

# Safety Monitor

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

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## Editorial

The year 2004 is ending, and with it an eventful year for both EU transport safety policy with the new Parliament and Commission in place, and for ETSC with its SEC Belt Project, Enforcement Programme and a new pan-European campaign on protecting vulnerable road users, entitled VOICE. The Dutch Presidency has certainly sustained the momentum of road safety policy development originally fuelled by the EU reduction target and the 3<sup>rd</sup> Road Safety Action Programme. Moreover, it has paved the way for an important new instrument of European road safety policy - the yet to be launched "Verona Process".

The signing of the Verona Charter under the Italian Presidency in 2003 and the follow-up Council meeting under the Dutch Presidency in 2004 have initiated what could be a potentially powerful political process similar to the Cardiff or Lisbon Processes. The principal aim of this "Verona Process" must be to ensure political leadership in a policy area where effective measures are well-known and ready to be implemented but key political decision makers simply lack the commitment to carry the responsibility.

A Verona Process could serve to create political leadership in road safety by reviewing both the Union's and national road safety policies on an annual basis. As a result of this annual review the Transport Council would nominate a European Road Safety Champion amongst one of its members, who would then take the lead in implementing effective road safety measures within its territory, such as stringent traffic law enforcement, and thus provide an excellent example for taking responsibility for saving lives and preventing injuries.

Therefore, ETSC urges the Luxembourg Presidency to host a 3<sup>rd</sup> Verona Meeting during its Presidency and to launch the Verona Process in conjunction with the mid-term review of the 3<sup>rd</sup> Road Safety Action Programme as its main agenda point.

Jörg Beckmann  
ETSC Executive Director

## Across the Modes

### EU MONITOR

#### Brief news

##### **New EU Transport Commissioner**

On 18 November 2004, the European Parliament voted to approve the new Commission including Transport Commissioner Jacques Barrot. The vote was delayed due to a reshuffle carried out by Commission President Barroso after it became clear that MEPs would vote down his original team. The new Commission took up office on 22 November 2004.

## Road Safety

### EU MONITOR

#### Driving licence

**BACKGROUND** The Commission has presented a new driving licence Directive to harmonise licence categories and renewal procedures, and to guarantee complete mutual recognition of driving licences among Member States.

**NEWS** On 23 November 2004, the Parliament's TRAN Committee discussed the report drafted by Mathieu Grosch (EPP, Belgium). The rapporteur proposes some important changes to the Commission's proposal, including a deadline of 10 years for the exchange of all paper driving licences and 20 years for all other licences. In its discussion of 7 October the Council said existing licences should not have to be replaced.

The rapporteur also proposes that there should be a single focal point for access to driving licence information in each Member State (a "driving licence network"), and that mutual recognition of sanctions should be strengthened so as to ensure that a driving ban in one Member State is a ban in all. Contrary to the Commission's proposal, and in line with ETSC's position on the dossier, the validity

of driving licences of people over 65 years of age should not be reduced.

ETSC advocates that periodic medical checks and renewal should be left under the jurisdiction of individual Member States and should not be linked to age. Moreover, Member States must apply their national restrictions on issuing driving licences and refuse to issue a licence if the applicant is subject to a restriction, suspension, withdrawal or cancellation in another Member State. ETSC fully supports the development of a system which would facilitate the exchange of driver information.

**FUTURE STEPS** The TRAN Committee will vote on the report on 18-20 January 2005, and the vote in plenary will take place in February 2004.

First proposal: 21/10/2003

Council general approach: 07/10/2004

EP draft report: 04/11/2004

ETSC Position: 19/11/2004

#### Electrical and electronic car components

**BACKGROUND** Electrical and electronic car components control not only comfort, information and entertainment devices, but also certain safety-relevant functions of vehicles (e.g. stability control, airbags). As all these are connected and controlled by central units, mutual interference between the technologies can put passenger safety at risk.

