

# Safety Monitor

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

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## Editorial

### Ambitious target, weak programme

ETSC welcomes the adoption of new EU Road Safety Policy Orientations 2011-2020 with the target to reduce road deaths by 50% by 2020 and congratulates the European Commission for the new emphasis on serious injuries. The goal is ambitious but the measures announced by the European Commission call seriously into question the chances of reaching it.

The renewed effort on enforcement and the proposal to set national implementation plans for enforcement are very important. Other Member States will benefit in this way from the experience of fast progressing countries that have proved that effective enforcement leads to a rapid reduction in deaths and injuries. Road safety experts are also pleased to see the Commission's renewed engagement on the Cross Border Enforcement Directive placed back on the Council agenda by the Belgian EU Presidency. Some of ETSC's other longstanding recommendations have also been included such as conditionality of EU transport infrastructure funding meeting safety standards.

The road safety community, however, had hoped for a new EU 10-year strategy providing a detailed road map against which performance could be measured and delivery made accountable. Like the European Commission, ETSC recognises the important responsibilities of road users but believes that it is just as important for the traffic system to be adapted to their needs, errors and vulnerability. Many of the legislative actions listed in the EC Communication (2010) 389 "Towards a European road safety area: policy orientations on road safety 2011-2020" and accompanying Memo (10/343) are dossiers that are already in the pipeline. Emerging concerns - such as drugs, mobile phone use, fatigue and distraction, to name but a few - warrant a strong EU response. Work-related road safety, another emerging field of action, is not mentioned at all.

While the Commission recognises that speeding, drink driving and the non-use of seat belts are still the three main killers on the roads, it fails to prioritise the most effective measures to tackle them. The Commission misses some easy wins such as extending existing legislation on mandating Seat Belt Reminders to every seat. Developing harmonised standards for Intelligent Speed Assistance systems towards eventual fitment in all vehicles, supported by EU-wide digital mapping of speed limits, would also help both to curb speeds and to reduce harmful CO2 emissions. Whilst alcolocks are included as an action for professional drivers and recidivists, the EC should also have proposed to adopt a 0.2g/l BAC limit for novice and commercial drivers. Finally, although there is a package of measures to improve the safety of motorcyclists, little is proposed to protect pedestrians and cyclists.

To achieve the 50% reduction target in 2020 the EU will inevitably have to go above and beyond current reduction trends. If the EU wants to reach its 2020 target and to maintain and build on its reputation as a world leader for road safety, this Programme needs to be reinforced and translated urgently into determined action.

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# Road Safety

## Belgian Presidency priorities

Belgium has taken the Presidency helm with the new EU Treaty in place, this is especially important for finding a workable agreement on the Cross Border Enforcement Directive. Both the European Commission and the incoming Belgian Presidency are keen to make headway in finding agreement on this Directive. Belgium has moved from 145 deaths per million population in 2001 to 90 in 2009. Although this reduction in deaths is laudable, the number of road deaths per population in 2009 is still 20% above the EU average. However, Belgium has seen a reduction of 36% from 2000-2002 to 2009 which is well in line with the EU 27 average. During its EU Presidency Belgium will also see the implementation of two new important laws which will improve road safety by tackling drug and drink driving in the country. From the 1st of October onwards police forces in Belgium will be able to use saliva tests and analyses to enforce drug driving. Also on 1st of October, Belgium, the second country in the EU after Finland, will implement a new framework law on using alcolocks in rehabilitation programmes for all drink driving offenders.

## Future of Transport report of the European Parliament

The Transport Committee of the European Parliament has unanimously adopted its Own Initiative Report on the Future of Transport. MEPs voted to support MEP Grosch and include measurable targets, notably that the EU should reduce road deaths and serious injuries by 40% between 2010 and 2020. The report was adopted by the European Parliament's plenary session on 6 July. Commissioner Kallas has confirmed recently that the new White Paper on Transport would be published in December.

## Urban Transport conclusions in Council

Following the adoption last autumn by the European Commission of the Urban Mobility Action Plan, Transport Ministers adopted on 24 June, conclusions on the [Urban Mobility Action Plan](#).

