

Drink Driving Monitor

June
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ETSC's Newsletter on Drink Driving Policy Developments in the EU

NUMBER

16

Editorial

The new ETSC policy paper entitled "Drink Driving: Towards Zero Tolerance" was launched on April 25th at our Drink Driving Conference. For the first time ETSC is calling on Member States and the European Institutions to adopt zero tolerance to drink driving. This represents a paradigm shift in our approach to drink driving. The message ETSC wants to communicate is strict and at the same time very simple for all road users: never drink before driving. With a zero approach drivers will not have to guess if they are slightly over or under the limit. The message will be very clear: if you are driving then you don't take the risk of having a drink and becoming impaired at all. There is clear evidence that drivers who have been drinking have a much higher risk of involvement in crashes than those with no alcohol in their blood and ETSC estimates that 6,500 deaths would have been prevented in 2010 if all drivers had been sober while driving. Nine European countries, such as Sweden and Norway, in 1990 and 2001 respectively, have already adopted zero tolerance to tackle drink driving. Some others, such as Finland, started considering this measure as an effective way to reduce the number of road deaths related to alcohol. Introducing a zero tolerance to drink driving does not mean introducing a 0.0 BAC limit. EU Member States can define their level of 'technical tolerance' either at 0.1g/l or 0.2g/l like it is the case for safety cameras. For a BAC limit to work it must be accompanied by effective enforcement and information campaigns to the public.

The 16th Drink Driving Monitor brings news from across the EU on steps to further improve drink driving legislation and enforcement. EC Vice President Kallas' speech during the ETSC Drink Driving Conference last April and outcomes from the winter TISPOL's alcohol campaign are presented together with the declaration of French President François Hollande, who highlighted road safety as one of his top priorities. The Scottish Bill regarding the power to prescribe drink driving limits and new stricter measures to tackle drink driving in Belgium by 2013 are included, as well as ETSC's alcohol interlock barometer.

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EU News

Vice President Kallas calls for stronger measures to tackle drink driving

During the Drink Driving conference organised by ETSC in Brussels on the 24th of April Siim Kallas, Vice President and Commissioner for Transport, gave a keynote speech describing the scope of the problem in the European Union: "a trend that has not yet changed is that drink driving remains a major killer on our roads today. I am still optimistic that we can progress towards our 'vision zero' for

road safety in 2050 and manage to halve road casualties by 2020". He then added that more and effective measures taken at EU and national level are needed to tackle drink driving on European roads: "Alcohol-impaired road users are still involved in about a quarter of all fatal crashes in Europe. This is a very worrying situation. But if we work together to raise awareness, to enforce the rules better and to change people's driving habits, then we can truly make a difference in bringing down the number of road deaths". Constant checks

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and controls on the roads, national enforcement plans from Member States, implementation of the Cross Border Enforcement Directive and awareness campaigns are some of the actions proposed by Commissioner Kallas to help reducing the number of road deaths attributed to alcohol in Europe. When asked from the audience however whether the European Commission was considering an harmonisation of the legal BAC limit in the EU-27 he replied that no legal proposals would be made during his mandate and that it should be up to individual Member States to choose the BAC limit for their own territory. To conclude, on alcohol interlock devices, the Commission is closely following the various pilot projects that are underway for deploying these devices in vehicles. A study on different experiences with installing and using alcohol interlock devices will also be carried out this year to examine the possible cost/benefit implications of compulsory application of alcohol interlocks in all EU Member States as well as their effects on road collisions caused by drink driving.

New WHO report on Alcohol in Europe

In March 2012, a conference organised by the World Health Organisation launched a new WHO publication on alcohol entitled "Alcohol in the European Union. Consumption, harm and policy approaches". The study gives an overview of the latest research on effective alcohol policies, and includes data from the EU, Norway and Switzerland on alcohol consumption, harm and policy approaches. The data was collected from a survey carried out in 2011 as part of a project of the European Commission and the WHO Regional Office for Europe. The report demonstrates that alcohol consumption is stable in the EU and higher in the Central Eastern parts of Europe. Figures for serious injuries and alcohol-related road deaths were also presented. Alcohol is a risk factor for all road users. At any blood alcohol concentration (BAC) over zero, the risk of a road crash increases. Drivers aged 16-20, at any BAC, are 3 times more likely to crash than drivers who are over 30 years old. Approximately 33% of road traffic injuries in males and 11% in females are due to alcohol. For pedestrians, 40% of male and 17% of female deaths resulting from road traffic injuries are estimated to be due to alcohol, while, for cyclists, the figures range from 20% for males to 18% for females. Measures proposed as effective to address the issue by the WHO are: the introduction and/

