to them being offered a course, they will be ineligible for another offer.

What would be your key recommendations for road safety practitioners in other countries who wish to start from scratch with such schemes or improve their existing schemes?

I would recommend the following:

- 1) The law allows diversion schemes to operate
- 2) Clear identification of target audience is made
- 3) Account is taken of existing good practice and research
- 4) Clear identification of the aims and objectives of the project
- 5) Robust enforcement and education policy is identified
- 6) A national database is set up to prevent offenders from accessing multiple courses
- 7) Resources are identified to deliver the courses which must be available in sufficient numbers, affordable and acceptable
- 8) A limited evaluated pilot takes place to establish the viability of any such scheme or course
- 9) That diversionary courses become enshrined as a valuable tool in any road safety strategy
- 10) Public and political acceptance of the scheme is managed via a well defined publicity and media campaign

ETSC News in Brief

The ETSC Fact Sheet 5 "Section Control: towards a more efficient and better accepted enforcement of speed limits?" was published in September and is available online: <http://www.etsc.eu/documents.php?did=5>

ShLOW! Show Me How Slow:

This project is running in 10 European countries through the work of committed young students who are encouraged to run local campaigns or concrete actions to fight excessive speed.

The project is coming to an end and the closing event will be held in Brussels on the 23rd of February 2010. This will be an award ceremony to congratulate the best performing students in the project, but also a large conference on "Future Directions in Speed Management" with distinguished speakers. ETSC invites you to block the date to attend this event.



European Transport Safety Council

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