**NEWS** The Commission has passed a new Directive to adapt European legislation on car's electrical and electronic components to the latest technical progress. The new provisions take into account the work done in international harmonisation, and they make reference to new techniques such as steering and braking by wire, tyre pressure monitoring sys-

tems and distance radar. The Directive has been adopted under the so-called 'type-approval' procedure, under which laws are passed without having to go through the entire legislative process.

**FUTURE STEPS** The new provisions must be applied from 1 January 2006.

Commission Directive: 13/11/2004

## Brief news

### Second Verona meeting

European Transport Ministers met for a second Verona meeting on road safety on 25-26 October 2004. In their conclusions, Ministers outlined priorities for enhancing road safety by improving road design, compliance with rules and vehicle safety. Another issue discussed was the funding of road safety work. Ministers proposed the creation of a European road safety fund, drawing on a percentage of vehicle taxes, motorway tolls, insurance premiums or traffic fines. Italian Transport Minister Pietro Lunardi proposed to make the Verona meeting an annual event. See [press release](#).

ETSC hopes that this will be the start of a political process similar to the Cardiff or Lisbon Processes, which would serve to stimulate political leadership in road safety.

### Latest statistics

Latest road safety data for the first 6-9 months of 2004, available for only 12 out of 25 EU countries, show a reduction in injury accidents by more than 5% in these countries. While Denmark (-13%), Portugal and the Netherlands (-8% each) have been particularly successful, Luxembourg recorded a 7% increase in injury accidents. Moreover, in Luxembourg, but also in Ireland and Finland, the number of fatalities increased substantially. See [Quick Indicator 2004](#).

### EuroNCAP results

Euro NCAP presented its Phase 15 results on 25 November 2004 in Madrid. Among 14 models tested, 7 received the maximum rating for occupant safety, 9 received the maximum rating for child protection and none received the maximum rating for pedestrian protection. For pedestrian protection, only 2 cars achieved three stars, and 9 cars merely one star.

Together with these test results, EuroNCAP also revealed new statistics showing that more than 12 400 cyclists and pedestrians are killed and 296 000 seriously injured each year within the European Union, with a number of new Member States yet to be incorporated. Presenting these figures, Prof. Claes Tingvall, Chairman of EuroNCAP, called upon the CEO's of major manufacturers to drive through the changes envisaged in the pedestrian protection Directive. "The killing has got to stop, not tomorrow, not in 2010 but now," he said. See [EuroNCAP website](#).

### Driving licences

The European Commission decided on 13 October 2004 to bring Ireland and Portugal before the European Court of Justice for failure to transpose Directive 2000/56/EC on driving licences. The rules on minimum standards for theory and practical driving tests for driving licences entered into force on 30 September 2003.

### Gender equality

On 4 October 2004, the EU Council of Ministers struck a preliminary agreement on the controversial gender equality Directive, which would have led to the same car insurance premiums for men and women even if women are considerably less involved in traffic accidents. If the compromise is formally approved, insurers will be allowed, if Member States decide so and under certain conditions, to continue calculating premiums for pension, car and life insurances also using gender as a pricing factor. The Comité Européen des Assurances (CEA) applauded this decision. "The ability to price according to risk provides important signals to drivers about the importance of road safety and safe driving. A ban on the use of data about gender would remove these incentives and also price many young women drivers out of the market", CEA said. See [CEA position paper](#).

### Vehicle inspections

France, Germany, Luxembourg and Denmark have received reasoned opinions from the European Commission for failure to transpose Directives 2003/26/EC and/or 2003/27/EC on roadworthiness tests for vehicles. The Directives require checks to be carried out on the installation and proper functioning of speed limiters, among others.

### Research news

A new study on the effectiveness of **daytime running lights**, undertaken by SWOV and TNO Automotive, has concluded that EU-wide use of daytime running lights could effectively reduce road crashes, leading to a reduction of between 1000 and 3000 traffic deaths per year. Problems regarding the conspicuity of motorcycles would be reduced or even eliminated if new cars were equipped with low-intensity dedicated DRL only. See [European Commission website](#). The Commission will discuss the results of the study with Member State representatives on 16 December 2004.

