

Safety Monitor

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

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Editorial

On the 24th of April ETSC launched its new publication on tackling drink driving, highlighting developments in the fight to tackle drink driving. ETSC also presented its new recommendation to EU Member States: adopt a policy of Zero Tolerance to drink driving. Siim Kallas, European Commission Vice-President responsible for Transport, delivered the keynote address at the conference. "It is unacceptable for 85 people to die every day on Europe's 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," said Mr. Kallas.

There has been progress in reducing the number of deaths attributed to drink driving, but the number of lives lost to drink driving is still unacceptably high. Approximately 2% of the total number of kilometres driven in the EU are driven with an illegal level of blood alcohol content. On the other hand, in 2010 11% of all road deaths were directly attributed to drink driving and the European Commission estimates that as many as 25% of all road deaths across the EU are alcohol related. Based on these figures ETSC estimates that 6500 deaths would have been prevented in 2010 if all drivers had obeyed the national regulations on drink driving. ETSC calls on all road safety and public health professionals to join in sending the message that drink driving must not be tolerated.

ETSC launches this edition of the Safety Monitor to mark the one-year anniversary of the launch of the UN Decade of Action for Road Safety. During this last year a lot of initiatives were started, and even put in place already, to reduce the risk people face on the roads. We hope this trend will continue and that nine years from now the use of the roads will not be seen as a risk, in Europe or anywhere else in the world. To achieve this we need a lot of work and commitment from all parties and we also need to make sure that good ideas and policies implemented are transparent and well publicised to facilitate the exchange of experience and good practice between countries as organisations.

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Road Safety

Revision of the TEN-T Road guidelines and Funding of Safe Road Infrastructure

The Danish Presidency of the EU Council of Ministers has prioritised work on the European Commission's proposed revision of the TEN-T guidelines and the Connecting Europe Facility aimed at financing TEN-T infrastructure projects during the 2014-2020 period. The Commission proposal for the review of the guidelines included a specific reference to the two main infrastructure Directives: Directive 2008/96/EC on road infrastructure safety management and Directive 2004/54/EC on minimum requirements for tunnels in the Trans-European Road Network. The Transport Council adopted a general approach to the TEN-T Guidelines at its March meeting. Safety conditionality and safety as a priority have been upheld in the [text](#).

The European Parliament has held its first exchange of views between MEPs dealing with the revision of the TEN-T guidelines and the CEF Regulation on the 27th of February. There has also been a joint TRAN and ITRE Committee meeting to exchange views on the CEF Regulation on the 26th of March. A joint TRAN & ITRE hearing on Connecting Europe Facility - Forms of financing, priorities, synergies between the sectors - took place on April 24th.

EU budget and Road Safety

The debate continues on various aspects of the European Commission's proposal for the 2014-2020 Multi-Annual Financial Framework (MFF). The MFF will detail the entire EU spending and financing for six years and as such, all EU actions aimed at reaching the 2020 road safety target of halving road deaths will be financed through various funds included in the MFF. The two main funding sources – in terms of financial firepower – that can be used to increase the EU levels of road safety are the Connecting Europe Facility (CEF) – proposed by the European Commission as a dedicated financial instrument to fund the completion of the TEN-T infrastructure network according to revised guidelines – and the regional funds.

EU regional funds can be used by Member States for a variety of purposes, including the building of road infrastructure. Any EU funds being used for road infrastructure should comply with the

EU's infrastructure safety legislation. The present proposals for the Cohesion Fund and European Regional Development Fund do not reflect the prioritisation of safety nor conditionality linked to the aforementioned legislation. The Transport Committee is preparing an opinion on the three instruments: **Common provisions on European Funds and repealing Regulation (EC) No 1083/2006, European Regional Development Fund and the Cohesion Fund.**

Negotiations continue on type-approval requirements for motorcycles

Following the 6 December 2011 approval of the IMCO draft report on the Commission proposal for the type-approval of L-category vehicles, an impact assessment study of the IMCO amendments was conducted and presented in front of the committee.

