

Safety Monitor

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

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Editorial

In spring the European Commission published its long awaited [initiative on tackling serious injury](#) on EU roads. ETSC congratulated the European Commission on their adoption of a new common definition of serious injury and was delighted that this has the support of the EU Member States. This has been recognised by experts in the field as an important step forward in EU road safety work. Earlier this month, the European Parliament also responded through a resolution, demonstrating their strong commitment and political will to support road safety.

[In ETSC's response](#) (published in May) we commended the European Commission for announcing a common definition of serious injuries in road traffic collisions. Improving the quality of data about seriously injured survivors of road collisions will help in designing more effective safety policies.

The common definition will help us gain an overview of the scale of the serious injury problem but we need concrete measures to address it. Here ETSC was disappointed to see only 'possible actions' outlined in the EC's document. In an [European Parliament resolution](#) MEPs also stressed the point that data gathering should not prevent urgent actions from being taken now. However, a concrete strategy to flesh out the skeleton proposals is expected in 2014. We look forward to the European Commission calling on experts from the road safety, as well as the medical, community to provide input.

It is a pity that the European Commission did not include a common EU 2020 serious injury target already. However we welcome the intention to set a target as a matter of priority by 2015 at the latest. ETSC has calculated that a 35% reduction in the number of road traffic serious injuries over the period 2014-2020 would be both challenging and achievable for the Member States, matching the level of ambition in cutting road deaths. MEPs also joined the call for a numerical target to be set.

As more than half of the people seriously injured are vulnerable road users in urban areas ETSC welcomed the priority recognised by the European Commission, and also highlighted by MEPs, of reducing injuries among these groups in urban areas. Which is why we look forward to the forthcoming EU package on urban mobility and hope another opportunity to integrate road safety considerations firmly will be taken. Of those concrete priorities that should come near the top is there is the need to work on improving trauma management. MEPs also included in their resolution the need to prioritise post-hospital care and rehabilitation, including trauma and psychological care for the survivors and witnesses of a road collision.

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Road Safety

Back on track to reach EU 2020 target

ETSC launched the [7th Annual Road Safety PIN Report](#) at the [PIN Annual Conference](#), which took place in Brussels on the 17th of June 2013. There have been 2,661 fewer road deaths in 2012 than in 2011 in the EU as a whole. Out of the 31 countries monitored by the PIN Programme, 27 registered a drop in the number of road deaths in 2012 compared to 2011. Malta and Cyprus, followed by Israel and Denmark, are the frontrunners in terms of their progress, while the number of road deaths increased in Switzerland, Luxembourg, Lithuania and Romania. The [2013 PIN Award](#) was presented to Denmark for its outstanding efforts to improve road safety. Since 2001, Denmark has achieved an impressive 59% reduction in the number of road deaths, the fourth best in the EU. For the EU to be reaching the 2020 target through constant annual progress, another 600 deaths would have had to be prevented over the 2010-2012 period.

Motorcycles remain in the scope of Roadworthiness Package

Negotiations between the Council and European Parliament have begun with a view of reaching an early agreement on the Roadworthiness package proposed by the European Commission in July 2012. On the 2nd of July, MEPs adopted a compromise amendment, tabled by the S&D and Green groups, which stipulates the inclusion of motorcycles as of 1st of January 2016 and the inclusion of all L-category vehicles in January 2018. The MEPs opted for a 4-2-2 frequency of tests for cars, as opposed to the 4-2-1 formula proposed by the Commission. The Parliament also went back on the decision to exclude light commercial vehicles from the scope of the Regulation dealing with roadside inspections. The third proposal within the legislative package, dealing with the registration of documents, is looking to harmonise the registration procedures and oblige Member States to mutually recognise the validity of roadworthiness tests in case of vehicle re-registration.

