European Transport Safety Council

Safety Monitor

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Editorial

EU crackdown on drivers committing traffic offences abroad

At the beginning of July ETSC congratulated MEPs for their adoption of the long-awaited Cross-Border Enforcement Directive. With the adoption by a large majority, MEPs expressed their commitment to saving lives on Europe's roads. Over the years, ETSC has strongly backed this Directive that would result in higher levels of safety through enforcement. The Directive will be plugging an important gap in the enforcement of traffic laws across the EU, covering the main offences causing death and serious injury on the EU roads: speeding, drink driving, non use of seat belts. The list was extended to cover two other important safety related offences: drug driving and mobile phone use whilst driving.

The Directive will enable the information exchange needed to follow through police efforts to achieve full compliance with the traffic law, equal treatment of all drivers and improved road safety. Other elements include the obligation to inform citizens about road safety related rules in different EU Member States. This also supports the deterrent effect of this legislation. ETSC also welcomed the incorporation of drafting road safety guidelines under the revision clause of the Directive. The revamped revision clause offers an outline for medium term developments in road safety policy-making, in line with the EC's Road Safety Policy Orientations 2011-2020.

ETSC is markedly happy with the outcome of the vote, and would like to thank the Belgian and Hungarian Presidencies of the EU and the rapporteur Ines Ayala Sender MEP for their strong political leadership and relentless willingness to seek compromise. The legislation is expected to be formally adopted by the EU Council of Ministers in the autumn. EU countries will then have twenty four months to transpose the Directive provisions into their national law. ETSC urges Member State governments to anticipate the deadline and prepare to transpose the provisions of the Directive into their national legislation as soon as possible. France and Belgium already started strengthening their collaboration by signing a formal agreement in August regarding the exchange of information, thus sharing their records and allowing prosecution of drivers committing road traffic violations. The agreement will enter into force as from the 1st of October.

Unfortunately, due to the legal basis of the Directive, the new legislation is not automatically applicable to Ireland and the United Kingdom. ETSC hopes the Irish government will decide to opt-in after parliamentary scrutiny in the autumn. Their opt-in process was put on hold by the Irish elections earlier in the year. ETSC also continues to urge the UK coalition government to reconsider the safety of their citizens travelling at home and abroad and review the decision to delay the UK opt-in to the Directive.

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Road Safety

European Parliament calls for stronger targets and EU road safety coordinator

On the 21st of June, the Committee on Transport and Tourism of the European Parliament broadly endorsed an own initiative report prepared by MEP Dieter-Lebrecht Koch on the new challenges and measures to improve EU road safety over the next decade. Members supported the integrated approach and the main objectives of the Commission's "Policy Orientations on Road Safety 2011-2020". However, they deplored the lack of ambition and therefore called for an increased number of more specific measures and targets. Among the key measures were the adoption of a long term 'Vision Zero' strategy at the EU level in the new Road Safety Action Programme as well as the creation of the office of a European Coordinator for Road Safety to assist the preparation and adoption of national targets. Additionally, three EU-wide targets - to be reached by 2020 - were proposed to complement the renewed target of halving the number of road deaths: reducing fatal injuries of children under 14 years by 60%, reducing the number of critical injuries by 40%; halving the number of pedestrians and cyclists killed in road accidents. The report adopted other new recommendations including a mandatory fitting of alcolocks to all commercial passenger and goods transport vehicles, a wider introduction of 'eCall', and a deployment of ISA (Intelligent Speed Assistance). On alcohol, the report recommends a 0‰ blood alcohol limit for newly qualified drivers in the first two years and for professional drivers at all time. The report also calls for common speed limits of 30km/h in residential areas. Next step is the final adoption of the report in Plenary which is now foreseen for September.