The **MAIDS study** on motorcycle accidents has been published on the [ACEM website](#). It is the most comprehensive in-depth data analysis currently available on this type of accident in Europe. The investigation was conducted during three years on 921 accidents from 5 countries using a common research methodology.

The UK Department for Transport (DfT) has released two new reports looking at the causes of road crashes between 1999 and 2002, and at the role of **fatigue** in road accidents. According to the research, sleep-related crashes account for 17% of all crashes resulting in injury or death in the UK. See [DfT website](#).

## COUNTRY NEWS

### Traffic law

From 1 January 2005, the maximum blood alcohol level in **Switzerland** is going down from 0.8 mg/ml to 0.5 mg/ml. The country will also introduce random breath testing and "cascading" penalties for recidivists. Parliament adopted the amendments in March 2003. The Swiss Council for Accident Prevention (bfu) estimates that the new measures will save more than 50 lives yearly. See [Federal Road Authority website](#).

### Compliance

In the **UK**, the use of handheld mobile phones by drivers dropped by 20% between September 2003 and April 2004, according to a recent report by the Transport Research Laboratory (TRL). See [TRL website](#). The last Safety Monitor stated that the UK did not ban the use of handheld mobile phones while driving. This information was incorrect. The ban came into force in December 2003.

**Belgium** has launched its ninth Bob drink driving campaign, whereby one driver is nominated not to drink and to chauffeur other revellers home safely. The six week long campaign, which is run by the Belgian Road Safety Institute (IBSR/BIVV) enjoys the support and co-operation of the government, federal and local police, local and national transport services, the insurers and brewers. Both the police and the government stressed the need to link intensified alcohol checks to the media campaign. Police aim to test at least 25,000 drivers.

The European Commission has been supporting the 'Euro-Bob' campaign since 2001 in Denmark, France, Greece, Portugal, Spain, the Netherlands, the UK, Ireland and Italy. This year, three new Member States joined the campaign, including the Czech Republic, Malta and Poland. The support this year amounts to 1.8 million euro.

### Lighter evenings

The **UK** House of Commons is discussing a draft Bill on "Lighter Evenings" which aims to advance time in England and Wales by one hour throughout the year (GMT 1 hour in winter; GMT 2 in summer). The Parliamentary Advisory Council on Transport Safety (PACTS) and the Royal Society for the Prevention of Accidents (RoSPA) support this initiative which they believe would save more than 100 deaths and around 350 serious injuries annually on Britain's roads. See [PACTS website](#).

# Maritime & Inland Waterway Safety

## EU MONITOR

### River Information Services

**BACKGROUND** National policies and strategies on internal waterway information services (RIS) have been in place since the late 1980s, but have largely been developed independently of each other. The Commission has presented a Directive to ensure interoperability of these services.

**NEWS** The draft Directive was adopted by the TRAN Committee on 23 November 2004. The Committee proposed to include a reference to work done by international organisations, to tighten the scope of the Directive, and to recommend rather than man-

date the use of satellite technology. In addition, MEPs called for a regular consultation with representatives of the sector when defining the technical specifications and details for implementation of the Directive.

**FUTURE STEPS** The Council will present its common position after the adoption by the European Parliament, planned for December 2004.

First proposal: 25/05/2004

Council general approach: 07/10/2004

EP draft report: 21/09/2004

### Seafarers' qualifications

**BACKGROUND** The proposed Directive aims to simplify the mutual recognition of EU certificates so that seamen who hold a qualification from one Member State will be allowed to serve on board ships of other Member State without any further prerequisites. Paradoxically, this procedure is actually more demanding than the recognition of certificates issued outside the Union. In addition, the Directive requires Member States to take measures to prevent fraud involving the certification process or the certificates themselves.