The rapporteur Wim van de Camp (EPP, NL) received a mandate from the committee to conduct informal trilogue negotiations with the European Commission and the Council of Ministers in the hope of negotiating a compromise text that could be approved by both the Council and the Parliament. Negotiations are ongoing between the EU legislative institutions on remaining issues, such as the mandatory introduction of ABS on all L-category vehicles with an engine capacity of 50 cc or more, the exclusion of certain types of vehicles – such as electrically assisted pedal cycles – from the scope of the regulation and the entry into force of the legislation.

The European Parliament scheduled the final vote for the July 2012 plenary session.

Tachograph Rules Progress in the European Parliament

In the European Parliament the rapporteur Silvia Adriana Ticau (S&D, RO) presented her draft report in late March 2012. Amendments by her fellow MEPs have also been presented with a vote expected on the 31st of May.

Following the partial agreement of December among the 27 EU Member States' Ministers on the Commission proposal to revise the regulatory framework for the use of tachographs in road transport, discussions continue in Council. The

legislative proposal aims to reduce tampering with the devices. The full general approach is still expected under the Danish Presidency following an unexpected delay at the March Transport Council.

In its report entitled: "Tackling Fatigue; EU Social Rules and Heavy Goods Vehicle Drivers" ETSC looks at how enforcing the social rules is one of the important tools to manage fatigue.

European Parliament Own-Initiative Report on the Implementation of eCall

The European Parliament own initiative draft report on 'The regulatory introduction of eCall' was presented on 24th April at a joint meeting between the Transport and Tourism and the Internal Market and Consumer Protection Committees. The report, drawn up by Olga Sehnalová (S&D, CZ) and Dieter-Lebrecht Koch (EPP, DE) strongly supports mandatory eCall in all new type approved cars.

The rapporteurs firmly advocated eCall as a public emergency call service based on the E-112, free of charge, for the benefit of drivers in Europe independently of their car brand. They also stated that the technology should be required even if the vehicle is fitted with a system that calls a private dispatcher.

Key recommendations from the rapporteurs included calling on the Commission 'to ensure that the eCall system is based on an interoperable and open-access platform in order to encourage innovation' and also stressing 'that any additional services to be used in a vehicle – especially when driving – will need to comply with clear safety, security and data protection privacy standards'.

The rapporteurs gave their commitment to ensuring consumers' freedom of choice and to safeguarding competition in the area of in-vehicle devices. Importantly, it was also underlined 'that the mandatory deployment of a public eCall should not be based or made conditional on the existence of a positive business case for the standalone eCall service, as its benefits for society as a whole should also be considered.'

The draft report is scheduled to be voted in a joint IMCO/TRAN committee meeting to take place in June and by the European Parliament plenary in July 2012.

The draft report can be viewed here: <http://www.europarl.europa.eu/sides/getDoc.do?type=COMPARL&mode=XML&language=EN&reference=PE486.109>

Directive on Cross Border Enforcement of Traffic Law in the Field of Road Safety: Transposition Deadline to be Upheld

ETSC strongly welcomed the final adoption of Directive 2001/82/EU of October 25th, which aims to "facilitate cross-border enforcement in the field of road safety". The Directive will introduce a system of exchanging information to enable the follow up of road safety related traffic offences committed by non-resident drivers. Enforcement is a means to prevent crashes from happening by way of persuading drivers to comply with the safety rules. Deterrence is based on giving drivers the feeling that they run too high a risk of being caught when breaking the rules. Thus effective enforcement leads to a rapid reduction in deaths and injuries. ETSC welcomed the news that some Member States are working to transpose this new EU legislation ahead of the final deadline of 7 November 2013. Earlier this year the European Commission asked the European Court of Justice to consider the legal base of the Directive. Mr. Kallas, the Vice President of the European Commission, recently gave reassurance nevertheless that "Member States must uphold the 2013 deadline or risk facing infringement proceedings". He added that "no one is allowed to ignore this Directive".

European Commission Launches Public Consultation into Tackling Serious Injuries

The European Commission has launched a public consultation on an EU Strategy to reduce injuries resulting from road traffic accidents. The Commission is developing a comprehensive strategy of action concerning road traffic injuries and emergency services. The questionnaire addresses general issues related to road safety and more specific issues on how to improve the data available on victims of accidents and their collection at EU level, and on how to target some specific groups of road users. Based on feedback from the first stage of the proposed strategy, specific or tailor-made actions might be identified with a view to increasing the accuracy of existing databases on road injuries. The consultation period lasts 10 weeks. [Questionnaires](#) should be

returned by 22 June 2012. The High Level Group for Road Safety, a forum which brings together the European Commission and Member State representatives, will further discuss this issue at their next meeting in June in Copenhagen.