New tachograph rules to ensure driving and resting times

The European Commission has recently proposed to revise the tachograph legislation to make full use of new technological opportunities such as satellite positioning. The European Commission's impact assessment identified high levels of fraud, "persistent non-compliance" with the current rules and that the use of the current tachograph system is not sufficiently optimised. The legislative proposal looks at using the satellite positioning system, which would allow for better monitoring and provide important information for organising the logistics chain. The proposed regulation aims to improve the technical capabilities of the digital tachograph and make it a really 'smart' tachograph and link into current ITS developments. The proposal also includes non-technical measures such as improving the trustworthiness of the workshops, introducing a minimum degree of harmonization of sanctions, of training of control officers and simplifying rules on the use of tachograph by exempting certain SMEs.
The present proposal aims to update the legal framework which dates back to 1985. The Commission expects the European Parliament and Council to adopt the proposed revision by 2012, in order for the technical specifications to be developed in 2013 and 2014. Developing the application for the new tachograph could take place in 2015 and 2016 and, according to this timetable, the product would be put on the market in December 2017. More details available here.

Next steps on EU Alcohol interlocks introduction

On 4th August, Vice-President and Transport Commissioner Kallas answered a question from MEP Roberta Angelilli (PPE) on the EU introduction of the alcohol ignition interlock device. Building on EC Policy Orientations on Road Safety 2011-2020, which will examine to what extent measures are appropriate for making the installation of alcohol interlock devices in vehicles compulsory, he specifically said that the Commission will look at this issue more in detail by means of a study to be commissioned in 2012. The study shall analyse Member States' experience with the installation and use of alcohol interlock devices. The study shall then study the possible cost/benefit implications of the application of these devices in all EU Member States as well as their effects on road traffic accidents caused by drink driving.

New Material launched on Occupational Safety and Health in the transport sector

To coincide with the 11th May launch of the UN Decade of Action for Road Safety, EU-OSHA unveiled a new website (http://osha.europa.eu/en/topics/road_transport) dedicated to the road transport sector and a variety of publications. This includes the fifth report covering the whole transport sector, highlighting the main trends, risks and OSH issues for the road transport sector

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such as transport workers fatigue, stress and a variety of musculoskeletal disorders. The report seeks to describe the OSH situation of European transport workers and gives an outlook of future developments. It presents a number of sectoral and national road safety initiatives mitigate main risks. Programmes to prioritise public transport and reduce average speed in the different areas of urban transport, for example 'park and ride' concepts and 'shared space' policies, are mentioned. Recommendations are also formulated to manage speed and reduce the number of severe commuting and other work-related road accidents.

Other new EU-OSHA publications on this topic include:

- Delivering the message – Programmes, initiatives and opportunities to reach drivers and SMEs in the road transport sector (online only) - report reviewing OSH programmes and campaigns
- Factsheet 97: Delivering the message – summarises the above report (all EU languages)
- Managing risks to drivers in the road transport sector (online only) – report of case studies in road haulage/freight lorries and passenger transport
- Factsheet 98: Managing risks to drivers in the road transport sector – (all EU languages)
- Delivery and despatch riders' safety and health: A European review of good practice guidelines (online only) – scoping report of the availability of OSH guidance
- Taxi drivers' safety and health: A European review of good practice guidelines (online only) – a scoping report of the availability of OSH guidance

Work-related road safety and vehicle maintenance

Poor vehicle maintenance is an important contributor to road traffic accidents. In road transport operations, vehicle maintenance and other work-related road safety issues need to be integrated into arrangements for managing health and safety at work, which in turn should be part of everyday business management. As part of its campaign on 'safe maintenance', EU OSHA recently published an "E-fact" analysing business benefits, employers' responsibilities, and presenting practical advice, as well as other considerations and good practices examples. The document can be found here.