In their conclusions they recognised that traffic accidents in urban areas are a very serious prob-

lem entailing major costs to society, and considered that the strategic guidelines for road safety up to 2020 should include urban road safety as one of the priority lines of action. They also encouraged policies and actions by the competent authorities and public bodies to promote healthy, sustainable and safe modes of transport, by designing and modernising urban areas and human settlements to improve quality of life and the conditions for safe and convenient walking and cycling. They considered that an urban road safety policy – based on information campaigns, education, life-long training, ITS applications and town and transport planning initiatives providing for measures to protect especially vulnerable users – is a basic element for the attainment of sustainable, healthy and safe urban mobility. They stressed that this should be a priority action of the strategic guidelines for road safety up to 2020 as far as the responsibility lies within the European Union competence. In Europe, increasing traffic in city centres is responsible for one third of all fatal road accidents. The action plan on urban mobility proposes 20 measures to help local and regional authorities to tackle these problems. Measures on safety include arrangements for introducing eco (“energy saving”) driving techniques which the Commission will discuss with the Member States; promoting Intelligent Transport Systems in the urban environment; and exchanging best practice on pedestrians and cyclists safety.

## Safe maintenance in focus with the launch of the new Healthy Workplaces Campaign

On the occasion of the World Day for Safety and Health at Work on 28 April, the European Agency for Safety and Health at Work (EU-OSHA) launched its new Healthy Workplaces Campaign for 2010/11 which focuses on promoting safe maintenance across Europe. The organisers state that poorly managed maintenance activities and procedures are responsible for as much as 20% of all workplace accidents, and over 50% in a number of sectors. The campaign aims to cut all work-related accidents in the EU by 25% over the coming years. The official campaign guide and other materials in 22 languages can be downloaded on <http://hw.osha.europa.eu>

# Road Safety

## ITS Directive close to implementation

On 6 July the European Parliament adopted the common position of the Council of Ministers on the proposal for a directive on ITS (Intelligent Transport Systems) deployment in the field of road transport, thus establishing a general framework for coordinated and coherent ITS use and deployment including ITS applications to promote road safety. ITS use state-of-the-art information and communication technologies in transport sector for driver assistance, emergency braking, calculation of itineraries, electronic toll collection, etc. They must conform to specifications, which the European Commission should adopt to ensure the compatibility and interoperability of the systems. Member States will have 18 months to transpose the Directive after it is published in the EU's Official Journal which is expected soon.

According to the Commission, by the end of 2012 at the latest, specifications should be adopted on an emergency call service (eCall) interoperable throughout the EU and on information services concerning safe and secure parking lots. 2013 will see the adoption of specifications for real-time traffic information systems and for systems to reserve available parking lots. In 2014, specifications will be ready for multimodal transport information services.

## More countries join eCall project

On the eCall Awareness Day on 4 May eight more EU Member States signed the Memorandum of Understanding (MoU) for realisation of eCall. Pioneered by the European Commission, the eCall technology, once in operation, will allow for an emergency call to be generated from a crashed vehicle immediately after a road collision has occurred. Basic data on the crash, including its location, will then be transmitted to an eCall operator and simultaneously a voice communication will be established between an emergency centre and the vehicle occupants. According to the European Commission, eCall will annually save up to 2,500 lives in Europe and significantly reduce the severity of injuries in 15% of all accidents involving health damage.

The European Commission has opened a **public**

**consultation** on the Deployment of eCall in Europe until 19 September 2010. More information on the pan-European in-vehicle emergency call can be found **here**.

## Commission report promotes lower speed limits to cut emissions

A report, written for the European Commission by five consultancy companies and published on 15 June, proposes lower speed limits on motorways in order to help the EU meet its commitment to cut greenhouse gas emissions by 80-95% by 2050 compared to 1990 levels.

The report was produced in the framework of drawing up the White Paper on Sustainable Future for Transport, expected by the end of 2010, which will spell out the EU's policy of "decarbonisation" of transport. It states that technological solutions, such as biofuels and more energy-efficient vehicles, could cut emissions by as much as 36% by 2050 compared to 1990 levels. Non-technical measures, such as enforcement of speed limits and more fuel-efficient driving techniques and improved urban planning promoting environmentally friendly transport, would be necessary to help the transport sector to cut emissions by 89% by 2050.