**NEWS** The proposal was adopted by the TRAN Committee on 22 November 2004 with some minor amendments. Among others, the TRAN Committee wishes to oblige the Commission to draw up an evaluation report 5 years after entry into force of the Directive to judge whether the Member States have taken appropriate measures to prevent fraud.

**FUTURE STEPS** Adoption in plenary is foreseen in December 2004.

First proposal: 26/04/2004

EP draft report: 21/09/2004

### Brief news

#### Port State Control

At the Second Joint Ministerial Conference on Port State Control in Vancouver, Canada, on 2-3 November 2004 ministers decided to increase pressure from port states by actively targeting rogue vessels. At the same time, an incentive system should be developed for companies whose ships have low-risk profiles. Transparency of port state control should be enhanced by regularly publishing detailed information on detained ships, including the names of owners and charterers. The commitments can be found on the [Transport Canada website](#).

#### Ships banned from EU ports

The European Commission has published a list of ships banned from EU ports between 1 November 2003 and 31 August 2004. Publication of this information is required every six months under the new rules on Port State Control, which were adopted in December 2001. See [Commission website](#).

A regularly updated list of the ships banned from EU ports can be found on the website of the European Maritime Safety Agency (EMSA). See [EMSA website](#).

### MARPOL Convention

Almost 40% of the vessels flying the flags of EU countries have shown deficiencies or committed violations of the MARPOL convention for the prevention of pollution from ships in the last four years, according to a report published by the non-governmental organisation Oceana. The report also stresses the problem of vessels registered under so-called "flags of convenience". It is planned to be presented to the European Parliament. See [Oceana website](#).

Meanwhile, the transposition of the MARPOL convention into Community law has come one step closer. The Council of Ministers adopted its common position on the draft Directive on ship source pollution on 7 October 2004. Malta and Greece voted against.

## Aviation Safety

### EU MONITOR

#### Air traffic controller licence

**BACKGROUND** The Commission's proposal aims at harmonising rules for the training and certification of air traffic controllers across Europe to facilitate the organisation of cross-border services and the establishment of functional airspace blocks. It is mainly based on existing ICAO and EUROCONTROL requirements, but includes additional safety-critical elements such as the certification of training providers.

**NEWS** The TRAN Committee broadly supported the draft in a first discussion on 24 November 2004. As several Member States are reported to see the introduction of a European licence as problematic

and burdensome, rapporteur Ingo Schmitt (EPP, Germany) proposes to allow for a transposition period of two years for existing licences, and another two years for the application of the linguistic requirements.

**FUTURE STEPS** Adoption in the TRAN Committee is planned for mid-January, adoption in plenary in February 2005.

First proposal: 12/07/2004  
EP draft report: 27/11/2004

#### Brief news

The **European Organisation for the Safety of Air Navigation (EUROCONTROL)**, and the European Organisation for Civil Aviation Equipment (EUROCAE), have signed a Cooperation Agreement. Under the agreement, EUROCONTROL will be able to fund standardization activities undertaken by EUROCAE that will support a seamless, pan-European air traffic management (ATM) system.

EUROCONTROL has also signed a Memorandum of Understanding with IATA to establish cooperation between their respective training institutes, IANS and ATDI. The institutes will deliver courses in partnership. See [EUROCONTROL website](#).

The **European Aviation Safety Agency (EASA)** has moved to its permanent location in Cologne (Germany). Still in its start-up phase, the Agency has taken on about 90 staff this year, and is expected to employ 200 persons by the end of 2005.

EASA's tasks include providing input for rulemaking at European level, developing standards and overseeing the application of EU law by carrying out inspections of undertakings and national authorities. The Agency is also responsible for certification of aviation-related products and services, a task which currently represents the bulk of its work, and which should be the most important source of income from 2005. While EASA's powers are still limited to ensuring the airworthiness and environmental compatibility of aeronautical products, it is expected that in 2005 the European Commission will adopt, on the basis of an EASA Opinion, a legislative proposal to extend the Agency's competence. Anticipating the extension of its powers, the Agency has already started work on implementing rules in the field of air operations and Flight Crew Licensing (FCL).