102,000 fewer road deaths since 2001

National statistics show that the number of deaths still varies greatly across the EU. During the past decade, most EU countries achieved a reduction of more than 40% in the number of road deaths, according to the latest Road Safety PIN Report. The three Baltic countries lead the pack in reducing deaths since 2001: Latvia and Estonia have achieved 61% reductions, while Lithuania achieved 58%. They are followed by Spain (55%), Luxembourg (54%), France (51%), Sweden (50%) and Slovenia (50%). Portugal, Ireland, Germany, the UK, Italy, Slovakia and Belgium have all achieved reduction figures better than the 43% EU average. All countries in the PIN project have reduced the number of road deaths compared with 2001. The momentum in reducing road deaths registered in 2009 was maintained in 2010: road deaths were cut by 11% compared with the previous year. Luxembourg and Malta achieved the best reductions, with 33% and 29% respectively, while Estonia, Sweden, Slovenia and Latvia also ranked close to the top, with reduction figures around 20%. For the first time Romania and Bulgaria achieved year to year reductions better than the EU average with 15% and 14% respectively. Setting a common EU target for reducing the number of road deaths was a vital stimulus to reaching these impressive reductions saving over 102,000 lives since 2001 according to the PIN report.

Key Transport Statistics 2011

The International Transport Forum (ITF) recently published statistics providing the most recent figures on selected transport variables in the participating countries. These statistics take account of transport activities during 2010. The new edition covers the impact of the global economic crisis on freight transport in ITF countries as well as latest road safety trends. It also contains 2010 data for national and international rail freight transport, passenger transport by rail, national and international road freight transport, road traffic, brand-new vehicle registrations, road fuel deliveries, road deaths, national and international freight transport by inland waterways as well as statistics on countries' imports and exports. In terms of deaths, the ITF statistics reveal that in all the countries included in the Forum their number decreased in 2010 compared with 2009, Iceland, Luxembourg and Serbia topping the ranks. For more information, please contact ITF.

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Statistics of Road Traffic Accidents in Europe and North America

In July, the United Nations Economic Commission for Europe (UNECE) published its 52nd edition of the Statistics of Road Traffic Accidents in Europe and North America. This publication provides comparable data on causes, types and results of accidents in Europe, Canada and the United States. Moreover, country tables are included which show national road safety trends and developments. The first part of the document presents charts and summary tables that show the overall situation and developments regarding road traffic accidents and casualties. The second part provides detailed statistics on road traffic accidents and includes specific circumstances of accidents such as location, time of occurrence, road condition, personal injuries and deaths, as well as accidents provoked by the influence of alcohol. The third part of the publication provides statistics on countries' vehicle fleets, estimates of vehicle-kilometres driven and population by age group.

Global NCAP launched to promote safer cars

On 24th June, a new initiative to promote safer cars during the United Nations Decade of Action has been launched at the Enhanced Safety of Vehicles (ESV) conference held in Washington DC. Established as a UK registered charity, Global NCAP will serve as a platform for promoting the development of NCAPs worldwide and encourage the adoption of international best practice in the use of consumer information to promote road safety. Consumer crash test programmes promoted by NCAPs have proved very effective in creating a market for safety that encourages car purchasers to choose safer products. The Global NCAP initiative is in line with the recommendation of the UN five-pillar plan for the Decade which supports the "implementation of new car assessment programmes in all regions of the world in order to increase the availability of consumer information about the safety performance of motor vehicles". More information on Global NCAP is available here.

'Roads that Cars Can Read'

EuroRAP (European Road Assessment Programme) and Euro NCAP (European New Car Assessment Programme) have issued a joint consultation document entitled 'Roads That Cars Can Read' which seeks to provoke debate and help define how technology improvements will transform the interaction between the roads of the future and the vehicles of the future. The document's authors are looking for feedback and comments on the content. The report can be found here: http://www.eurorap.org/library/pdfs/20110629Roads%20That%20Cars%20Can%20Read%20June%202011.pdf

2011 Call for proposals on road safety

The European Commission has published a call for proposals for projects in the area of road safety. The total amount of grants to be awarded has been reduced by 50% this year, making the total amount of the call 1 million EUR. Through this call, projects would receive Commission co-funding ranging between 10% and 50% of the total eligible costs. Priority will be given to projects developing the sharing of best practice to help implementing the policy orientations on road safety for 2011–2020,as set out in the Commission Communication Towards a European road safety area. The call for project proposals highlights the need to reduce the seriousness of road injuries as well as improving emergency and post-injuries services. Proposals must be sent before 15 October 2011. Details of the call for proposals are published here.

