

# Safety Monitor

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

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## Editorial

### French Presidency task list: Safety, Environment, Integration

France, which has taken office as the Presidency of the European Union on 1 July, has made road safety one of its top priorities in the transport area. This could not be more symbolic and opportune at the same time: over the past six years the French nation has been the unrivalled champion in road safety improvements in the EU, having cut the number of deaths by 43%. Its energetic commitment and dedication to making European roads safer could also appeal to a now disenchanted European public. Following the Lisbon Treaty referendum in Ireland, action taken by the European Union on this universally important topic could reconnect European citizens to the European idea.

A key French priority is the new legislative proposal on cross border enforcement that will enable EU drivers to be identified and prosecuted for offences committed in other Member States. This legislation is a dire necessity at the time of growing non-resident traffic, widening national automated speed camera networks and complex crossborder problems posed by offenders, which current bi-lateral and multi-lateral cooperation agreements are often unable to deal with. This became clear after 2007 proved to be the first year with no reduction in total road deaths in the EU. Effective traffic law enforcement is an absolute prerequisite to reversing this alarming situation.

Better cross-border enforcement will reduce illegal speeding on Europe's roads, which in turn would lower the level of CO2 emissions. It should therefore be considered within the framework of the Presidency's environmental and energy strategies for transport. Fighting excessive and inappropriate speed will also help the EU meet its commitment to reduce greenhouse gas emissions - by 20-30% by 2020 and, as has just been agreed at the last G8 summit, by 50% by 2050. Road transport generates about one fifth of the EU's CO2 emissions, with excessive and inappropriate speed responsible for up to 20% of those. Curbing speed is therefore quintessential to reaching ambitious environmental goals.

Finally, with the 2010 road safety deadline approaching fast, the French Presidency should consider new European wide target for reducing deaths and serious injuries together with a new Action Programme on improving road safety in the EU beyond 2010.

The EU stands at a crossroads and strong leadership is now key to decide its future. This applies equally to the Treaty of Lisbon as to the dossiers that touche all European citizens: saving lives on Europe's roads and preserving our planet for future generations. The stakes are high.

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# Road Safety

## New Transport Commissioner appointed

Antonio Tajani was confirmed by the European Parliament as the EU's new Transport Commissioner on 18 June. He had been an MEP himself from 1994 to 2008 and sat on various parliamentary committees: foreign affairs, constitutional affairs, transport and tourism, fisheries and security and defence.

Tajani vowed to continue the policy of his predecessors, Loyola de Palacio and Jacques Barrot, informed by the key principles of mobility, protection of citizens and the environment, innovation and the international dimension. He singled out six priorities in his work programme: Single European Sky; green transport; conclusion of the Erika III maritime package; road safety, with the adoption of the fourth action programme for road safety for 2011-2020; passengers' rights; and the deployment of Galileo, the European satellite navigation system.

## Parliament adopts Infrastructure report

A new report on the Directive on road infrastructure safety in the EU was adopted by the European Parliament on 19 June at first reading. The text aims to guarantee that safety criteria are taken into account at every stage of the life cycle of road infrastructure, from design to exploitation, through a series of impact studies, safety audits and other inspections to be implemented in accordance with the criteria the Commission hoped to make binding on the member states. However, the text was weakened further to the co-decision process between the Parliament and the Council of Ministers. The Member States will have to report to the European Commission how they apply the four instruments contained in the Directive. A review of the road network will have to be carried out every three years, against annually as proposed by the Commission. An obligation to report every four years on implementation of the directive, which the Commission wished to impose on the states, was also dropped. The Commission will be responsible for putting in place a system for best practice exchange between the states.