or reduction of legal BAC levels for driving and random breath-testing; lower legal BAC levels for novice drivers, licence withdrawal, mandatory treatment of drivers with alcohol dependency and alcohol interlocks. Survey results show that 70% of countries reported that enforcement is suboptimal. One euro invested in random breath-testing could save 36 euro. The original document can be found here:

http://www.euro.who.int/__data/assets/pdf_file/0003/160680/e96457.pdf

SARTRE4 results presented in Versailles last May

The Conference on Social Attitudes to Road Traffic Risk in Europe, organised by the SARTRE4 consortium, took place in Versailles on 30th and 31st of May. The results of the pan-European survey in 19 countries were presented, with analyses on the attitudes, behaviour, habits and needs of 21,280 car drivers, motorcyclists, cyclists and pedestrians towards road accident risk. One of the surveys concerned motorcyclists and alcohol impairment considered one of the most dangerous situations in road safety as motorcyclists are more sensible to the effects of alcohol than car drivers. Main outcomes showed that 23% of the motorcyclists declared that they drove after drinking, at least once during the last month and only 3% reported being fined in the past 3 years while 62% on average had never been checked over the last 3 years with more than 80% in Italy, Belgium, France and Slovenia. Southern countries reported more frequent drink-driving than Eastern and Northern countries and legal measures have a moderate effect on offences and recidivism. The whole publication will be soon available at the following link:

<http://www.attitudes-roadsafety.eu/home/>

CENELEC concerned about the future of alcohol interlocks

The CENELEC committee for alcohol interlocks is calling for the implementation of a legally binding technical requirement to provide in new cars measures for later installation of alcohol interlocks. The request comes from the upcoming difficulty for alcohol interlock manufacturers and installers to equip new cars with the device, as they have technologies that are implementing more and more electronically controlled systems. So far

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it was possible to install the device in all vehicles. However, the CENELEC committee foresees that the conventional installation method of today cannot be used in the near future with next generation cars. Therefore, European countries, such as Sweden, Finland, or The Netherlands, which already legislated and adopted alcohol interlock programmes for specific categories of road users and professional drivers will end up facing a complex situation. The CENELEC committee recommends searching for a solution and asks for support from legal and public institutions in Europe.

TISPOL winter operation outcomes

Results from the pan European alcohol operation carried out by TISPOL during Christmas were published on the TISPOL website. Twenty-eight TISPOL member countries took part in the campaign that saw 1,025,482 roadside breath tests for alcohol, of which 13,588 were positive. The results demonstrate the effectiveness of enforcement work also if compared with figures from the previous year where 796,812 roadside breath tests for alcohol were conducted in December 2011, 12,030 of which were positive. TISPOL President Pasi Kemppainen said: "The co-operation of a record number of European countries in this action is a firm endorsement of how seriously police take the issues of drink- and drug-driving. By the use of education and enforcement, we can greatly reduce the number of people willing to get behind the wheel after consuming alcohol or taking drugs, whether prescribed or recreational, legal or illegal".

Eurocare meeting on Alcohol Strategy

The European Alcohol Policy Alliance, Eurocare, organised an event on the future of the EU Alcohol Strategy as it will come to an end in 2012. The conference, hosted by MEP Anna Hedh took place at the European Parliament on the 27th of June and was organised in cooperation with Eurohealthnet, European Transport Safety Council, Association of European Cancer Leagues. The event built on the Call for Action from 88 health and social NGOs from across Europe and will be an opportunity to address the issue in the European Parliament to ensure continuation of the efforts to tackle alcohol related harm.