Tachograph legislation moves to final stages of approval process

In June, the European Parliament's Transport Committee approved the agreement reached with the Council in May regarding the [new generation](#)

[of "smart" tachograph devices](#) for recording driver hours. This new regulation will allow use of latest technology in tackling tachograph fraud and misuse. The proposal introduces higher standards for workshops authorised to install and calibrate the tachograph. A new EC internet based help desk will also allow drivers, control authorities, companies as well as the public to raise questions and concerns. There are new provisions on the training of control officers. An initial requirement of compiling a catalogue of sanctions with a view to encourage Member States to harmonise the sanction regime was excluded from the agreed text. The proposal includes a new exemption from the obligation to use tachographs for non-professional drivers using their vehicles for carrying materials or equipment within a uniformly extended distance of 100 km, up from the previous level of 50 km. The final vote in the European Parliament is due in the autumn.

European Commission moves to make eCall mandatory in new cars

The European Commission has recently adopted two new proposals to implement eCall in the EU. On the 13th of June, it adopted a Decision that will require EU Member States to deploy the necessary eCall Public Service Answering Points (PSAP) infrastructure required for the proper receipt and handling of all eCalls on their territory by 2015. At the same time, it proposed a Regulation mandating that all new types of vehicles in categories M1 and N1 entering the EU market after the 1st of October 2015 have an in-vehicle eCall system. This follows the adoption of specifications covering the upgrading of the PSAP infrastructure required for the proper receipt and handling of eCalls. This delegated regulation was adopted in November 2012. ETSC supports eCall deployment as a matter of priority and its extension to other vehicles, especially PTWs.

European Commission proposal allows for changes in the design of truck cabs

On the 15th of April the European Commission [published a proposal](#) to revise the current legislation on the maximum permitted weights and dimensions in road traffic. The Commission would allow for longer vehicles, or combinations of tractors and trailers, to be used in the transport of goods, provided this increased length is used to

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build lorries which are more aerodynamic, using a rounded cab shape or flaps and the back of the trailer. In its PIN Flash "[Towards safer transport of goods and passengers in Europe](#)," ETSC detailed a set of recommendations focusing also on the issues of underrun protection and blind spots on nearside turning HGVs, which are particularly acute for vulnerable road users. The revision of Directive 96/53/EC could be used as an opportunity to address these concerns through improved vehicle design. The Commission proposal also allows vehicle combinations longer than 18.75 metres or heavier than 40 tonnes to cross a national border within the EU, provided both the neighbouring countries have issued a permit for the specific transport operation concerned.

TEN-T Guidelines

On the 30th of May, the Council and the European Parliament reached an agreement on the future of the Trans-European Network for Transport, TEN-T.

The new core TEN-T network will be supplemented by a comprehensive network of routes, feeding into the core network at regional and national level. Financing for the TEN-T network will be provided through the Connecting Europe Facility, as well as Member States and a series of financing schemes designed to attract private investment. One of the objectives of the new [Guidelines](#) – which must still be formally adopted by the Parliament's Plenary and the Council – is to fund safer and less-congested traffic. At present safety is included in the TEN-T proposals under objective Article 2.b. Compliance with existing safety legislation is included under Articles 7.4 and Article 21.b and 21.c. Safety is included as a priority under Article 10 e and under Article 22.a and Article 40.

Connecting Europe Facility

In February this year the European Council agreed on the amounts to be allocated under the CEF to each of the three sectors covered, including transport.

The final decision on the financial envelope will, however, depend on the outcome of the final MFF negotiations due in the autumn. In February 2013 an agreement was found. The financial envelope for the implementation of the Connecting Europe Facility for the period 2014 to 2020 will be EUR

29,299 million including EUR 10,000 million that will be transferred from the Cohesion Fund as provided in (a) below. That total amount will be distributed among the sectors as follows: (a) transport: EUR 23,174 million, out of which EUR 10,000 million will be transferred from the Cohesion Fund to be spent in line with the CEF Regulation in Member States eligible for funding from the Cohesion Fund.

The transfer from the Cohesion Fund for transport infrastructure under the Connecting Europe Facility will co-finance pre-identified projects listed in the annex to the CEF Regulation; until the 31st of December 2016, the selection of projects eligible for financing should be carried out respecting the national allocations transferred from the Cohesion Fund to the Connecting Europe Facility. Thereafter, any unused funds could be redeployed to new projects through new competitive calls for [proposals](#).