## Report on Pedestrian Protection approved

On 18 June the European Parliament approved a report by Francesco Ferrari (ALDE, Italy), thus paving

the way for a quick adoption of the new EU regulation on the protection of pedestrians in case of a collision with a road vehicle. The new regulation will replace the Directive 2003/102/EC on the protection of pedestrians in the event of a collision with a motor vehicle, describing construction norms for vehicles regarding the consequences of the impact for pedestrians, and Directive 2005/66/CE, establishing the technical requirements for vehicles equipped with frontal protection systems. The regulation foresees that new passenger cars must be equipped with ABS two years after the text has come into force and envisages the possibility of making anti-collision systems compulsory in the long term. However, a series of relatively binding technical requirements set out in Directive 2003/102 will now be abandoned. ETSC along with other NGOs have criticized this weakening of safety standards in the new regulation.

## Council agrees on cabotage and roadworthiness

On 13 June the Transport Council agreed on new rules for road cabotage in the EU. The rules lay down the conditions under which road transport operators may provide transport services within a Member State in which they are not established. The basic rule is that operators will be able to carry out three cabotage operations within a seven-day international journey. A clause was added creating the possibility to provide cabotage operations on the trip back to the home country, limited to one operation per Member State crossed, within three days following entry (with an empty vehicle) in the Member State, which would reduce the number of empty trucks making return trips.

The Council also adopted a position on modifying the Directive 96/96/EC on roadworthiness tests for vehicles, adapting it to the EU's new comitology procedure with a more active role of the European Parliament.

## Road haulage access rules finalised

The Transport Council agreed on the rules for access to road haulier profession. Regarding the only unresolved issue of electronic register of haulage firms, which the European Commission's proposal asks to be established in each Member State, it was agreed

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that a period of two years would be granted to establish the register. National registers will then have to be interconnected by 31 December 2012 at the latest in order to provide mutual access to the competent national authorities. Only the 'most serious' infringements committed by hauliers will have to be included on the register initially, with 'serious' infringements to be included only from 2016. On 1 June 2009 at the latest, the Commission will have to formulate guidelines on the type of data which will be stored in the register. The compromise foresees that it will be able to recommend the inclusion of vehicles' registration number on it.

## Rest time for coach drivers remains an issue

The issue of driving time and rest time for coach drivers remains unsettled between the European Parliament, the Council of Ministers and the Commission. The agreement reached by social partners earlier in May provides for coach drivers on international trips to work 12 days in a row, instead of six days in the common scheme, before having to take a compulsory rest period. However, the Commission is concerned that the reintroduction of the 12-day period may jeopardise road safety. Also, Spain asked for this derogation to be extended to lorry drivers, but was not supported by other Member States.

## Parliament calls for tax safety incentives

In a resolution 'Towards Europe-wide safer, cleaner efficient mobility' adopted on 19 June, the European Parliament calls for tax incentives for ecological vehicles equipped with intelligent safety systems. These tax incentives would increase demand for such vehicles. The resolution, which has no legislative status, calls upon the European Commission to draw up guidelines to encourage Member States to introduce such incentives.

## Safety regulation to get streamlined

In a bid to simplify the amount of EU regulation, the European Commission proposed in May to replace 50 existing directives and about 100 amendments with a single regulation on safety requirements for motor vehicles. This regulation also proposes that new cars in the European Union will have to be fitted with advanced low-noise tyres, electronic stability controls and tyre pressure monitoring systems. Manufacturers would

also be required to build advanced emergency brakes and lane departure warning systems into all new heavy-duty vehicles. The rules would apply first to new types of vehicle, allowing a transition period for adapting vehicles already on the road.

ETSC supports the Commission initiative but calls for the inclusion of seat belt reminders, alcolocks and other more basic safety features in it.

The Regulation also proposes passing on its regulatory powers to the UNECE which ETSC regrets. If this does go ahead ETSC would like the European Parliament to have a '*droit de regard*' on issues delegated to the UNECE and for the UNECE process to be significantly reformed to ensure that safety is at the forefront.

## Gigaliners' use likely to be limited in the EU

Speaking at his confirmation hearings on 16 June, the new Transport Commissioner Antonio Tajani said that gigaliner trucks are a useful means of transport in the north of Europe with low population density, but their use in more populated areas might prove to be problematic. This cautious attitude makes the prospect of an EU-wide authorisation for gigaliners doubtful.