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Scotland

The Scottish government is willing to lower the current legal limit from 0.8g/l to 0.5g/l as one of its priorities by the end of the year. This comes after the approval of the Scotland Bill at the end of May regarding the power to prescribe drink-driving limits. The bill was approved with a Royal Assent making it the Scotland Act 2012. Scotland has long called for a change in the BAC limit to drop the number of alcohol related road deaths. ETSC is glad to hear that the Scottish government is committed to lowering the BAC limit in order to reduce road deaths attributed to alcohol in line with the EC 2004 recommendation. ETSC also urges other EU countries with a limit above 0.5g/l to follow the example of Scotland. Last year also Ireland decided to reduce to 0.5g/l the legal limit for all road users and to 0.2g/l for novice and professional drivers. Northern Ireland is following the same path and the same action will be taken by the end of the autumn. If such measure is achieved in Scotland, then only the UK and Malta will keep the legal BAC limit at 0.8g/l, the highest within the EU countries.

Belgium

At the end of March 2012, the new State Secretary for Mobility, Melchior Wathelet announced a number of tougher measures in order to improve safety on Belgian roads and consequently reduce the number of road deaths. He announced plans to reduce the BAC legal limit to 0.2 for professional and commercial drivers. For novice drivers nothing changes: the BAC limit remains at 0.5g/l however the fines related to drink driving offences will increase from 150 to 170 euro if a driver is caught with a BAC between 0.5 and 0.8g/l. Nevertheless, above 0.8g/l the level of fines won't change. The new measures will most likely come into effect by the end of 2012 and are in line with the EU target, also adopted at national level, to halve the number of road deaths in Belgium from 875 to 420 by 2020.

Stronger enforcement was also put into place last year as one of the measures to tackle drink driving on Belgian roads. Figures from 2011 show that more than 260,000 drivers were stopped and checked for alcohol by the Belgian Federal Police.

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Compared to 2010 data, the number of alcohol checks increased up to 7.3% and doubled since 2008. Out of the total number of checks carried out in 2011 by the Police, 2.4% of drivers were found to be driving under the influence. Police recorded 1,852 positive tests including drink driving offenders with a BAC limit between 0.5 and 0.8g/l and high level offenders with more than 0.8g/l in their blood.

France

President François Hollande announced last May that road safety, and more specifically drink driving, prevention and training, will be a top priority in his agenda. President Hollande affirmed that he would be particularly strict regarding drivers' compliance with traffic regulations, especially for drink driving which is the "leading cause of road crashes in France." More generally, he stated that road safety must include, in addition to enforcement, "other two main countermeasures": "prevention" and "education". He also added that driving training should be guaranteed "during school," especially "for those aged 15-25" as road collisions remain the leading cause of death for this specific group.

Drink driving measures adopted during the former government included the implementation of alcohol interlock rehabilitation programmes, adopted in March 2011. Convicted drivers found to be with a BAC limit of more than 0.8g/l should install at their own costs an alcohol interlock in their vehicles through accredited centres. The programme length is between 6 months and 3 years. If drivers doesn't comply with the judge's decision they can be sentenced up to 2 years prison and a 4,500 euro fine. In November the government also approved the introduction of the mandatory breathalyser in each vehicle as from 1st July 2012. A breathalyser is a device used to measure alcohol in expired air so as to estimate the concentration of alcohol in the driver's blood. According to a decree published in March in the Official Journal, the lack of ownership of such equipment will be sanctioned as from 1st November 2012. The legislation will apply also to foreign drivers driving to France who are requested to have a breathalyser in their vehicles. The French road safety organisation Association Prévention Routière suggests all drivers to equip their car with two breathalysers so that if they use one to test

their BAC limit before driving they will then be able to blow in a new one if stopped by the Police.

Ireland

On the 21st of May, a conference was organised in Dublin to call on the Minister for Transport Leo Varadkar to make it compulsory to install alcohol interlocks on all public service vehicles. The Minister said that the Government is "considering the possibility of using alcohol interlock and intelligent speed assistance systems, as well as new awareness courses, in order to tackle repeat offenders". One coach hire company, which was the first in Ireland to install the devices on its entire fleet, says the Minister should now make them mandatory "in all public service vehicles". In 2008 the devices were installed on all 34 vehicles in its fleet and Noel Matthews, fleet manager, admits that in the first month two drivers failed the breath test. The company has 70 drivers who showed a good acceptance of the new system in the vehicles they drive. The alcohol limit set by the company is 0.2g/l, the legal limit for professional drivers.