ITS Directive, Digital Maps and ISA

The European Commission is currently developing its specifications on the *Provision of EU-Wide Real-Time Traffic Information Services* (Priority action "b" of the ITS Directive). As part of an ongoing stakeholder consultation process, the European Commission organised a workshop on the 26th of June. The speakers' presentations, together with a workshop summary have been published on the European Commission's [website](#). There is the possibility to include digital maps as part of the specifications according to the priorities set out in the Directive's Article 3 (b), as well as under Annex 1 priority area 1 point 3.1. Provision of a digital database of all speed limits on the network is key for the implementation on Intelligent Speed Assistance (ISA). A public consultation on the specifications on the Priority action "b" will be published in the next months.

Risk on the roads: a male problem?

In June 2013, ETSC published a [PIN Flash](#) analysing gender differences in road traffic collisions. Of the 30,400 people killed in road collisions in the EU27 during 2011, approximately 7,200 were females and 23,200 males. As such, females account for 51% of the total EU population but only 24% of road deaths. Moreover, road deaths among females have been reduced at a faster pace than

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the corresponding figure for males over the 2001-2011 period. The ETSC analysis also reveals that males have more than three times the death rate – calculated in terms of deaths per million inhabitants – of females on the roads.

A pan-European approach to Alcohol interlocks?

The European Commission's DG MOVE has commissioned a study with the aim of assessing the road safety benefits of alcohol interlocks in the EU. As a second step, and following an online survey carried out in April, a workshop has been organised on the 1st of July analysing the current practices, safety benefits and challenges prior to any EU action or initiative. Discussions focused on a wide range of policy options from a structured exchange of best practice and information - through the establishment of a high level group led by the Commission - to the most far reaching policy option involving the mandatory installation of alcohol interlock devices in all (new) motor vehicles on European roads. Addressing technical and operational barriers would facilitate the use of alcohol interlock devices and ensure that retrofitting will be possible in newly built cars. The gradual introduction of alcohol interlocks, starting with target groups (commercial vehicles and public transport vehicles including buses especially transporting children, dangerous good trucks and repeat drink driving offenders), could reduce the high toll of drink driving casualties recorded in the EU and reduce the price for manufacturing those devices. The results will be included in a final study report foreseen for winter 2013. For more information, please contact Wim.Spit@ecorys.com.

Integrating safety into the Urban Mobility Package

The European Commission announced its plans to publish, during the autumn of 2013, an Urban Mobility package to address several of the initiatives foreseen in the 2011 [White Paper on Transport](#). The urban mobility package is expected to include the establishment of procedures and financial support mechanisms for preparing Urban Mobility Plans. It is also likely to include the launch of initiatives dealing with 'last-mile delivery', as

well as measures to monitor and improve urban freight management. As stated already in its response to a 2012 public consultation, ETSC strongly believes in the need to integrate safety in the framework of urban mobility. This should be done through concrete measures, such as Urban Mobility Safety Audits and guidelines which would address speed, infrastructure management and the integration of walking and cycling in the transport system.

EU Accession of Croatia

On the 1st of July Croatia joined the European Union. In 2012, there were 393 people who lost their lives on Croatian roads, amounting to 90 road deaths per million inhabitants, a slight reduction from the 418 recorded in 2011. However, Croatia's average yearly reduction in road deaths has been below that of the EU average for the past decade. ETSC welcomes this new EU Member State and hopes it will prioritise measures to improve safety on its roads. Looking at the experience of countries joining the EU in the 2004 accession wave, one can see that EU accession can spark swift road safety improvements. ETSC hopes that, by adopting the EU target and implementing the EU acquis, the situation will improve at a faster pace in Croatia.

European Road Safety Day

The fifth European Road Safety Day was organised on the 6th of May, in conjunction with the UN Decade of Action for Road Safety and the Global Road Safety Week. The three concomitant events were dedicated to pedestrian safety. On this occasion, the World Health Organisation, in cooperation with the Global Road Safety Partnership, the FIA Foundation and the World Bank, has also launched a [Best Practice Road Safety Manual on Pedestrian Safety](#) providing a resource for decision-makers and practitioners. Each year, more than 270,000 pedestrians lose their lives on the world's roads. Globally, pedestrians constitute 22% of all road traffic deaths, and in some countries this proportion is as high as two thirds of all road traffic deaths. The manual stresses the importance of a comprehensive, holistic approach that includes enforcement, engineering and education.