Cross-border Traffic of Longer and Heavier Vehicles

In a stormy exchange with MEPs last month Vice-President Siim Kallas considered a reversal of EU policy on longer and heavier vehicles (LHVs). The vast majority of MEPs from across the political groups spoke out against proposed changes to the legislation citing a lack of respect for due democratic co-decision process. Many also cited concerns including safety. Mr. Kallas stated in a special session at the Transport Committee that he wanted to look at a reinterpretation of existing legislation to allow LHVs to cross borders. Mr Kallas said the current situation was confusing. Forbidding cross border traffic would not bring environmental benefits as, if legal in adjacent Member States, larger trucks could be brought to the border, decoupled and then recoupled on the other side. The Commission's detailed legal analysis indicated that cross border traffic could be legal, provided both Member States accepted it and if certain conditions were fulfilled. Lifting the current ban on cross border traffic could however be seen as opening the way for the LHVs to circulate widely throughout Europe. In the European Parliament Legal Service's initial view, the situation depends on the grounds for each authorisation. Authorisation is awarded for a specific operation, not a general category of vehicles. Mr. Kallas concluded that he would reflect before taking a decision in the months to come.

Vice President Kallas: "No place for complacency on road safety"

European Commission figures regarding progress in cutting road deaths significantly slowed last year (to -2%) compared to a promising EU-wide reduction of the last decade (on average -6%). Vice President Kallas reacted strongly with a press conference and a statement: "These figures are a wake-up call. This is the slowest decrease in road deaths in a decade. 85 people still die on

Europe's roads every day. This is unacceptable. We will need to sharply intensify efforts at EU and national level to reach our goal of cutting road fatalities in half again by 2020." In terms of concrete action by the European Commission, he said: "I am writing to ministers in all Member States to ask for information about national road safety enforcement plans for 2012. I want to be reassured that even in tough economic times this important work, which is so central to road safety, is not being scaled back." Moreover: "at EU level, I intend also to target specifically fatalities on motorcycles in 2012, we need to see the current trend reversed and these deaths start to fall." This cold shower should reinvigorate the European Commission and governments to get back on track to reach the EU 2020 road safety targets. Indeed, some EU Member States, like Germany and Sweden, who have very strong safety records, now show an increase in road deaths. In other Member States, like Poland and Belgium – already lagging behind in road safety – the number of deaths went up. The problem of motorcycles – where deaths have still not fallen after more than a decade – still persists. The data provided by the European Commission can be found [here](#).

ITS and Road Safety Related Minimum Traffic Information

The European Commission launched a public consultation under the Intelligent Transport Systems (ITS) Directive (2010/40/EU) focusing on 'the provision, where possible, of road safety related minimum universal traffic information free of charge to users.' The objective of the consultation is to collect the opinions of stakeholders and EU citizens on this issue as an input to the development of specifications on road safety related minimum universal traffic information. Indeed, timely warning for unexpected traffic situations could allow motorists to better anticipate, increase their vigilance, and hence avoid potentially dangerous situations. The questionnaire is looking for information and opinions on issues such as the types of safety message, possible channels of communications, geographical coverage, roles and responsibilities and the expected impacts of such information. The deadline to submit input is on the 21st of May.

Towards safe and secure parking places for trucks and commercial vehicles

Under the Intelligent Transport Systems (ITS) Directive (2010/40/EU), the European Commission expressed its wish to address through a consultation issues related to the type of information to be collected and distributed for safe and secure parking. The scope of this consultation includes also the geographical coverage of the distribution of parking spaces available, the possible channels of communication, the expected impacts, the challenges associated with providing such a service. Such specifications dealing with information and reservation services for trucks and commercial vehicles could potentially affect parties involved in freight transport on major corridors and highways. The outcome of this consultation will be discussed during a workshop to be organised in Brussels later this year. The Commission consultation form will be available until 8th June and can be found [here](#).