Switzerland

The Swiss Government adopted a new road safety programme called "Via Sicura" last May. Soon evidential roadside breath testers will be used as evidence also for BAC limits above 0.79g/l whereas until now this blood alcohol content needed a further confirmation through blood analysis which determined a waste of time and money. Members of the Swiss Parliament stated that, through this new measure, Police forces would be able to carry out around 100,000 more alcohol checks every year. The Swiss Council for Accident Prevention estimated that a higher number of alcohol checks on Swiss roads would prevent almost 30 road deaths and serious injuries per year.

Finland

A number of new measures proposed by the Finnish government to tackle drink driving were published in the latest National Road Safety Programme 2012-2014 in February 2012. Lowering the legal alcohol limit to 0.2 instead of 0.5g/l is among one of the most important measures proposed by the Government together with promoting the use of alcohol interlocks for offenders driving

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under the influence of alcohol and imposing mandatory alcohol interlocks for professional transport and for transports acquired by public tenders. Enhancing enforcement of DUI drivers, intensifying sober driving campaigns, investing in treatment and other supportive measures for DUI offenders were also included in the Finnish National Plan. The Programme was drafted by a Committee of representatives from ministries and expert organisations. A road safety target was also set up for the next decade: by the end of the year 2020 traffic deaths must be halved and injuries reduced by one fourth compared to 2010 figures.

New Finnish research on alcohol interlocks in professional transport

In May, the Finnish Traffic Safety Agency (Trafi) published a report analysing the adoption and implementation of the alcohol interlock device and its effects in professional transport. It appears that no statistics exist on the drink-driving of professional drivers. In an analysis on road checks conducted by Uudenmaa Police, 0.23% of all breathalysed drivers were found to be over the legal limit. The share of professional drivers of all drink drivers was 8.6%. Between 2001 and 2010, a total of 625 heavy traffic drink driving crashes occurred on the highways. Although the share of drink driving collisions of all heavy-traffic crashes is small (2.5%), the consequences are often fatal. Professional drivers should act in an exemplary manner in traffic in every way, and no drink-driving should occur at all. In August 2011, the Act on the Use of Alcohol Interlocks in School and Day Care Transportation came into effect. The number of alcohol interlocks in use in professional transportation is now estimated at around 8,000.

The complete report can be found here:

http://www.trafi.fi/filebank/a/1335444574/1729c59ef5035edfaa4ecdddbbaa06fe/9550-Trafi_n_julkaisu_5-2012_-_Adoption_of_the_alcohol_interlock_and_its_effects_in_professional_transport.pdf

France-Belgium

Belgian drivers who don't comply with drink driving laws and other traffic rules while driving in France will be sanctioned in their country as from the 1st of July 2012. In May 2012, Belgium

and France finalised their bilateral agreement on drivers' data exchange in line with the directive adopted by the European Union on Cross Border Enforcement that will come into force in each EU Member State in November 2013. Thanks to the Directive the drivers' name and address can be obtained if they did not respect a number of traffic offences, including drinking and driving.

Austria

The Ministry of Transport in Austria revealed its plans to implement alcohol interlocks pilot programmes last May. Minister Doris Bures announced that a pilot project testing the device involving bus and lorry drivers as well as other drivers who preliminarily lost their licence for drink driving will start in late summer. The Austrian Safety Board (KFV) said in March that the number of people dying in traffic collisions reduced by 6.8 per cent year on year as 633 people lost their lives on Austrian roads in 2009. The number is the lowest since the start of standardised road crashes records in 1961. The organisation added that the number of people who died in crashes involving drink driving declined by 13.2% from 53 to 46.

Italy

Italy may soon see the introduction of a new traffic offence aimed at giving more severe penalties to drivers under the effects of alcohol and drugs. "Omicidio stradale" (Road murder) is defined as a traffic offence where the driver is guilty of a murder while driving with a BAC limit over 1.5g/l or under the influence of drugs. Penalties are likely to increase from a minimum of eight to a maximum of eighteen years of imprisonment. The offender caught in the act will be arrested and will have their driving licence revoked. More specifically, the driving licence will be withdrawn after the first road murder committed by the driver caught while under the influence of drugs and alcohol. The Italian Minister of Transport, Corrado Passera, declared he would thoroughly analyse the proposal while the road safety community is calling on the Italian government to accelerate the approval of the bill. The road murder crime is part of a project called 'David', launched in Florence, and aiming at saving 58 lives and decreasing the number of serious injuries by 2020.