Road Safety

EC Public Consultation on professional drivers

On the 17th of July, the European Commission launched a public consultation as part of a process of assessing the implementation of Directive 2003/59/EC on the compulsory initial qualification and periodic training for professional drivers. The [online questionnaire](#) asks whether the Directive has met its objectives and what specific actions and measures may need to be adopted to improve its effectiveness. In particular, the consultation addresses the issue of mutual recognition of professional drivers' training, notably the certificate of professional competence (CPC). The aim is also to identify new common requirements by analysing the different existing structures. Interested parties are invited to submit their input and recommendations until the 25th of October. More details can be found [here](#).

Verona process to restart in 2014

During the European Road Safety Day, Commissioner Kallas announced the re-launch of the Verona Process in 2014. The "Verona Process" enables Transport Ministers of the EU Member States to meet on a regular basis in order to strengthen the political leadership needed to fulfil the European road safety objectives through an annual review based on performance indicators. ETSC warmly welcomed this [initiative](#) and hopes that this will be taken up by the upcoming EU Presidencies.

EC publishes grant to support cross-border enforcement of traffic offences

The European Commission launched a public tender concerning the enforcement of traffic rules related to road safety offences as set out in the Cross-Border Enforcement Directive (2011/82/EU). The main purpose of the call is to reinforce and support the sharing of "best enforcement practice" in order to ensure equal treatment of drivers and reduce road deaths and serious injuries in the EU. This could take the form of thematic seminars/workshops, joint actions/operations, exchanges for traffic police officers or the development of comparable enforcement methods and processes. The maximum award for the grant is 600,000 Euro and the Commission expects to fund one proposal

for an action of a maximum duration of 24 months. The deadline for the submission of proposals is the 30th of September 2013. More details are available [here](#).

Child Restraint Systems to become Safer

A new standard for Child Restraint Systems (CRS) came into force as of the 9th of July. Child seats complying with the new UNECE regulation R129 feature a new sizing system – i-Size – based on the children's size and weight. CRSs designed for children under 15 months must be rear-facing and they also provide protection when the car is involved in a side impact. Moreover, CRSs based on the i-Size will also be made compatible with new cars, which must have 'i-Size ready' seating positions. R129-compliant child seats will be gradually phased in on the market. More details are available [here](#).

IRTAD report

The International Transport Forum recently published its [annual report](#), presenting the main trends for 37 countries. The report presents the figures for the year 2011 and preliminary data for 2012. When available, the data for 2012 represent the lowest numbers road deaths for most of the OECD/IRTAD countries. The document also contains fact files for each country describing individual road safety strategies in place and an analysis of safety trends by themes, road user, location and age. Data on serious injuries based on the "MAIS3+" definition are also being progressively included in the IRTAD database.

Aviation Safety

New EU rules on flight and duty time limitations and rest requirements (FTL) for commercial air transport

Ahead of the launch of a revised proposal by the European Commission, several stakeholders presented their view on the current opinion drafted by the European Aviation Safety Agency. [Flight time limitations](#) were discussed in a hearing organised by the European Parliament's TRAN committee on Tuesday, the 18th of June. The meeting was chaired by Brian Simpson (S&D, UK) and speakers included Matthew Baldwin, Director

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for Aviation and International Transport Affairs in the European Commission, Vincent De Vroey of the Association of European Airlines, Erik Moyson of the International Air Carrier Association, Elisabetta Chicca of the European Transport Workers' Federation, Jon Horne of the European Cockpit Association, Kathryn Jones of the UK Civil Aviation Authority, Dr. Alex Gundel, alertness management expert, and Jean-Marc Cluzeau of the European Aviation Safety Agency. In May, ETSC launched its [position](#) and is arguing for a reconsideration of the current flight duty times and stand by periods. The paper, grounded in the input of fatigue scientists and psychologists, is contributing to the debate and ongoing legislative process with factual research based guidance. It looks at the provisions related to Flight Duty Periods, extensions of aircrew flight duty times, as well as a standby times and disruptive schedules. ETSC argues for stronger emphasis on the need for robust Fatigue Risk Management Systems and encourages policy makers to take into account the scientific evidence available. The proposal will be finalised by the European Commission with Parliamentary scrutiny and the new rules are expected to be adopted into EU law after mid-2013 and fully implemented by the end of 2015.