Fourth European Road Safety Day

The next European Road Safety Day will be held on Wednesday 25th July in Nicosia (Cyprus). The main theme of the conference will be "Active involvement of Youth in Road Safety". The conference is jointly organised by the European Commission and the EU rotating Presidency (Ministry of Communications and Works of Cyprus). Further information will be published on the conference [website](#).

2011 IRTAD Annual Report

The International Transport Forum (ITF) recently published its [annual report](#) gathering the main trends in the year 2010, in terms of developments in the number of traffic deaths and crashes and preliminary data for the year 2011. The report presents longer-term trends in order to better understand the developments taking place in the different countries. The document also includes a summary of road safety strategies that have been developed in IRTAD countries in the context of the UN Decade of Action for Road Safety. A specific section is dedicated to the analysis of safety trends by road user category, age group, road but also by particular themes such as speeding, drink-driving or the wearing of seat belts and helmets.

Healthy Workplaces Campaign

On the 28th of March, the EU Occupational Safety and Health Agency organised a high-level seminar introducing its two-year Healthy Workplaces Campaign on "Working together for risk prevention". This event, directed at the campaign partners, discussed ways of raising awareness and involving partners, including how to become an official Partner of the 2012-13 Healthy Workplaces Campaign. The 2012-13 Healthy Workplaces Campaign is decentralised and is designed to help national authorities, companies, organisations, managers, workers and their representatives and other stakeholders to work together to enhance health and safety in the workplace. Proceedings of the event and more details can be found [here](#).

YOURS launched Action Kit and website

On 16th April YOURS – Youth for Road Safety, a global youth-led organisation that acts to make the world's roads safe for young people - has officially launched the [Youth and Road Safety Action Kit](#) at the United Nations Road Safety Collaboration meeting in Washington DC, USA. This is a guide available for free to all young people around the world that aims to make road safety accessible to youth everywhere. The first part focuses on the global road safety crisis: Why are young people at particular risk? How does speeding, distracted driving, alcohol and drug use, non-use of helmets and other risk factors contribute to road traffic injuries? The second part is a guide on how to get on board with a focus on planning and implementing road safety projects. The last part is a set of briefings on key actions and processes that can make projects successful: partnership building, community participation, networking, and fundraising.

Road Safety Fund announces recipients of 2012 small grants

The Road Safety Fund, managed by the FIA Foundation and WHO, has awarded its first grants through the [2012 Small Grants Programme](#). The grants were awarded to nongovernmental organisations working across a diverse range of road traffic injury prevention programmes in developing countries. The Small Grants Programme is supported through major donations from insurance company Allianz and technology

company Bosch, both Global Supporters of the Decade of Action, as well as a number of other companies. Projects were prioritised that could demonstrate potential for sustainable capacity development and a catalysing effect on national policies and the wider implementation of road safety.

Safer Roads at Rio +20

In June 2012 world leaders will meet in Rio de Janeiro for the Rio+20 UN Conference on Sustainable Development to identify challenges and agree new priorities for the international community. Trends identified in Rio, and decisions taken, will define international action on the environment, development and public health priorities. 'Safer Roads @ Rio+20' is an initiative led by the Make Roads Safe campaign, building on the momentum of the UN Decade of Action for Road Safety to broaden the coalition supporting action to prevent 5 million road deaths by 2020. More details on this initiative can be found [here](#).

National Report Cards on Children Safety to be Launched on June 12

The European Child Safety Alliance, part of EuroSafe, will launch report cards on child safety in 30 European countries. The topics covered by the report cards are: passenger safety, motor scooter and moped safety, pedestrian safety, cycling safety, water safety/drowning prevention, fall prevention, burn prevention, poisoning prevention, choking/strangulation prevention, as well as three areas of strategy to support child safety efforts: leadership, infrastructure and capacity.

Aviation Safety

The EC updates the safety list of airlines subject to an operating ban within EU

The European Commission adopted on the 3rd of April the 19th update of the [European list of air carriers](#) which are for safety reasons subject to an operating ban or operational restrictions within the European Union. Conviasa, an air carrier certified in Venezuela, was added to the list due to safety concerns. Following constructive consultations, Libyan authorities decided to adopt strong measures applicable to all air carriers licensed in Libya. The Commissioner for Transport, Siim Kallas, said: "The Commission is ready to spare no effort to assist its neighbours in building their technical and administrative capacity to overcome any difficulties in the area of safety as quickly and as efficiently as possible. In the meantime, safety comes first".