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Italy's anti drink driving campaign

In May 2012 Diageo, in partnership with ACI (Italian Automobile Club), launched a national anti drink driving campaign called "Have Fun Responsibly" (Divertiti responsabilmente), under the patronage of the Ministry of International Cooperation and Social Inclusion – Department of Youth. The sixth edition of the "Have Fun Responsibly" campaign was presented in Rome at the end of May and aims at promoting responsible drinking and road safety among young people, especially focusing on designated drivers programmes. The campaign will run from May to August 2012 and will involve 12 Italian provinces in 9 different Italian regions. During the tour, awareness raising campaigns are organised outside nightclubs and discos mostly attracting young people. Information concerning the current traffic regulations in force, sanctions related to a drink driving offence and how to drink responsibly are also provided during the "Have fun responsibly" nights.

TIRF Symposium

From the 9th to the 11th of September 2012 a Symposium will be held in Helsinki organised by the Finnish Traffic Safety Agency (TRAFI) in cooperation with the Traffic Injury Research Foundation (TIRF) from Canada. The seminar aims to discuss the strengths and limitations of alcohol interlock devices, their deployment and application in rehabilitation programmes, with a particular focus on ways to improve the quality and reliability of the devices. More information is available at:

<http://www.interlocksymposium.com/>.

ETSC Events

Drink Driving conference – 24 April

Within the framework of the Drink Driving Policy Network, ETSC organised a Drink Driving Conference on the 24th of April in Brussels. Vice President Kallas gave the keynote speech followed by Despina Spanou, Chair of the European Alcohol and Health Forum, who presented the activities and ambitions of the Forum set up by the European Commission in 2006. The Conference gathered representatives from the European Commission and Parliament, Police, road safety associations from all over Europe and alcohol industry, and was an opportunity to discuss the roles and responsibilities of the involved stakeholders in tackling drink driving. Finally, MEP Olga Sehnalova gave the concluding remarks on the main measures proposed by the European Parliament to tackle drink driving, mainly referring to the EP response to the "Policy Orientations". During the event the latest ETSC publication "Drink Driving: Towards Zero Tolerance" was launched. This ETSC policy paper provides an overview of the drink driving situation in the European Union and measures taken at the EU level to curb drink driving deaths. ETSC policy recommendations are also included, among which the call on Member States and the European Institutions to adopt a zero tolerance for drink driving. Finally, the publication looks at countries' progress in reducing road deaths attributed to drink driving between 2001 and 2010 and presents case studies on four European countries: the Czech Republic, Ireland, Norway and Sweden. The paper is available on the ETSC website under the Drink Driving Policy Network section here:

http://www.etsc.eu/documents/Drink_Driving_Towards_Zero_Tolerance.pdf

Safe and Sober Talk in Dublin, Ireland

Building on the lowering of the drink driving limit dropping from 0.8g/l to 0.5g/l for all drivers and from 0.8g/l to 0.2g/l for learner, newly qualified and professional drivers, ETSC held its 22nd Safe and Sober Talk on the 24th of May in Dublin. Organised in cooperation with the Road Safety Authority, the Traffic Police and the Health and Safety Authority, this event took the form of a "Business to Business" seminar providing practical tools and recommendations for employers wishing to get more involved in road safety and the safety of their employees through the use of

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alcohol interlocks. Following an interactive debate between fleet managers, road safety experts, alcohol interlock manufacturers and foreign experienced companies, participants also had the opportunity to try out alcohol interlocks during a public demonstration.

Safe and Sober Talk in Barcelona, Spain

On the 31st of May, ETSC and the Generalitat of Catalonia hold the 23rd Safe and Sober talk in Barcelona. Gathering over 110 participants, the seminar included a round table with the regional prosecutor, the traffic police and the regional authorities to discuss the possibility of having alcohol interlocks in the short or medium term. An exchange of views with the participants focused on rehabilitation schemes as a substitute punishment of driving licence withdrawal particularly for recidivist offenders and on the interlock role in companies as a guarantee of safe and sober transport services. Catalonia remains today the safest region in terms of road safety in Spain and might consider the development of a pilot project prior to a wider project or proposal to be made at national level.