Commission updates the European safety list of banned airlines

On the 10th of July, the European Commission updated the European list of airlines subject to an operating ban or operational restrictions within the European Union (the EU air safety list). The [new list](#) is based on the unanimous opinion of the EU Air Safety Committee, composed of experts from each of the 28 Member States, as well as from Norway, Iceland, Switzerland, and EASA. Philippine Airlines is the first airline from this country allowed back into European airspace since 2010. The same is true for the Venezuelan airline Conviasa, which was banned in 2012. Commission also praised the good progress from airlines in Libya, Mauritania, Sudan and Mozambique.

European Parliament TRAN Committee publishes draft reports on occurrence reporting in civil aviation

On the 18th of June, a [draft report](#) on a proposal for a Regulation on occurrence reporting in civil aviation was published by the TRAN committee. The approach chosen by the rapporteur Christine de Veyrac (EPP, FR) sought to strengthen the proposal of the Commission by emphasising

the provisions for non-punitive mandatory and voluntary incident reporting in the EU. The document stressed the importance of creating a "just culture" in order to ensure a climate of trust allowing pilots and air traffic controllers to report incidents without fear of reprisals. The draft stated that more effective and transparent arrangements on data collection and exchange between member States should ensure that each Member State is aware of events occurring in its national airspace. It also contains clarification about the role of the EASA, which should be provided with all the tools necessary to achieve its objectives.

Maritime Safety

TRAN Committee adopts report on the Marine Equipment Directive

On the 11th of July the TRAN committee adopted the [draft report](#) on the harmonisation of Member States' current standards on the design and performance of marine equipment. The proposal deals with measures aimed at improving the safety of ships and their crew, preventing maritime accidents and avoiding pollution of the marine environment. All political groups shared the rapporteur's view on the need to create greater legal certainty and to avoid difference of interpretation by making some provisions more detailed and they agreed on the importance of ensuring that market surveillance measures remain proportionate. The EP Plenary vote has yet to be scheduled.

EU Institutions Agree on new Port State Control rules

On the 10th of April, the Irish EU Presidency and the Parliament reached an [agreement](#) on the adoption of a new Port State Control Directive, which is part of a package setting out the minimum requirements for seafarers to work on board a ship. Under the new rules, inspectors at EU ports will need to check the Maritime Labour Certificate and the Declaration of Maritime Labour Compliance. The agreement is an important measure in ensuring the safety and security of seafarers who work in the EU's maritime sector. Decision-makers continue negotiations on an accompanying directive to implement the convention for flag states (the country in which a ship is registered). That proposal implements similar requirements for ships carrying an EU member state flag, whether or not they are docking at an EU port.

Railway Safety

Draft Reports on the 4th Railway Package presented in TRAN Committee

On the 11th of July, the rapporteurs on the pieces of legislation included in the European Commission's proposal for a railway package presented their [draft reports](#) to the committee. The 4th Railway package is divided into two pillars – a technical and a governance and market opening one – each including three legislative proposals. The technical pillar contains proposals related to the interoperability of the railway system – rapporteur Izaskun Bilbao Barandica (ALDE, ES) – to railway safety – rapporteur Michael Cramer (Greens/EFA, DE) and to the role of the EU Agency for Railways (ERA) – rapporteur Roberts Zile (ECR, LV). Upon the presentation of these reports, the discussion focussed on the need to unify the rail space in the EU, including through a reduction in the number of national rules currently in force, as well as the sharing of roles and responsibility between the ERA and the National Safety Authorities. The deadline for submitting amendments to the reports is the 16th of September and the TRAN committee is looking to vote on the reports on the 26th of November.