## Three EU countries to reach 2010 target on time

Only France, Portugal and Luxembourg will be able to reach the EU target to halve the number of deaths on roads between 2001 and 2010, according to the [second PIN annual report](#) by ETSC. Between 2001 and 2007 road mortality decreased by 43% in France, 42% in Portugal and 38% in Luxembourg, enabling them to meet the deadline in 2008-2009. The other 24 Member States will halve road deaths some time between 2011 and 2030 or beyond.

The worst results were shown by Central and Eastern European countries, with an average annual decrease in road deaths barely reaching 1.6%. In Romania, Slovenia, Lithuania, Slovakia and Poland, the number of deaths has even increased over the last six years. Latvia is the only exception among the new Member States, with a reduction of 25% between 2001 and 2007.

The year 2007 was also particularly bad because, for the first time since 2001, no decrease in the number of deaths was recorded. Some Member States even see this number increase in comparison to 2006, including countries usually at the forefront of road safety, like Denmark (+34%), Finland (+12%) or Sweden (+6%).

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## Over 2,000 drunken drivers a day

More than 2,000 motorists a day were found to be over the limit in Europe's biggest ever Drink Drive safety campaign, organised by TISPOL – the European Traffic Police Network - in 18 countries in the beginning of June 8. Overall 14,645 (1.7%) of drivers stopped were found to be over the legal limit for alcohol. The lowest – under 1% - proportion of drink drivers was in Norway, Sweden, Denmark and Finland. Moldova accounted for the worst result: almost 20%. In France the figure was 2.17%, Switzerland 6.65% and the UK 6%.

As part of the bid to find an international solution to drink driving, leading experts will be meeting at TISPOL's annual conference in Harrogate, UK this autumn. Full details on [www.tispol.org](http://www.tispol.org)

## CARS 21 Group to input to EU agenda

At its next meeting in the autumn the CARS 21 High Level Group is expected to come up with new ideas that will shape the next EU work programme for the automotive industry. Set up in 2005, the CARS 21 Group aims to generate recommendations on improving the worldwide competitiveness of the European automotive industry and the regulatory framework. It includes members of the European Commission, Member States, MEPs, industry, trade unions the FIA Foundation and the Institute of European Environmental Policy (IEEP). In the report published in early 2007 it made several promising recommendations to improve vehicle safety, such as a regulation to introduce mandatory seat belt reminders.

## Forward-facing child restrains questioned

Rearward-facing restraints offer a higher level of safety over forward-facing restraints to children aged up to

four years. This is the conclusion of the [study](#) by the UK's Vehicle Safety Consultancy, commissioned by ANEC, the association of European consumers' organizations. This examination showed that children in forward-facing seats suffered head, neck, chest and abdominal injuries in circumstances in which a rearward facing restraint would have provided much better protection.

Currently rearward facing restraints are used in Nordic countries up to the age of three or four years old, whereas the rest of Europe and the US turn their children forward facing already at one year of age or less, in accordance with the European legislation which implies that it is safe for a child to travel forward-facing from 9 kg onwards.

ANEC urges legislators to revise the law on the use of child restraints, and calls on the manufacturers of child-restraint systems and cars to collaborate voluntarily in order to make Scandinavian-style rearward-facing seats for children up to 4 years available to consumers throughout the rest of Europe.

## Fraudulent collisions on the rise in the UK

A growing number of insurance claims fraud, including staged and induced 'slam-on' collisions, particularly targeted at liveried fleet vehicles, have been recently reported in the UK media. The fraud represents a growing threat to public safety, estimated to cost hundred of million pounds per year. Gang members either purchase and insure low value vehicles or use hired vehicles, and then force innocent drivers to crash into them. e.g. through emergency braking. Thus fraudsters can rely on an almost automatic acceptance of insurance liability. Multiple fictitious claims are subsequently submitted for the driver and, often fictitious, passengers. According to insurers, the average insurance bill per induced collision is 25-30,000 GBP.