# Rail Safety

## EU MONITOR

### Train drivers' certification

**BACKGROUND** As part of the 3rd railway package, the Commission has proposed a two-level certification for train drivers and other staff, taking account of both general qualifications and specific training relating to a particular undertaking. The proposal is largely based on an agreement secured between the social partners in European rail transport on 27 January 2004. It includes in its scope certificates for drivers operating freight and passenger trains on cross-border services (from 2010) and national services (from 2015).

**NEWS** The TRAN Committee held a first exchange on the issue on 23 November 2004. Rapporteur Gilles Savary (PES, France) proposed to clarify the scope of

the Directive so it includes only those members of the crew who have a direct or indirect role in driving trains, and to match the timetable with the one for the opening-up of the rail market. This would mean that drivers of freight trains have to be in possession of a European licence already from 2007, and that any further extension of the certification system would depend on the final decision regarding the opening-up of passenger traffic.

**FUTURE STEPS** The vote in the TRAN Committee is planned for February 2005.

First proposal: 03/03/2004  
 EP draft report: 04/11/2004

## ETSC News

### ETSC Secretariat

#### Best in Europe conference

ETSC has held its 6<sup>th</sup> Best in Europe conference focussing on national road safety initiatives in France, Poland, Germany, Malta, Denmark and the Czech Republic. The event was widely attended, and presentations followed by lively discussions. Examples of national initiatives included measures to improve user behaviour as well as road infrastructure. See [ETSC website](#).

#### VOICE campaign

We have received a European Commission grant to enable us to commence a new three-year campaign on protecting vulnerable road users, entitled VOICE (Vulnerable road-user Organisations In Cooperation across Europe). Starting from January, VOICE will work at both the EU level and the national level to promote the safety of vulnerable road users.

At the EU level, a new coalition of networks will be formed from those who represent the interests of vulnerable road users (transport policy advocates, consumer organisations, public health organisations) as well as organisations of vulnerable road users (pedestrians, cyclists, older people, the disabled, and younger people). This network of networks will jointly lobby the EU institutions on dossiers of common interest so as to promote the interests of vulnerable road users. The network will also decide on a VOICE Personality each two months – a European decision maker who has done the most to either protect (a positive award) or endanger (a negative award) vulnerable road users.

At a national level, VOICE will compile materials advocating specific policies that would improve the protection of vulnerable road users in the 12 EU Member States performing below average. These materials will be tailored to the individual country concerned, and be produced in the official language of that country. Additionally, specific sites in these countries will be examined to determine how they may be altered in the interest of vulnerable road users such that they can become exemplars of best practice. Each one of these VOICE Sites will be of a different nature enabling the VOICE campaign to promote a range of practical best practice measures.

#### New offices

The ETSC Secretariat has moved its offices just a few houses further, from Rue du Cornet 34 to Rue du Cornet 22. Telephone, fax and email coordinates remain the same.

## ETSC Members

The **Belgian Road Safety Institute (IBSR/BIVV)** is coordinating a seat belt campaign that is specifically targeted at children between 4 and 12 years of age in 10 European countries between February and June 2005. The campaign is based on the "armadillo" concept, which has been highly successful in the Netherlands. See <http://www.gordeldier.nl>.

The **Austrian Road Safety Board (KfV)** has called for the adoption of national legislation to mandate the use of daytime running lights outside urban areas in winter. Citing a recent study published by the European Commission, the Board underlines that mandatory daytime running lights use could prevent 30 traffic deaths every year in Austria. Moreover, the measure has been announced in the Austrian Road Safety Programme of 2002. See [KfV website](#).