ERA Publishes 2013 Safety Report

In May, the European Rail Agency (ERA) released [an intermediate report](#) aiming to provide an updated review of railway safety performance across the EU. Around 2,400 significant accidents occur each year on the railways of the EU Member States. Accidents to persons caused by rolling stock in motion and level-crossing accidents still constitute more than three quarters of railway accidents, excluding suicides. In these accidents, around 1,200 persons are killed and a similar number of persons are seriously injured each year. Safety performance of EU Member States varies considerably, with a more than ten-fold difference in risk for all categories of railway users. These differences have not reduced over the past few years.

National Safety Rules - Transparency Barometer

The European Railway Agency opened an anonymous survey about Transparency of National Safety rules. National safety and technical rules will be gradually replaced by common EU requirements

in order to create a single European market for rail transport. But meanwhile, the Member States can still regulate their railway system with national rules complementing EU rules. The Transparency of the national rules is important to prevent new barriers. All interested parties (railway undertakings, infrastructure managers, trade unions) can answer the [questionnaire](#) until the 25th of October 2013.

ETSC and partner organisations news and events

European SMART project

ETSC [launched](#) a new project on drinking and driving, called SMART (Sober Mobility Across Road Transport). The SMART project will officially start in October 2013 and last until September 2016. This three-year project aims to address issues related to alcohol and driving and to contribute to the reduction of alcohol-related road deaths and injuries through the identification and promotion of best practice in both policy and advocacy. This focus is aligned with the EU strategy to reduce injuries and deaths from alcohol-related road traffic crashes. The project will cover three main topics related to alcohol and drink driving: rehabilitation programmes for recidivists and first time high-level drink driving offenders; alcohol at the work place and best practices in addressing drink driving. Several events at national and European level will be organised in order to discuss the phenomenon of alcohol behind the wheel. The SMART project receives financial support from The Brewers of Europe and represents the organisations' joint commitment under the [European Alcohol and Health Forum](#).

Irish Presidency addresses serious injuries

The 2013 Annual Road Safety Conference organised by the Irish Road Safety Authority within the framework of the Irish Presidency focused on tackling serious injuries. The event featured on the Irish Presidency's calendar of events. In this context Minister for Transport, Tourism & Sport Leo Varadkar, launched the Government's fourth Road Safety Strategy for the period 2013-2020 aiming to move towards a safe systems approach to road safety. Vice-President Siim Kallas of the European Commission, addressed the number

ETSC and partner organisations news and events

of deaths recorded in 2012 – the lowest number since the counting started – and reminded the audience that it is high time to focus on serious injuries. At the EU level, progress has been achieved by agreeing on a common definition for serious injuries which will allow Member States to provide comparable data starting with 2015. ETSC's Executive Director, Antonio Avenoso also addressed the conference. The presentations of the speakers can be found [here](#) as well as the [video streaming](#) of the conference

Mobility and Road Safety in an Ageing Society

The Austrian Traffic Safety Board (KFV) organised the International Congress: Mobility and Road Safety in an Ageing Society, which took place on the 19th and 20th of June, in Vienna. The Congress brought together over 200 safety and mobility experts who debated issues related to safe mobility and transport against a background of an ageing population in Europe. The Book of Abstracts together with all the presentations are available on the Conference website.

Road Safety FlashMob in Athens

The first ever in the world [Road Safety Flashmob](#) was organised on Friday, the 10th of May in Athens by the Road Safety Institute Panos Mylonas, with the support of the European Commission and the European Youth Forum. The event took place in Syntagma square, during the UN Global Road Safety Week (6-12 May 2013) for the promotion of road safety through the message "Stop road crashes". IOAS President, Mrs Vasiliki Danelli-Mylona in a recent speech during the UN Global Road Safety Week stressed the importance of road safety campaigns: "Together we can make [our road safety message] loud, for our friends, our colleagues, our fellow citizens, our politicians".

Save the date: 8th Road Safety PIN Conference, the 18th of June 2014

ETSC will hold its 8th PIN Conference on Wednesday, the 18th of June 2014 in Brussels. Detailed information will be sent in due course and advertised on the [ETSC homepage](#). More information on the PIN Programme is available at [www.etsc.eu/PIN.php](#). Presentations of this year's PIN Conference, including European Commission Vice President Siim Kallas' speech, are available at [www.etsc.eu/PIN-events.php](#).