European Commission Publishes Neighbourhood Transport Action Plan

On 7th July, the European Commission published a new Neighbourhood Transport Action Plan to strengthen transport links with neighbouring regions to the East and South of the EU. The plan proposes more than 20 concrete measures, in the short and longer term, to make transport connections smoother, safer and more reliable. The full details of these measures are set out in the Communication on "The EU and its neighbouring regions: A renewed approach to transport cooperation." They include for instance the assistance and development on the deployment digital tachographs, as well as measures helping neighbouring countries to develop and implement actions that increase road safety: from awareness campaigns to road safety audits. Additionally, the Commission will propose a revised TEN-T policy during the autumn of 2011. This policy will also aim for a better connection between the TEN-T and the infrastructure networks of neighbouring countries.

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Extension use of the 24 GHz band for Short Range Radars (SRR)

On 29th July, The European Commission has removed a potential barrier to fitting collision avoidance radar into cars. This technology would detect possible collisions before they occur and alert the driver, allowing for an increased reaction time. It is now up tothe car industry to take up the challenge and develop new systems. Widespread fitting of short range radar systems in cars could significantly enhance road safety for all road users and pedestrians. Following a public consultation, the Commission amended the Decision on the harmonisation of the 24 GHz range radio spectrum band for use by automotive short-range radar equipment (2005/50/EC). The amending Decision prolongs the use of the upper part of the 24 GHz band for SRR from the originally foreseen date of 30 June 2013 to 1 January 2018. The Decision also introduces an extension by an additional 4 years (until 1 January 2022) of the possibility of mounting 24 GHz SRR equipment in cars for which a type approval has been granted before 1 January 2018.

EU to fund research aimed at making Europe's roads safer

Since 1994 the EU has invested over EUR 500 million in road safety research. In this context, the European Commission recently updated its brochure offering a snapshot of European road safety research, and explaining how the results of EU-funded projects are already helping cut the numbers of deaths and injuries on our roads. The projects profiled cover all aspects of road safety, including studies into the causes of accidents, the development of better crash test dummies, research on child safety, driver behaviour studies, as well as research into the best road layouts and road infrastructures. Additionally, many of the projects included in the Commission brochure involve the design of vanguard technologies to prevent accidents, or reduce their impact when they cannot be avoided. Meanwhile, many of the projects featured are still in their early stages, so this brochure gives an exciting insight into the state of the art in road safety research and gives a glimpse of the road safety technologies and systems we can expect to see on our roads in the coming years.

Fourth European Youth Forum for Road Safety

On 24-25 November, the European Commission's Directorate General for Mobility and Transport will organise a new edition of the European Youth Forum. It will be coordinated by the Responsible Young Drivers foundation (RYD). The Forum brings together young delegates involved in road safety from across Europe and beyond. This year's emphasis will be planning for the future. A key aspect will be the adoption of a strategy setting out the Forum's activity for the coming decade. Additionally, the Commission launched a competition to draft a unique road safety poster aimed at young European drivers. The winning poster be translated into the EU's 23 official languages, distributed in all 27 EU countries and used for a communication campaign in Brussels and possibly for similar campaigns across all 27 EU Member States. For more information, please visit http://www.eyfrs.eu.