EU-Israel agreement: Israel joins Europe in aviation

Israel and the European Union finalised negotiations on a comprehensive aviation agreement during a final round in Tel Aviv on 22 March 2012. The agreement will gradually open up and integrate the respective markets, strengthen cooperation and offer new opportunities for industry, including airlines, and consumers. In parallel to gradually opening up the respective markets, the agreement also aims to integrate Israel into a wider Common Aviation Area with the EU. Israel will implement regulatory requirements and standards equivalent to EU aviation rules in areas such as aviation safety, environment or consumer protection, including passenger rights.

Maritime Safety

Minimum level of training of seafarers

The Chair of the Transport Committee in the EP, MEP Brian Simpson, presented [its draft report](#) on a minimum level of training of seafarers. Training and certification of seafarers are regulated by the STCW Convention adopted by the International Maritime Organisation in 1978. At a Conference in Manila in 2011, the Convention was significantly amended by introducing, for example, strengthened provisions concerning training and assessment, the issuance of certificates of competency, as well as for prevention of fraudulent practices. They also introduced updated standards relating to medical fitness, fitness for duty as well as alcohol abuse. The Rapporteur informed Members that the proposal transposes these most recent changes into EU law and that Member States had already agreed to them at the IMO Conference. Consequently, there is limited scope for amending the Commission's proposal.

Modernising the safety requirements of recreational watercraft

The [report on the Commission's proposal](#) which seeks to improve the environmental performance of motor boats, sailing boats and personal watercrafts which are not used for commercial purposes was presented in the TRAN Committee in March. It includes stricter exhaust limits, modernised safety requirements, a new general safety clause, a revision of current limits for noise emissions and new conformity requirements for all such products. Member States should be allowed to adopt stricter national measures such as speed limits, a minimum distance from the shore or a ban on boats in specific areas. The Rapporteur in the EP, the Latvian MEP Roberts Zile, assured that an exchange of best practices between Member States would help to promote such provisions.

Closer cooperation over accident investigation

The first meeting of the Permanent Cooperation Framework for the investigation of accidents in the maritime sector was held at European Maritime Safety Agency premises on 12-14 March. The PCF will provide an operational platform for accident investigation bodies to cooperate on issues such as technical expertise, training and data sharing.

Chaired by Steve Clinch, from the UK's Marine Accident Investigation Branch, this first meeting gathered representatives from 28 accident investigation bodies to discuss how the platform should be run. Backed by EMSA as secretariat of the PCF, the members will draft the first work programme to be discussed at their next meeting.

The European Commission opens a public consultation to review ship safety

The Commission plans a revision of the directive on safety rules and standards for passenger ships (2009/45/EC). The EC opened [a public consultation](#) till the beginning of July aiming to identify which are the points that may need to be reviewed. All citizens and organizations are welcome to contribute to this consultation. In particular, views are sought from ship owners; ship builders; classification societies; seafarers; regulators at international, national, regional and local level; and passenger representatives. At the same time as this general public consultation, two parallel consultations are also being undertaken, one with all Member States maritime administrations and a targeted consultation of all stakeholders in Denmark, France, Greece, Italy, Sweden and the United Kingdom.

Railway Safety

2401 railway accidents in 2010

The European Railway Agency published its [fifth Annual Report "Railway safety performance in the European Union"](#). Member States reported 2401 significant railway accidents in 2010. According to the common safety indicators data provided by the national safety authorities to the ERA, 1259 people were killed and a further 1236 seriously injured. The report reviews the performance levels achieved during 2010 across a number of topic areas. The total number of significant accidents fell in 2010; however, no improvement was registered for the number of collisions and derailments. The report also includes information about accident investigation and the instruments for effective railway safety management provided by the railway safety directive: EU regulatory framework, safety certification and safety assessment.