## MEPs back greater harmonisation of national sanction schemes

In its report adopted on 29 April, the European Parliament's Committee on Transport (TRAN) states that the fines and financial sanctions for lorry drivers on working time, rest periods and working conditions should be further harmonised between the EU Member States. Currently, according to a recent report by the European Commission, fines for the same offence may range from EUR58 and over EUR5,000 in different Member States, and from a simple fine to a prison sentence. MEPs also spoke out for more roadside and home depot checks on road hauliers and recommended setting up a "coordination instrument at the European level," responsible for training inspection bodies.

# Road Safety

## Data systems: a road safety manual for decision-makers and practitioners

The fifth good practice manual which focuses on data systems for road safety has been published. The manual, prepared by WHO, GRSP, the World Bank, and the FIA Foundation, provides practical guidance for establishing data systems that will improve measurement of a country's road traffic injury problem, facilitate selection of evidence-based interventions, and allow for better evaluation of progress. The manual offers guidance both for making improvements to existing road crash data systems, and for the design and implementation of a new road crash data system. It also discusses the use of data systems for developing policies and assessing prevention measures. The report may be downloaded [here](#).

## 2010 Call for proposals on road safety

The European Commission has published a call for proposals for projects in the area of road safety. The total amount of grants to be awarded is EUR2 mln which should be spent on financing between 10% and 50% of six projects. Priority will be given to projects related to elderly road users, gender impact on road safety and ITS. Proposals must be sent before 15 September 2010. Details of the call for proposals are published [here](#).

## Drink driving and speeding top problem list

According to the latest Eurobarometer survey just published, drink driving is considered a major safety problem by 94% of EU citizens, followed by speeding (78%) and non-use of seatbelts (74%). In about half of the Member States, at least three-quarters of respondents regarded people driving while talking on a hand-held mobile phone as a nother major safety problem.

Road infrastructure safety improvements, better enforcement of traffic laws and improving their cross-border compliance were selected (in this order of priority) by the surveyed EU citizens as the measures that should be prioritised by government authorities. About a quarter of EU citizens (26%) believe that their government ought to assign priority, for all drivers, to the introduction of periodic driver re-training schemes in order to improve road safety. The survey can be found [here](#).

## EuroRAP report published

The new report by the European Road Assessment Programme (EuroRAP) "How safe are you on Europe's trade routes?" has been published mapping out the existing hazards and risk along the TEN-T networks. This first comprehensive safety analysis of EU TEN-T road network showed that 15% of TEN-T road network has unacceptably high safety risk and just 31% of network meets "best possible" safety standard commitment. Over 20,000 deaths and serious injuries occur every year on TEN-T road network, the cost of which totals EUR10 billion EUR. The report can be downloaded on [www.eurorap.org/ten-t](http://www.eurorap.org/ten-t)

## EU vehicle type approval simplified

In a bid to drastically simplify bureaucratic procedures, the European Commission presented on 15 June a proposal to reduce EU legislation on car type approval by incorporating directly into EU law 61 different UNECE (United Nations Economic Commission for Europe) regulations for the type approval of vehicles. If adopted, this measure will make type-approval issued under the UNECE regulations analogous to EU type approval.

## New safety measures to be introduced in Italy

The Italian Parliament just approved a new legislation introducing stricter measures for road safety. A zero alcohol limit for young, novice and commercial vehicles drivers has been established. Drivers' license exams will be harder to pass, tests on alcohol and drug abuse will be a condition for obtaining the license, and a practical riding test will be necessary also for mopeds. The penalties for drunk drivers causing road accident become more severe, and lower speed limits are set for novice drivers. Finally, municipalities will have to earmark at least 50% of the income from fines to initiatives aiming at improving road safety. The legislation will be already in force this summer when many people will be on the road for their holydays.

# Aviation, Rail & Maritime Safety

## FABs for Single European Sky selected

Four functional airspace blocks (FAB), a key element of the reorganised Single European Sky, will be created in 2010 according to traffic flows rather than national borders. The four projects were selected in a call for proposals launched at the start of 2010. The bulk of the financing, ie 13 million euros, will go to the development of the Europe Central Block (FABEC – which includes Germany, Switzerland, Belgium, Netherlands and Luxembourg). The three other financing decisions concern the FAB United Kingdom-Ireland (1.1 million euros), FAB Northern Europe (Denmark, Estonia, Finland, Iceland, Norway and Sweden: 4.9 mn euros) and FAB Central Europe (Austria, Bosnia-Herzegovina, Czech Republic, Croatia, Hungary and Slovenia: 1.4 mn euros). Under the Single European Sky legislation, nine functional air blocks are set to be put in place by 2012.