Aviation Safety

European Commission launches a new Neighbourhood Transport Action Plan

Among the 20 concrete measures proposed in the Neighbourhood Transport Action Plan, a specific section is dedicated to aviation transport systems with the goal of creating a wider European Common Aviation Area. In particular, completing negotiations for comprehensive air services agreements with neighbouring countries, continuing assistance for modernisation of air traffic management systems and for achieving EU and international levels of aviation safety and security as well as integrating neighbours into the Single European Sky are considered as key measures. The Commission states that proposed actions to be undertaken under the new plan by 2013 will be financed with existing resources by prioritising projects more efficiently.

EASA publishes its Annual Safety Review for 2010

The European Aviation Safety Agency (EASA) has published its Annual Safety Review for 2010. Divided into four main Chapters, the document shows that 2010 was the first year in the history of EU aviation when no fatal accidents occurred for commercial helicopter and airplane operations. EASA Member States have thus achieved a high level of safety in commercial air transport operations according to the review. Additionally, the review includes an analysis of accidents involving light aircraft, based on data reported directly to EASA by the Member States.

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EU and Indonesia conclude "horizontal aviation agreement" that will boost aviation transport

The European Union and the Republic of Indonesia have recently concluded an aviation agreement (IP/11/818) that represents an important step towards the development of future aviation relations and cooperation between Indonesia and the EU Member States. The agreement sets several provisions and removes nationality restrictions in bilateral air services agreements between EU Member States and Indonesia by ensuring compliance with EU legislation. Any EU airline will be allowed to operate flights between Indonesia and any EU Member State in which it is established, where a bilateral agreement between the EU Member State concerned and Indonesia already exists and traffic rights are available. Closer international relations will allow the EU to ensure high safety and security standards in international air transport, while encouraging the opening of the markets.

Europe improves air traffic integration through EU-funded project

Austria, Hungary, the Czech Republic and Slovenia participate in a common action with 1.4 million EUR of EU co-financing, the "The Functional Airspace Block – Central Europe (FAB CE) Project". The project aims to devise solutions to implement the performance targets of the Single European Sky II (SES II) - requiring Member States and Air National Service Providers (ANSP) to implement their FABs by 2012 - and it has a direct impact in the areas of safety, capacity, flight efficiency, environment, and cost effectiveness. In particular, it will contribute to preparing the establishment of common airspace design and airspace planning processes, laying the foundations for an advanced level of interoperability to enable cross-border operations in the FAB and developing coordinated approaches and harmonisation of systems and methodologies. After obtaining first results through the Feasibility Study Master Plan in 2010, this study represents the last major phase to meet the 2012 deadline.

Aviation Safety Interview

For the aviation safety part of the Safety Monitor Newsletter ETSC decided to address one of the top safety risk areas in aviation, runway safety. This topic has been recently discusses at the ICAO Global Runway Safety Symposium, which took place in Montreal on 24-26 May 2011. Eurocontrol together with the European Commission, EASA and ECAC provided a significant contribution.



In this context, ETSC interviewed Ms. Yvonne Page, Project Manager - Runway Safety at EUROCONTROL.

What are the main topics and the purpose of the Symposium?

The ICAO Air Navigation Commission (ANC) noted that, when looking at runway accidents, there has been no change in the accident rate in the last 14 years. Runway Safety is difficult and complex to solve. In 2010 the ANC decided to raise awareness of runway safety issues around the world through the Global Runway Safety symposium, which was held in May in 2011 in Montreal. A seminar for the European region is planned in 2012.

What are the main issues related to runway safety and the measures to be taken to tackle it?

When talking about runway safety, we include runway incursion prevention and runway excursion prevention. Key issues include air / ground communications, navigation errors on the manoeuvring area and loss of situational awareness.

What is the current work/action of EUROCONTROL in this field?

EUROCONTROL has issued a New European Action Plan for the Prevention of Runway Incursions. Released in 2011, this new plan contains lessons learned from past incidents and accident report findings as well as recommendations based upon best practices in Europe, all collectively exchanged and agreed upon by the Working Group for the Prevention of Runway Incursions. Today the European Working Group for Runway Excursions, chaired by EUROCONTROL (working with ECAST) is compiling a set of pragmatic recommendations to prevent runway excursions.