Safe use of mobile phones by railway workers

The International Union of Railways (UIC) Occupational, Health and Safety working group published guidance on the safe use of mobile phones and other portable electronic communication devices by railway workers. Mobile phones and other communications devices offer many benefits, but they can also introduce risk. Holding a conversation or using data services such as text messaging, e-mail, internet, video, can distract those carrying out safety critical tasks such as driving or acting as a lookout or working in dangerous environments, potentially endangering themselves and others. This document is intended to provide guidance on measures to manage and control these risks.

European Commission requests Belgium to ensure an independent rail safety authority

The Railway Safety Directive ([2004/49/EC](#)) aims to ensure the safety of rail transport by guaranteeing that safety procedures and measures are transparent, proportionate and non-discriminatory. The European Commission has requested Belgium to ensure that the rail safety authority and the accident investigation body are fully independent from any railway undertaking, in accordance with its obligations under EU law. Personnel employed by the Belgian national rail safety authority may at any time re-join the incumbent railway undertaking (NMBS/SNCB). Likewise, this possibility is given to the members of the Management Board of the Federal Department of Mobility and Transport. The Commission considers that this situation compromises the independence of the safety authority and of the accident investigation body and is in breach of Belgium's obligations under the Railway Safety Directive.

ETSC and partner organisations news and events

PRAISE France Seminar

A PRAISE Seminar on work related road safety was held in France on March 7th attracting over 80 participants including representatives from large companies, SMEs, government bodies and trade unions. This was held in co-operation with the Association Prévention Routière and introduced by the French Interministerial Delegate for Road Safety, Jean-Luc Nevache who addressed the issue of distracted driving as a top priority in the current work programme. The French "comité de pilotage" gathering the National Health Insurance Fund for Salaried Workers together with government bodies and company representatives was presented as an original way to tackle the work related road safety issue in France.

This event will be followed by two other PRAISE seminars this year, to be held on the 7th June in Málaga, Spain and during the autumn in Lisbon, Portugal.

Drink Driving Conference

Within the framework of the Drink Driving Policy Network, ETSC organised a Drink Driving Conference on the 24th of April in Brussels. Commissioner 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 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 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 also 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](#).

PRAISE Handbook Launch and Annual Seminar with EU OSHA

ETSC held its annual PRAISE Seminar in Brussels on 25th April 2012. The Seminar brought together companies, fleet safety managers, EU institutions, government representatives and road safety experts to debate work related road safety. The PRAISE Handbook on Work Related Road Safety Management, was launched representing the culmination of three years of work providing information and case studies on tackling various aspects of work related road safety and providing a useful tool for organisations looking to reduce their road risk. Road safety experts also presented ETSC's most recent [thematic reports](#) focusing on 'Work Related Road Safety Management Programmes', 'Fatigue' and 'Managing Speed'. The Annual PRAISE Awards for road safety at work were also presented. The 2012 winners are Royal Dutch Shell in the large company category and VolkerRail Ltd in the SME category. Also, 'highly commended' for their efforts in addressing work related road risk were Vauxhall UK and JW Suckling Transport Ltd.

The PRAISE Seminar was organised in co-operation with the European Union Agency for Health and Safety at Work who presented its [Healthy Workplaces Campaign 2012-13](#) on leadership and worker participation, giving examples from the road transport sector.

"Safe and Sober" Talk in Finland

ETSC organised its first 2012 "Safe and Sober" Talk on 15th March in Helsinki in cooperation with the Finnish Transport Safety Agency. Building on the recent legislation making the use of alcohol interlocks mandatory for all school and day care transportation, the event was an opportunity to take stock on the use of alcohol interlocks in rehabilitation schemes and on a voluntary basis in commercial transport. As from 2013, doctors will be able "recommend" an interlock to a driver who would not obtain or maintain a driving licence

otherwise. Finnish authorities also plan to make mandatory interlocks in all transport services funded by public funds by 2014 at latest.

The next "Safe and Sober" Talks (the 21st and 22nd in the series) will be organised in Dublin on the 24th of May (in cooperation with the Road Safety Authority and the Health and Safety Authority) and in Barcelona on the 31st of May (in cooperation with the Generalitat de Catalunya).