### **10th ETSC Lecture / bfu Forum** **25 September 2008, Bern, Switzerland**

ETSC and the Swiss Council for Accident Prevention bfu will hold a joint event dedicated to speeding, one of the biggest contributing factors to road traffic crashes in Europe. Road safety experts will address the issue of excessive and inappropriate speed from general, technical and psychological perspectives. Measures to reduce speed will also be discussed both in presentations and follow-up debates with the participants.

The ETSC Lecture / bfu Forum will appeal to transport professionals, enforcement officers, members of the media and people with genuine interest in road safety.

To find out more or to register for the event please go to [www.etsc.be](http://www.etsc.be)

# Aviation, Rail & Maritime Safety

## New aviation package presented

The goal of the new aviation legislative package, presented on 25 June, is to have more direct routes, reduced costs and improved safety. The text envisages extending the competence of the European Aviation Safety Agency to aerodrome safety, air traffic management and navigation services, and widening its powers in the areas of regulation, inspection, and certification.

The package also proposes going to the second phase of SESAR, the European programme on the development of a new generation of air traffic control systems in Europe. Safety will become the first of the four key performance criteria for air traffic control.

The creation of 'functional airspace blocks' (FABs), organising airspace on the basis of traffic flows and not national borders, as was set out back in the first Open Sky package, is now firmly scheduled for the end of 2012 at the latest.

## EASA and FAA reach a safety agreement

A bilateral agreement strengthening cooperation on aviation safety was signed on 30 June between the EU and the US. The agreement, whose entry into force is subject to ratification by both parties, enables the reciprocal acceptance of certificates and findings of compliance issued by the European Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA) of the US. Its scope covers the airworthiness approvals and monitoring of civil aeronautical products; environmental testing and approvals; and the approvals and monitoring of maintenance facilities. Thanks to the reciprocal acceptance of certificates, the agreement will result in better harmonised safety systems on both sides of the Atlantic, as well as less cumbersome technical and administrative procedures for the recognition of certificates, thus reducing costs and paving the way for a level-playing field for European and US manufacturers.

## Erika III package in the focus

The French EU Presidency intends to reach agreement on the Erika III package on maritime safety during its term, according to the country's State Secretary for Transport Dominique Bussereau. After the Council of Ministers

adopted its common positions on the Erika III package on 6 June, and the European Commission came up with its own position, the legislative proposal is expected to go to the second reading.

Among the most controversial issues will be places of refuge for ships in distress, on which Member States want minimum obligations, to the opposition of the Commission and the European Parliament.

There are also disagreements regarding the reform of the port state control system, mainly on the possibility of definitively banning the most dangerous ships, supported by the Commission and the Parliament versus a limited 36-month ban proposed by the Council, and the authorised ceiling for uninspected ships per member state (10% in the Council version against 5% in the Commission's).

Finally, the parties disagree on the issue of company liability in the event of an accident, which the Council does not want to extend to maritime cabotage and on which it wants to see different indemnity limits in Europe.

## Railway suicides need to be addressed

Around 85% of all railway fatalities occur in trespass accidents and suicides, yet safety management has so far concentrated on preventing train accidents, according to a recent European Railway Agency's report. Based on the materials from the ERA Seminar on Trespassers railway lines and suicides, held on 3 April 2008 in Lille, the report puts the cost of an average individual railway suicide at 50.000 EUR, or between 150 mln EUR (direct total annual costs) and 1.5 bln EUR (including indirect social costs) for the EU.

The number of railway suicides is around 700 in Germany alone, compared with 300-400 in the USA. Survivors of attempted accidents vary between 6 and 13% in railway and 40% in metros. Both structural and communication measures are necessary to prevent suicides. Identification of hot spots, 75% of which are close to psychiatric hospital units in Germany, and equipping them with barriers and better illumination are vital. Communication measures include staff and customer education and more active media work.

The report can be downloaded [here](#).

# Multimodal and Transport Infrastructure

## Safety risks are not included in external costs

The 'green transport' package, presented by the Commission to the European Parliament during the session on 8 July, aims to influence the choice by consumers of the least harmful, and therefore the cheapest, transportation modes, travel times and itineraries. External costs, such as pollution, traffic jams, accidents and infrastructure management, should be included in transport prices. The proposed methodology, however, does not take transport accidents into account.