## EU and US cooperate in civil aviation

The EU and the United States concluded on 18 June a memorandum of cooperation in civil aviation research and development which covers, among others, safety issues. An initial technical annex was also agreed to the memorandum regarding interoperability of their respective air traffic management systems (SESAR in the EU and NextGen in the US). The MoC, which must be approved by the EU Council of Ministers and the European Parliament, is expected to come into force at the beginning of 2011.

## EU to sign aviation agreement with Jordan

The EU Council of Ministers is expected to sign soon the global aviation agreement with Jordan which has been concluded by the European Commission on behalf of the EU on 17 March following two years of negotiations. Jordan will become the first Middle Eastern country to align its national legislation on air transport

with the EU legislation, most importantly on safety, security and air traffic management. Gradual and reciprocal opening of the markets with access to routes and capacities will follow, with EU air carriers able to offer their services freely between any airport in the EU and any point in Jordan. The new agreement will replace bilateral agreements with the different EU member states currently in force.

## New EU safety black list is out

The European Commission has published the updated list of airlines banned to fly in the EU airspace. The latest version includes one carrier from Suriname, Blue Wing Air. The restrictions imposed on Iran Air have also been expanded, following an inspection by European experts, from the Fokker 100 aircraft type to the fleet of Airbus A-320s and Boeing B727s and B747s, which makes two-thirds of the Iran Air fleet now banned from EU airspace. Two Indian airlines, Metro Batavia and Indonesia Air Asia, have been taken off the black list. The full list of airlines banned in the EU can be accessed [here](#).

## ERA identifies more serious railway accidents in the past

The European Railway Agency (ERA) has gathered data on serious accidents for the period 1990-2009 in the framework of a research project. The project identified 402 accidents, of which 385 were not previously known to ERA. The information on them was obtained from historical archives and submitted by the national investigation bodies and transport safety experts. The archive contains cases of fatal train collisions, derailments and fires as well as level crossing accidents plus other accidents with four or more deaths. The railway accident archive is now publicly available [here](#).

# Aviation, Rail & Maritime Safety

## Problem of level crossings goes global

On 22 June 2010, representatives of the rail and road sectors from more than 40 countries worldwide organised the International Level Crossing Awareness Day (ILCAD) to raise awareness of the dangers of risky behaviour at level crossings and make people understand that these accidents could be avoided if traffic rules were respected. The European Commission supported this initiative by financing a video clip aimed at the public, particularly the road users and pedestrians in Europe and all over the world. The video is available to all ILCAD partners free of charge to all ILCAD partners at [www.ilcad.org](http://www.ilcad.org)

Following the success of the first European edition of the Level Crossing Awareness Day in 2009 (ELCAD) and the International one this year (ILCAD), Mrs Eva Molnar, Director of the Transport division of the United Nations Economic Commission for Europe (UNECE) announced the creation of a high level working group to tackle the main issues affecting the problem, namely education, enforcement and engineering.

## Notif-IT: Notification of national railway safety and technical rules

Following the adoption of Directive 2004/49/EC (Article 8 of the Railway Safety Directive) and Directive 2008/57 (Article 17 of the Interoperability Directive) requiring Member States to notify the European Commission of their national safety and technical rules, the Commission has launched in June the Notif-IT database.

The aim of this database is to facilitate the notification and validation process, give more flexibility to Member States, the Commission and the European Railway Agency (ERA) as well as to allow the interaction during the validation process, thus making the railway safety and technical rules more transparent and accessible. The national safety rules published in the ERA Database of Interoperability and Safety (ERADIS) have been also transferred to the No-

tif-IT. They are accessible on the ERA website <http://pdb.era.europa.eu> or directly on the European Commission's website <https://web-gate.ec.europa.eu/risdbs>

## Maritime safety promoted

On 12 July the European Commission and the International Mobile Satellite Organisation (IMSO) signed a memorandum of understanding for their growing cooperation in the area of enhancing maritime safety. Both organisations who will exchange information of mutual interest as well as invitations to relevant meetings, have been involved in implementing the project established by the International Maritime Organisation (IMO) on the long-range identification and tracking (LRIT) of vessels. LRIT is capable of tracing ships in the high seas.