PIN Talk in Denmark

The 28th PIN Talk was held in Copenhagen, Denmark, on the 30th of April 2012. ETSC organised the talk in cooperation with the Danish Road Safety Council, and the event benefitted from the patronage of the Minister of Justice, Mr. Morten Bødskov, as a contribution to the Danish EU Presidency agenda on road safety. The discussions focused on the improvement of road safety management systems at national level, but also in companies. The Danish Road Safety Council also took the opportunity to launch its new project on improving work-related road safety. The agenda and presentations from the event are available [here](#).

Sixth Road Safety PIN Conference Wednesday 20th of June 2012

ETSC will hold its 6th Road Safety PIN Conference in Brussels in the afternoon of Wednesday 20th of June 2012. The event will unveil the country receiving the Road Safety PIN Award 2012. The PIN Report 2012 will include 2011 data for road deaths and serious injuries but also include a chapter on national road safety management frameworks. The conference programme will soon be available at www.etsc.eu. For more information on the Road Safety PIN see www.etsc.eu/PIN.

Alcohol Interlock Symposium 2012, 9-11 September 2012, Helsinki

The Symposium will be 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/>.

DaCoTA Final Conference 22-23 November Athens

DaCoTA is a project funded by DG-MOVE under the 7th Framework Research Programme with the objective to develop the European Road Safety Observatory. DaCoTA is helping policy-making in the area by making available new accident and safety data, improving the methods in which road safety is managed and by developing new road safety crash investigation networks. The DaCoTA team lead a Special Session at the Transport Research Arena Conference in Athens. Held on Wednesday 25 April. The session presented the latest developments in DaCoTA and the benefits to road safety policy-making. The session constituted an opportunity to catch up on the project and very recent road safety achievements.

The DaCoTA project final conference will be held on 22-23 November in Athens. More details are available [here](#).

2012 Edition of the International Transport Forum

The International Transport Forum's annual Summit was held on 2-4 May 2012 in Leipzig, Germany. Bringing together Ministers, decision-makers, experts and practitioners from around the world and from all modes of transport, the summit provided an opportunity to exchange ideas about recent developments and the future of transport. This year, the debates focused on the theme of "Seamless Transport: Making Connections". Political, institutional and technological approaches to reach effective connectivity were at core of the debates. More details on the different sessions and related activities can be found on the ITF [website](#).

Global Road Safety Partnership event - The European Union: emerging as a key driver in global road safety?

A panel composed of members of the European Parliament, road safety practitioners, corporate leaders and humanitarian actors will meet in Spa, Belgium, on the 1st of June 2012 to discuss the role the EU plays in global road safety, particularly in low- and middle-income countries. For further information about the conference, please contact catali.ghiglia@ifrc.org.

World Health Organisation Looks into the Role of NGOs in the Advocacy Arena

The World Health Organisation published a guide trying to define more clearly the role of nongovernmental organisations in the advocacy arena. The guide is especially targeted towards organisations which operate with limited resources. It is hoped that the guide will be a useful tool for nongovernmental organisations advocating on behalf of road traffic injury victims, in particular during the Decade of Action for Road Safety 2011-2020. The guide offers ideas for the types of initiatives nongovernmental organisations might conduct, with a series of related checklists, and case studies from around the world. It also offers links to a range of useful web sites. The guide is available [here](#).

Mark your calendar – Upcoming ETSC events

Safe and Sober Talk Dublin – 24 May
 Safe and Sober Talk Barcelona – 31 May
 GRSP Conference Spa – 1 June
 PRAISE Seminar Málaga – 7 June
 6th PIN Conference and Award Ceremony – 20 June
 Road Safety Day in Cyprus – 25 July

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European Transport Safety Council

Members

Accident Research Unit, Medical University Hannover (D)
Association Prévention Routière (F)
Austrian Road Safety Board (KFV) (A)
Automobile and Travel Club Germany (ARCD) (D)
Belgian Road Safety Institute (IBSR/BIVV) (B)
Central Denmark Region (Region Midtjylland) (DK)
Centre for Transport and Logistics (CTL),
University of Rome "La Sapienza" (I)
Centro Studi Città Amica (CeSCAm), University of Brescia (I)
Chalmers University of Technology (S)
Confederación Nacional de Autoescuelas (CNAE) (ES)
Confederation of Organisations in Road Transport
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)
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