What is the European Action Plan for the Prevention of Runway Incursions?

The European Action Plan for the Prevention of Runway Incursions contains recommendations to prevent runway incursions that are for operational staff working on or around the manoeuvring area and also contains guidance for their implementation.

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What effect does the setting of new safety targets mean in practice?

Targets are meant to reduce the number of runway accidents, such as runway excursions. It is also important to tackle precursors to accidents such as runway incursions by reducing the numbers of incidents and mitigating the effect of each incident. In reality, we depend on ATM Occurrence reporting to make a large contribution to preventive efforts. Operational staff must do a good job when reporting an incident.

What are the next steps?
The runway Excursion recommendations will be completed with supporting materials for implementation. An Action Plan will be published for implementation by States, commencing 2012. Work has already been started by EUROCONTROL member states to implement the recommendations contained in the NEW European Action Plan for the Prevention of Runway Incursions.
More information is available from www.eurocontrol.int/runwaysafety
Contact runway.safety@eurocontrol.int

Maritime Safety

European Commission requests nine Member States to comply with EU vessel traffic monitoring and information system regime

On the 16th of June 2011 the European Commission has requested Belgium, Estonia, France, Hungary, Austria, Poland, Portugal, Finland and the United Kingdom to adopt national legislation to implement EU rules setting up a vessel traffic monitoring and information system. The rules in question (Directive 2009/17/EC) concern important measures to prevent loss of life and environmental damage from shipping accidents. Member States should have implemented the Directive before 30 November 2010. At the moment, Estonia, Hungary, Austria, Portugal and Finland have failed to notify the Commission of any measures taken to implement the Directive. Belgium, France, Poland and the United Kingdom have notified measures that partially implement it. The Commission's request takes the form of a reasoned opinion under EU infringement procedures. If these Member States fail to inform the Commission within two months of what measures they have taken to ensure full compliance with the law, the Commission could refer the case to the EU Court of Justice.

250 vessels voluntarily participate in the BLUE BELT Pilot Project.

The Blue Belt Pilot Project entered its operational phase on the 5th of May. The project aims to streamline administrative procedures related to intra-EU shipping. This will enable a better flow of goods and will sustain high quality maritime transport corridors, with the objective to reduce emissions harmful to the environment. The movements of the 250 vessels, known as 'Blue Ships', are monitored via the EMSA-operated SafeSeaNet System. Customs authorities will receive a timely notification report with all pertinent voyage information before the arrival of a Blue Ship to an EU port. An assessment of the pilot project will start at the end of 2011 and, if successful, the findings may be used to review existing procedures and legislation. So far the project has received praise in the feedback that Member States gave in response to the Commission's white paper 'Roadmap to a Single European Transport Area'. The pilot project has been characterised as "can be very helpful" (Lithuania); "a positive step" (Denmark), "one of the 'top ten' initiatives" (Sweden).
More information on the Blue Belt project and its safety implications for intra-EU shipping is available here.

EMSA published its 2010 Annual Report

On 27th July, the European Maritime Safety Agency (EMSA) published its annual report detailing the work undertaken to enhance the quality of shipping, strengthen maritime safety and achieve cleaner oceans. The report measures the added value of EMSA's products and services for the EU in general and its principal stakeholders in particular: the EU Member States, Iceland, Norway and the Commission. The report has two sections: a detailed management report followed by a summary activity report.
In May 2011 the EMSA also published its fourth review providing selective and aggregated information on EU maritime accidents. The document can be read here.

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Railway Safety News

2011 Railway Safety Performance in the EU

The European Railway Agency (ERA) published in June its new safety performance report. According to the data, the year 2009 was the safest year on the EU's railways for both passengers and rail staff since 2006. The document presents Common Safety Indicators data submitted for the past 3 years, information on safety certification, common safety targets as well as railway safety regulation. The report also includes accident trends and developments based on an accident archive made publicly available during the last year. Assistance, development of safety authorities and investigation bodies in Member States are at the core of ERA's mission. ERA will also prioritise the monitoring of the Railway Safety Directive, both by safety authorities when they assess the safety management systems during the certification processes, and by the investigation bodies when they investigate serious accidents.