The **Swiss Council for Accident Prevention (bfu)** has conducted a new study into seat belt use, focusing on reasons for non-wearing and measures to increase wearing rates. The measures proposed include clearly visible, significantly intensified police controls, fines for each car occupant not wearing a safety belt, introduction of mandatory seat belt reminders, ignition-interlocks for repeat offenders, and fewer exceptions to compulsory seat belt use. Download the [full report](#).

The **Danish National Road Safety Council (NTF)**, member of the Nordic Traffic Safety Committee, has started a comprehensive communication campaign on 4 October 2004 to improve drivers' general attitudes in traffic. The campaign is based on a heart-shaped sticker saying "We are on the road together", which can be put on either a car or bike. Along with the sticker, people receive a postcard to be sent in to the Road Safety Council, on which they commit themselves to being a considerate road user. The underlying idea is that drivers learn from the positive example of other drivers. The campaign is supported by a song, TV, radio and newspaper adverts. It is sponsored by five private companies, and scheduled to run until 2020. See [www.paavejsammen.dk](http://www.paavejsammen.dk).



## International Events Diary

2-3 December 2004 **19<sup>th</sup> Annual Polis Conference**  
Genoa, Italy Contact: Polis Tel: +32 (0)2 282 84 67, Fax: +32 (0)2 282 84 66, E-mail: [polis@polis-online.org](mailto:polis@polis-online.org)

9-10 February 2005 **Road Safety & Traffic Management 2005**  
Cairo, Egypt Contact: International Event Partners, Tel: +20 (0)2 754 5550, Fax: +20 (0)2 754 6106, E-mail: [egypt@i-ep.com](mailto:egypt@i-ep.com)

28 February - 2 March 2005 **70<sup>th</sup> National Road Safety Congress: Driving deaths down**  
Brighton, UK Contact: Royal Society for the Prevention of Accidents (RoSPA)  
Tel: +44 (0)870 777.21.20, Fax: +44 (0)870 777.21.99  
E-mail: [events@rospa.com](mailto:events@rospa.com)

14-15 March 2005 **Out of Hospital Emergency Medical Services: Move towards integration across Europe**  
Paris, France Contact: Hesculaep Conference secretariat, Tel: +33 (0)1 47 10 70 39,  
Fax: +33 (0)1 47 10 70 07, E-mail: [conference.hesculaep@rpc.aphp.fr](mailto:conference.hesculaep@rpc.aphp.fr)

1-3 June 2005 **5<sup>th</sup> European Congress and Exhibition on ITS**  
Hamburg, Germany Contact: Kerri Underdown Brintex, Tel: +44 (0) 20 7973 4603, Fax: +44 (0) 20 7233 5054, E-mail: [k.underdown@hgluk.com](mailto:k.underdown@hgluk.com)

24-26 August 2005 **Childstreet 2005**  
Delft, Netherlands Contact: Donald Boyd, IIUE, E-mail: [childstreet2005@urban.nl](mailto:childstreet2005@urban.nl)

22-24 September 2005 **3rd International SIIV Congress on "People, Land, Environment and Transport Infrastructures"**  
Bari, Italy Contact: Vittorio Ranieri, Department of Highways and Transportation, Polytechnic University of Bari, E-mail: [oc@siiv2005.com](mailto:oc@siiv2005.com)

15-17 November 2005 **Second International Conference on Driver Behaviour and Training**  
Edinburgh, UK For the Call for Papers, visit the [PACTS website](#) or contact Dr Lisa Dorn, Tel +44 (0)1234 750111 ext 5232, E-mail [l.dorn@cranfield.ac.uk](mailto:l.dorn@cranfield.ac.uk)  
For general information regarding the conference, contact Mrs Tricia Jolly, Tel: +44 (1)1234 750192, E-mail: [t.jolly@cranfield.ac.uk](mailto:t.jolly@cranfield.ac.uk)

# Call for Papers

## ETSC Yearbook 2005: Safety and Sustainability

The European Transport Safety Council (ETSC) is the sole independent European transport safety NGO offering research-based advice to EU policymakers. In 2005, ETSC will publish the first issue of its Year Books, a new series addressing contemporary problems in transport safety policy. The ETSC Year Book offers a unique possibility for both young and established researchers from all academic disciplines to contribute with innovative ideas to EU transport safety policymaking. The Year Books are located at the cross-road of science and politics and provide a platform for presenting applied safety-related research from all modes of transport. Submissions to the Year Book are refereed through an Editorial Board.