## New EMSA list of banned ships published

The EMSA has recently updated the list of banned ships to which a refusal of access order to Community ports, pursuant to Article 7b(1) of Directive 95/21/EC on port state control, has been imposed. This order is commonly called a "ban". Two lists of banned ships are published: the first list shows the historical record of all the bans up to the current date. The second one shows only the currently active bans. Inclusion in the list and related information are based on the notification of the "ban" by the relevant port state authorities which forward information to EMSA. Provision of Article 7 as well as lists are available [here](#).

## ETSC and Partner Organisations News

### 4th Road Safety PIN Conference

At its 4th Road Safety PIN Conference ETSC presented the **latest results** ranking Member States' performance in road safety. Between 2001 and 2009 Latvia, Spain, Portugal and Estonia achieved the best road death reductions, all above 50%, with France and Lithuania set to follow them. 2009 saw a record breaking improvement in road safety with deaths cut by 11% year-on-year in Slovakia (36%), Lithuania (26%), Denmark (25%) and Estonia (24%). Altogether, as many as 34,900 people were killed in road collisions in 2009 in the EU27, down by 36% on 2001. The EU15 alone, for whom the EU's 2010 target was originally set, has achieved an impressive 42% reduction.

Speaking at the Conferences, experts agreed that the 2001 EU target of halving road deaths gave a boost to the combined efforts at both national and EU level. As a result, reductions have been much higher in 2001-2009 than in three preceding decades.

### Two countries get PRAISE Award

On 22 June ETSC handed its 2010 Road Safety PIN Award to Mr. Juhan PARTS, Estonia's Minister of Economic Affairs and Communications, and to Mr. Noel DEMPSEY T.D., Ireland's Minister for Transport. Since 2001 road deaths have been cut by half in Estonia, which is the forth best progress achieved in the EU. Ireland has seen a reduction on road deaths by 41% which made it 7th safest country in the EU in terms of road deaths per million population.

The measures which have proved effective in Estonia are increased fines for major traffic offences, in particular speeding and drink driving, better police enforcement, extensive removal

of high risk sites, awareness and education campaigns. In Ireland, tougher penalties for drink driving and the introduction of Mandatory Alcohol Testing in 2006, as well as media campaigns changed attitudes towards drinking and driving. In July a Bill was passed which lowers the legal maximum blood alcohol concentration limit from 0.8g/l to 0.2 for learner, novice and professional drivers and to 0.5 for all other drivers.

### PRAISE Seminar held in Barcelona

ETSC organised an international PRAISE seminar on improving work-related road safety in Spain and in the EU Member States. This was held in co-operation with the MAPFRE Foundation and the Spanish General Directorate of Traffic (DGT) on 14 June in Barcelona. ETSC's project Preventing Road Accidents and Injuries for the Safety of Employees (PRAISE), co-funded by the European Commission, the German Road Safety Council, the Swiss Council for Accident Prevention (bfu) and the MAPFRE Foundation, aims to increase road safety in the work context through the use of best practices in order to help employers secure high road safety standards for their employees.

### EU to hold its 3rd European Safety Day

The Third European Road Safety Day will be held in Brussels on 13-14 October 2010 and will be organised by the European Commission and the Belgian Presidency of the Council, with the patronage of the European Parliament. The programme of the two-day event features a Conference and exhibitions of best practice examples in road safety. The Conference will focus on the role of infrastructure and cross-border law enforcement in Europe. More information will be shortly available [here](#).

### 'Saving lives: a shared responsibility'

*Radisson Blu Hotel, Manchester Airport, Manchester, UK*

**28-29 September 2010**

TISPOL, the European Traffic Police Network is holding its annual international road safety conference in the UK in September. Delegates will be able to listen to and exchange with officials from the UK police, fire & rescue and highways & transportation services, as well as speakers from the European Commission, ETSC, the Swedish Roads Administration, the Dutch National Road Safety Institute, the Finnish Traffic Safety Agency and University of Cologne. More information about the event and the programme are available on [www.tispol.org](http://www.tispol.org)



**European Transport Safety Council**

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Silvia Branca, Intern

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

ETSC  
Avenue des Celtes 20  
B-1040 Brussels  
Tel. + 32 2 230 4106  
Fax. +32 2 230 4215  
E-mail: [Ilyas.Daoud@etsc.eu](mailto:Ilyas.Daoud@etsc.eu)  
Internet: [www.etsc.eu](http://www.etsc.eu)

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