Public consultations on the Common Safety Methods

The European Railway Agency has launched a consultation exercise to seek views on two proposals for Commission Regulations. The proposals are for two Common Safety Methods (CSMs): 1°) the CSM on monitoring to be applied by railway undertakings, infrastructure managers and entities in charge of maintenance, and 2°) the CSM for supervision to be applied by National Safety Authorities (NSAs) after issuing a safety certificate or safety authorisation to a railway undertaking or infrastructure manager. The Agency intends to submit proposals for CSM on Supervision to the Commission by the end of 2011. More information is available on the ERA website.

Level crossing safety: ILCAD

The 2011 International Level Crossing Awareness Day (ILCAD), held on the 9th of June has gone from strength to strength with active participation on five continents of more than 45 countries. ILCAD is built around a range of national events held jointly at many locations in every participating country, all being focused on the common message "Act safely at level crossings!" Detailed information on good practices and educational material designed to highlight the issue of misbehaviour at and around level crossings can be consulted at www.ilcad.org. A montage of user misuse of level crossings published in connection with ILCAD can be found here.

ETSC and partner organisations news and events

STARS Project Update

Over the last eight months, and as part of the STARS (Students Acting to Reduce Speed) project, 11 groups of 2 students each have implemented a speed management activity in 6 different countries, improving the road infrastructure and/or raising awareness of the danger of speeding. These projects cover a wide range of actions including infrastructure measures (traffic calming measures, road marks, signs and marking), enforcement projects and awareness campaigns. On the basis of their results, the best three groups will be invited to attend an Award Ceremony and to present the results of their efforts to road safety scientists, policy makers and private companies. Together with a number of road safety experts ETSC is currently evaluating these projects. The final reports from the STARS projects can be consulted on the STARS webpage.

Sweden and Lithuania receive Road Safety PIN Awards 2011

The 5th Annual Road Safety Performance Index (PIN) Conference was held of the 21st of June in Brussels. The conference was a festive event for the representatives of Lithuania and Sweden, as their countries received the 2011 Road Safety PIN Award for their efforts to reduce the number of road deaths during the past decade. After the ceremony, Claes Tingvall, head of the Swedish Transport Administration, and 'father' of the 'Vision Zero' concept of road safety exclaimed to his colleagues: "I feel like we [Sweden] have won the European Road Safety Championship." The two countries achieved reduction rates in the number of road deaths of 58% and 50% respectively, showing that sustained improvements in improving road safety can be achieved regardless of the starting point of the countries concerned. The 5th PIN report, released during the PIN conference confirmed Sweden as the European country with the safest roads, going under the 30 deaths per million inhabitants mark. More news on the Award

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Ceremony can be found here.
Also in the framework of the PIN project, a PIN talk was held in Budapest. The talk focused on comparing the Hungarian reductions in road deaths with those of other EU member states and it also highlighted the road safety achievements of the Hungarian Presidency of the EU, primarily brokering an agreement between the European Parliament and the Council on the Cross-Border Enforcement Directive.
The next PIN Talk will be held in Israel during November 2011.
The next PIN publication is scheduled for the autumn of 2011 and will examine the specific problems and policy challenges related to young road users and young drivers in particular.