The first Year Book, to be published in 2005, will **place transport safety in the context of sustainable development**, with a particular emphasis on environmental sustainability. Transport safety work, at all political levels, frequently encounters environmental issues, either finding possibilities for making the transport system both safer and environmentally sounder, or confronting negative and potentially harmful environmental side-effects of measures to make it safer. It is in particular this potential conflict between safety and the environment - as well as the various ways of trying to resolve it - that is of interest for ETSC. An example from the road mode is the possibly detrimental effect of environmentally sound light-weight vehicles on impact-compatibility.

The overall intention with the 2005 Year Book is to facilitate an integrated and systemic perspective on transport risks to life, limb, health and the environment. The individual papers should identify synergies between safe and sustainable transport measures in order to help significantly reduce all transport risks alike. Although, accident/injury prevention and environmental protection are discussed predominantly in relation to road transport, ETSC welcomes papers addressing these issues within the non-road modes and intermodally. Moreover, contributions that address low-cost, short term measures to protect human health and the natural environment in the new EU Members States from transport impacts are of particular interest.

**Submissions:** by 31 December 2004; 3000-4000 words

**Date of Publication:** Summer 2005

**Editorial Board:** Prof. Murray Mackay, Prof. Richard Allsop, Dr. Joerg Beckmann

**For further Information please contact:** Joerg Beckmann, ETSC Executive Director,  
e-mail: j.beckmann@etsc.be



European Transport Safety Council

## Members

Austrian Road Safety Board (KfV)  
Automobile and Travelclub Germany (ARCD)  
Belgian Road Safety Institute (ISBR/BIVV)  
Birmingham Accident Research Centre, University of Birmingham  
Centro Studi Città Amica (CeSCAm), University of Brescia  
Chalmers University of Technology  
Comité Européen des Assurances (CEA)  
Commission Internationale des Examens de Conduite Automobile (CIECA)  
Czech Transport Research Centre (CDV)  
Danish Road Directorate (VD)  
Danish Transport Research Institute (DTF)  
Dutch Transport Safety Board (RvTV)  
European Federation of Road Accident Victims (FEVR)  
Fédération Internationale de Motocyclisme (FIM)  
Finnish Vehicle Administration Centre (AKE)  
Folksam Research  
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA)  
German Transport Safety Council (DVR)  
Motor Transport Institute (ITS)  
Nordic Traffic Safety Committee  
Parliamentary Advisory Council for Transport Safety (PACTS)  
Prévention Routière (F)  
Swedish National Society for Road Safety (NTF)  
Swiss Council for Accident Prevention (bfu)  
Traffic Safety Committee, Federation of Finnish Insurance Companies (VALT)  
University of Lund  
Vehicle Safety Research Centre, University of Loughborough

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Mich Bullaert, Administration Officer

## Safety Monitor

### Editor

Franziska Achterberg  
[information@etsc.be](mailto:information@etsc.be)

### Circulation

Mich Bullaert  
[administration@etsc.be](mailto:administration@etsc.be)

For more information about ETSC's activities, and membership, please contact

ETSC  
rue du Cornet – Hoornstraat 22  
B-1040 Brussels  
Tel. + 32 2 230 4106  
Fax. +32 2 230 4215  
E-mail: [information@etsc.be](mailto:information@etsc.be)  
Internet: [www.etsc.be](http://www.etsc.be)

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