With regard to road transport, the legislation thus would allow Member States to put in place toll roads designed to charge heavy goods vehicles for the costs linked to pollution, noise and road congestion. While the Commission would like to include private cars into the scheme, they are not included in the first draft. Nevertheless the Commission is suggesting to set up a "discussion platform" to identify the best practices for restricting car access to cities, and the "development of harmonised criteria for the restriction of urban traffic".

## Railway infrastructure contracts promoted

Further to the decision by the European Commission in February, the Council of Ministers on 13 June invited member states to establish contractual relations with railway infrastructure managers. The contracts would push member states and infrastructure managers to make long-term plans for infrastructure maintenance and modernisation.

Over a third of infrastructure management companies complain of insufficient funding. The contracts would allow to increase the aid granted to them and thus reduce user charges. The amount of aid would be performance-related. Some of the maintenance work could be subcontracted to optimise costs. The Commission was invited to monitor regularly the implementation of the agreements and to develop an infrastructure quality assessment system.

## Single European Rail Traffic Management

The European Commission and the rail industry signed on 4 July a memorandum of understanding to accelerate the deployment of the European Rail Traffic Management Systems. ERTMS will replace some twenty signalling systems currently in operation in

Europe. A single standard (version 2.3.0) will be used until 2012, thus making different railway project incompatible. It will be replaced with an improved version from the end of 2012.

In early 2009 the Commission will publish a new call for proposals of around 250 million EUR to support the deployment of ERTMS.

## One Directive to regulate dangerous goods

Transportation of dangerous goods by rail, road and inland waterways will soon be regulated by a single Community directive replacing the existing legislation (Directives 94/55/EC, 96/49/EC, 96/35/EC and 2000/18/EC). On 19 June the European Parliament accepted without amendments the Council of Ministers' common position on the proposal presented by the European Commission in December 2006. Thus international rules on the transportation of dangerous merchandise will be integrated into Community law and extended to national transport. The new directive will have to be implemented by 30 June 2009 at the latest, except the provisions on transportation by inland waterways, which benefit from a delay until 30 June 2011.

## Negotiations with Western Balkans started

On 24 June the European Commission opened negotiations for the creation of a transport community with the Western Balkans, further to the endorsement by the Council of transport ministers given on 13 June. The first meeting will be followed in the autumn by technical meetings with a view to concluding the Transport Community Treaty in 2009. The objective is to create an integrated market for infrastructures and land, waterway and maritime transport and to harmonise the transport legislation in the Balkans region with the Community acquis.

## Galileo call for tenders launched

Calls for tender for the construction of satellites and ground-based infrastructure for Galileo, with the total estimated value of 2.1 bn EUR, were launched on 1 July. The pre-selection phase should finish around autumn 2008, followed by negotiations and contracts awarding in mid-2009. More information is available [here](#).

# ETSC and Partner Organisations News

## Every third road death in 2050 will be elderly

The number of older people killed in road accidents could increase from 20% now to over 33% by 2050, according to the ETSC's Road Safety PIN Flash 9 on [Reducing older people's deaths on roads in Europe](#). Today more than eight thousand people aged 65 years old and over are killed in the EU27 annually. Per population, the risk of death in a road accident for an elderly road user is on average 16% higher than for a younger road user, with huge differences between countries: the risk is seven times higher for senior citizens in Lithuania than in Malta.

## Speeding impacts safety and environment

The link between safety and environment was explicitly demonstrated in the recently launched ETSC Policy Paper [Managing Speed: Towards safe and sustainable road transport](#). Speeding remains the most widespread offence: at any one moment 50% of drivers are exceeding legal speed limits, according to OECD. On average, a 5% increase in speed leads to a 10% rise in injury accidents, a 15% rise in serious injury accidents, and a 20% rise in fatal accidents. The consequences are even more serious for pedestrians: while in a 30 km/h-speed collision 5% of pedestrians are killed, at 50 km/h the number goes up to 45%, and at 65 km/h to 85%.