Sixth Road Safety PIN Conference

ETSC held its 6th Road Safety PIN Conference in Brussels in the afternoon of Wednesday 20th of June 2012. The event unveiled the country receiving the Road Safety PIN Award 2012. The PIN Report 2012 includes 2011 data for road deaths and serious injuries but also includes a chapter on national road safety management frameworks. The 2012 Road Safety PIN Award was presented to Hungary for

its outstanding progress in reducing road deaths. Dr. László Felkai, State Secretary at the Ministry for Interior, and Mr. Zoltán Schváb, Deputy State Secretary responsible for infrastructure at the Ministry of national Development, jointly received the award on behalf of the Hungarian government. The two awardees said that the introduction of a policy of zero-tolerance to drink driving, together with increased levels of traffic law enforcement, have greatly contributed to the Hungarian success story.

The conference proceedings are available here: <http://www.etsc.eu/PIN-events.php#proceedings>

For more information on the Road Safety PIN see www.etsc.eu/PIN.

BestPoint Final Conference in Brussels

The 6th of September a conference will be organised in Brussels to unveil the outcomes and results of the BestPoint project, co-funded by the European Commission. The objective of BESTPOINT is to collect, analyse and summarise information about penalty point systems in place in the EU. Demerit Point Systems have been implemented by numerous legislations all over the European Union to enhance road safety by reducing crashes through sanctioning risky road safety behaviour, such as drink driving. Recommendations to national and EU policy makers will be presented to improve existing systems and take up the challenge of tackling the issue of implementing demerit point systems across borders. The agenda will be available soon on the following website:

<http://www.bestpoint-project.eu/>



Left to right: Lennart Pilskog, Volvo Trucks, Antonio Avenoso, ETSC, Peter Holló, Institute for Transport Sciences (KTI), Zoltán Schváb, Hungarian Ministry of National Development, Zita Gurmai, European Parliament, László Felkai, Hungarian Ministry of Interior and Claes Tingvall, Swedish Transport Administration during the PIN Conference.

Alcohol Interlock Barometer June 2012

ETSC's alcohol interlock legislation barometer gives an update on the "weather" for new legislation on introducing the use of alcolocks either within the commercial or rehabilitation context.

Legislation Country	Pilot project ongoing	Legislation in preparation	Legislation in discussion in Parliament	Legislation adopted	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use of interlocks in commercial transport
Austria	✓					✓		✓
Finland				✓	✓ for school buses and daycare transport	✓	✓	✓
Sweden				✓		✓	✓	✓
Netherlands	✓			✓	✓	✓		
France				✓		✓	✓ for school buses	
Belgium				✓	✓	✓		✓
Denmark				✓		✓	✓	
Germany	✓							
Ireland			✓					
United Kingdom								✓



European Transport Safety Council

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Accident Research Unit, Medical University Hannover (D)
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Enforcement (CORTE) (Int)
Czech Transport Research Centre (CDV) (CZ)
Danish Road Safety Council (DK)
Dutch Safety Board (NL)
European Federation of Road Traffic Victims (FEVR) (Int)
Fédération Internationale de Motocyclisme (FIM) (Int)
Finnish Motor Insurers' Centre, Traffic Safety
Committee of Insurance Companies VALT (FIN)
Finnish Traffic Safety Agency (Trafi) (FIN)
Flemish Foundation for Traffic Knowledge (VSV) (BE)
Folksam Research (S)
Fondazione ANIA (I)
German Road Safety Council
(Deutscher Verkehrssicherheitsrat) (DVR) (D)
Global Road Safety Partnership (Int)
Hellenic Institute of Transport (HIT) (GR)
Institute for Transport Studies, University of Leeds (UK)
INTRAS - Institute of Traffic and Road Safety,
University of Valencia (ES)
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Lithuanian National Association Helping Traffic Victims
(NPNA) (LT)
Motor Transport Institute (ITS) (PL)
MOVING International Road Safety Association e.V. (Int)
Norwegian Abstaining Motorists' Association (NO)
OR YAROK (IL)
Parliamentary Advisory Council for Transport Safety
(PACTS) (UK)
Road and Safety (PL)
Road Safety Authority (IE)
Road Safety Institute Panos Mylonas (GR)
Road Traffic Safety Agency, Republic of Serbia (SRB)
Safer Roads Foundation (UK)
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