Alcohol interlocks: a life saving technology

Alcohol interlocks are increasingly acknowledged for their life-saving potential and have been promoted in the debate and the draft report of the European Parliament on the EU Road Safety strategy for 2011-2020.
Safe & Sober, the ETSC campaign to publicise and promote alcohol interlocks will build on the success of the exhibition held in the European Parliament between the 29th of March and the 1st of April. Roundtable events (the "Safe & Sober Talks") will be organised in selected countries bringing together "drink driving stakeholders" and road safety experts. The agenda of the talks will include measures to tackle drink driving including the use of alcohol interlocks in different environments for different type of users. The first of the upcoming talks will take place on the 4th of October, in Zurich and will be organised in cooperation with the Swiss Council for Accident Prevention (BFU). A similar seminar will be held on the 26th of October in Stockholm in cooperation with the Swedish Abstaining Motorists' Association (MHF). More information available here.

PRAISE Country Seminars – Germany and UK

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 Bonn, Germany on the 14th of June. The seminar was co-organised with the German Road Safety Council (DVR), and brought together international and national experts who presented measures and good practice examples to improve work related road safety in Germany. Presentations delivered during this PRAISE event are available here http://www.etsc.eu/PRAISE-events.php.
In co-operation with PACTS, Driving for Better Business, the next PRAISE Country Seminar will be held in London on 15 November 11.00-15.30. A discussion of measures to improve fleet safety in the UK and in the EU will be on the agenda (which can be viewed here. To guarantee a place please send an email to julie.galbraith@etsc.eu

EU-funded AVENUE Project news

The "Actions for Vulnerable, Elderly, Novice Drivers and Road Users in Europe- for traffic" (AVENUE) project is well under way and the 'Network and Education for Safety in Traffic' (NEST) referral centres are being established. Here is the most recent news on the latest developments.

Greece: NEST in Athens
Road Safety Institute "Panos Mylonas" is developing a national Referral Centre for Road Safety in Greece, through the AVENUE for Traffic Safety project, partially supported by the European Commission. The NEST (Network and Education for Safety in Traffic), currently under development, will implement best practices applied worldwide and also innovative approaches towards Road Safety. Furthermore, the NEST aspires to standardise its structure and spread the practice in many European countries by showcasing the huge potential of national referral centres. The establishment of the referral centre and its thorough evaluation will illustrate the strengths and weaknesses of traditional and existing practices, while providing support for innovative approaches towards Road Safety.

The Netherlands: NEST in Drachten expanded
The activities of the Fryslan province Regional Traffic Safety Authority (ROF) at the training centre in Drachten started in 2004. Gradually, the idea of accommodating the ROF cooperation partners at the centre gathered momentum. There are currently five traffic safety organisations which have their offices in the local fixed NEST. The available space however has turned out to be insufficient. This was the reason for an expansion of the building and the ROF expects that the NEST in its final setting will be fully operational by the

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end of 2011, ready to provide road users in the region with traffic safety information.
More information about the AVENUE project is available at http://www.avenuefortrafficsafety.eu/

Older, Wiser, Safer: the challenge of an ageing population

Over the next two decades, a higher number of older drivers will hold driving licenses and will continue exercise their use of the car. Statistically, older drivers and passengers are more at risk in collisions. Yet, that risk stems from their frailty, not from their responsibility for causing crashes. What advice is available to older drivers about car usage? Where does responsibility lie in terms of friends and family? How do we take forward the concept of the age-friendly city adopted by the World Health Organisation and the topic of much debate in recent years? To answer these questions and give an overview of the situation, the Parliamentary Advisory Council for Transport Safety (PACTS) is organizing on Thursday 13th October a conference bringing together academics and advocates to look at the challenges to maintain safely older people's mobility. For more information and registration please contact PACTS.

TISPOL 2011 Conference: The Challenges Facing Road Safety

The TISPOL 'European Traffic Police Network' Conference is an annual high level European Road Safety event of key speakers in the field of road safety. The TISPOL conference aims to give an overview of the latestthinking, developments and best practices in road safety and enforcement from across Europe and beyond. The Conference will be held at the Radisson Blu Hotel, Manchester Airport, UK on the 27th and 28th September 2011. For more information and registration, please visit TISPOL website.

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Safety Monitor

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