Properly enforced national speed limits could save up to 5,800 lives (according to the Commission). They would also cut carbon emissions, e.g. by 1 mn tonnes in the UK and by 3 mn tonnes in France. In Germany, a 100 km/h or 120 km/h limit on motorways would reduce CO2 emissions from cars by 10% or 20% respectively.

## Belgian drivers drink and die less

The 28% decrease in road deaths between 2001 and 2006, down to 1069 fatalities, has been to a large extent the result of a successful anti-drink driving campaign in the country, revealed the Safe and Sober Talk organised by ETSC the Belgian Road Safety Institute (IBSR/BIVV) at the Belgian parliament last June. Belgium has seen a yearly 11.7% progress in alcohol-related road death reduction over the past decade, the second best result in the EU. Road deaths from drink driving dropped 9.4% faster than deaths from other causes.

## Red Cross launches new road safety tool

In June the EU Red Cross National Societies launched a new interactive road safety training tool. Designed for the

use of teachers, youth workers and road safety practitioners, the Resource Pack includes background statistics and information on road crashes, exercises, education and awareness-raising materials on the dangers of road traffic and the use of First Aid.

The "Red Cross Road Safety and First Aid Resource Pack" is available in 16 languages on [www.1-life.info](http://www.1-life.info).

## Safe car ranking published by French NGO

The French-based *Ligue contre la violence routière* has recently published a [fifth rating](#) of 934 versions of 155 car models which are on sale in France. Based on four criteria - protection of car occupants, road users, VRUs and environment - it has put SMART-For-Two at the head of the ranking. Among four-seaters Smart has again scored best, followed by Fiat Punto and Fiat 500. Volkswagen Golf 1.9 TDI has been rated the best among small family cars, while Toyota Prius holds the same place among big family cars.

## ESC held back by price and information gap

According to a recent [survey](#) of European car dealers within the scope of EuroTest project, encompassing 18 automobile clubs in 17 countries, the low level of ESC feature penetration in the market may be explained by low interest on the part of customers, especially for smaller models. Price is the first consideration: ESC dramatically increases the price of a small car and is frequently only available as part of a more comprehensive extras package. There is also little information about ESC available especially in Eastern European countries. Moreover, according to the survey, car dealers themselves often were misinformed about ESC.

ESC will soon be mandatory in all new cars in accordance with newly proposed legislation (see p.3 for more details).

## EU capital to be tested by cyclists

A Green biking tour will be held in Brussels on 16 September 2008 in the framework of Climate Campaign ([www.stopclimatechange.net](http://www.stopclimatechange.net)) and European Mobility Week 2008 ([www.mobilityweek.eu](http://www.mobilityweek.eu)). Starting at 10.30 near the European Parliament buildings, the trip will link points of good and bad infrastructure throughout the city. The action will be held in cooperation with a number of associations, including ETRA ([www.etra-eu.com](http://www.etra-eu.com)), ECF ([www.ecf.com](http://www.ecf.com)), ProVelo Brussels ([www.provelo.org](http://www.provelo.org)) and others.

## Members

Accident Research Unit - Medical University Hannover (D)  
 Austrian Road Safety Board (KfV)(A)  
 Automobile and Travel Club Germany (ARCD)(D)  
 Automotive safety centre (UK)  
 Belgian Road Safety Institute (IBSR/BIVV)(B)  
 Centro di ricerca per lo studio dei determinanti umani degli incidenti stradali" (CESDUI), University of Modena e Reggio Emilia (I)  
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 Comité Européen des Assurances (CEA)(Int)  
 Commission Internationale des Examens de Conduite Automobile (CIECA)(Int)  
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 Czech Transport Research Centre (CDV)(CZ)  
 Dutch Safety Investigation Board (OVV)(NL)  
 European Federation of Road Traffic Victims (Int)  
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 Finnish Motor Insurers' Centre, Traffic Safety Committee of Insurance Companies (VALT)(F)  
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