Safe and Sober Talk Belgium, the 5th of September, Brussels

ETSC will hold its next Safe and Sober seminar on Thursday, the 5th September 2013. In cooperation with the Belgian Road Safety Institute (IBSR/BIVV) and the Flemish Foundation for Traffic Knowledge (VSV), this event will focus on the implementation and use of alcohol interlocks, focusing particularly on the new challenges and future developments both at national and European level to enhance the fight against drink-driving.

For further information on the Safe and Sober campaign and the agenda of the event, please visit: [www.etsc.eu/DD.php](#).

PIN Talk Italy, the 18th of September, Rome

ETSC and the ANIA Foundation for Road Safety have the pleasure to invite you to a debate on the current situation of road safety in Italy. The event will address recent developments, placing them in the context of EU-wide progress towards the EU 2020 Road Safety target of halving road deaths by 2020.

For further information and the agenda of the event, please visit: [www.etsc.eu/PIN-events.php](#).

AVENUE Project final dissemination event, the 10th of September, Brussels

ETSC, together with the partners in the "Actions for Vulnerable, Elderly, Novice Drivers and Road Users in Europe" project, invite you to the final dissemination event within the three-year action. The goal of the AVENUE project is to increase and improve the level of road safety knowledge of European road users. This is being done through a series of 'Networks for Education for Safety in Traffic', or NESTs. NESTs – where citizens and stakeholders can receive road safety-related information and advice – are operational in Greece, The Netherlands, Poland, as well as Belgium and Luxembourg. Additionally, actions involving citizens and volunteers have also been organised in Spain, France and Germany.

The event will be held in Brussels, on the 10th of September 2013. To see the event agenda and registration information, please click [here](#).

ETSC and partner organisations news and events

PACTS upcoming events

On the 16th of October, the [Parliamentary Advisory Council for Transport Safety](#) (PACTS) will organise a high-level conference entitled "Triple Whammy: Achieving safety, sustainability and health goals in transport". This conference will bring together experts from across the sectors to place safety in a wider policy framework by examining synergies with sustainable travel and public health, and exploring practical ways in which more joined-up working can deliver better outcomes.

On the 4th of December, PACTS will organise the 24th edition of the prestigious Westminster lecture, focusing on the problem of human fatigue in the transport sector. More details can be found [here](#).

TISPOL 2013 Conference: Improving road safety, solutions that work

The TISPOL 'European Traffic Police Network' Conference is an annual high level European Road Safety event of key speakers in the field of road safety. This year's conference entitled 'Improving Road Safety – Solutions that Work' will cover topics such as penalty point systems, communicating the road safety message, pedestrian and cyclist safety and the latest in alcohol interlock and drug

enforcement technologies. Featuring speakers from across Europe it aims to give an overview of current thinking, new developments and best practices in road safety and enforcement. The Conference will be held at the Radisson Blu Hotel, Manchester Airport, UK on the 1st and 2nd of October 2013. Information related to attendance and registration is available on the [TISPOL website](#).

European Youth Forum for Road Safety (EYFRS)

The fifth edition of the Forum will be held in Italy, hosted by the Province of Crotone, and coordinated by the Responsible Young Drivers with the support of the European Commission (DG MOVE). The two-day conference will be held on the 26th and 27th of September, with a youth awareness programme extended to run during the entire week (23/09 – 28/09). One of the aims of the meeting is to transform this ongoing youth forum network into a youth community acting as a recognised entity. The Forum will welcome two Youth Delegates per EU Member State – selected on the basis of their active involvement in road safety – to debate on the current road safety matters involving youngsters all across Europe. More details on the programme available on the [EYFRS website](#).



European Transport Safety Council

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Mircea Steriu, Communications Manager
Luana Bidasca, Policy Officer
Paolo Ferraresi, Financial Officer

Safety Monitor

Editors

Ilyas Daoud
ilyas.daoud@estc.eu
Ellen Townsend
ellen.townsend@estc.eu
Mircea Steriu
mircea.steriu@estc.eu

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

ETSC
20 Avenue des Celtes
B-1040 Brussels
Tel. + 32 2 230 4106
Fax. +32 2 230 4215
E-mail: information@estc.eu
Internet: www.estc.eu

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