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

Editorial

The European Transport Safety Council has long advocated for improved and increased levels of enforcement of traffic laws as a measure to be included in the policy mix to improve road safety. To mark the beginning of the New Year, the ETSC team decided to see enforcement work being performed on the ground. We attended an alcohol and drugs action run by the Belgian Police force during the night of 13-14 January on the E40 on the outskirts of Gent in East Flanders. Apart from the results of the action itself, this was the perfect opportunity to see enforcement in action. Attending an enforcement check gave us the chance to experience firsthand the resources that are needed to ensure that road users comply with the laws in force.

ETSC staff were thoroughly impressed by the expertise and enthusiasm of Police staff that they met on the check late on a Friday night on the side of motorway in the cold. We could learn from them in practice how enforcement worked and how they worked in partnership with other parts of the Police and the judiciary. We also saw with our own eyes what happens to a driver whose breathe sample does not come up as being sober.

Enforcement is a means to prevent collisions from happening by way of persuading drivers to comply with the safety rules. It is based on giving drivers the feeling that they run too high a risk of being caught when breaking the rules. Effective enforcement leads to a rapid reduction in deaths and injuries. The Belgian BOB campaign which is well explained and publicised can also have a long-lasting effect on driver behaviour.

Looking back at our enforcement outing, and more generally reflecting on the previous year and the final adoption of the Cross-Border Enforcement Directive, ETSC strongly recommends that policy-makers who bear the responsibility for road safety should attend such a check. Enforcement is one of the ways to improve road safety, but at the end of the day it is an absolute necessity if European countries are serious about reducing the number of road casualties. In a crisis-struck Europe where cutting costs appears to be the continent-wide mantra, the ETSC calls on policy-makers to take action and cut the costs of an unacceptably high number of deaths on the roads.

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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 prioritised work on the European Commission's proposed revision of the TEN-T guidelines. 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 legislative proposal was announced in conjunction with a financing instrument, the Connecting Europe Facility, aimed at financing TEN-T projects during the 2014-2020 period.

In an exchange of views with the members of the TRAN committee in the European Parliament, the Danish transport minister shared the MEPs' view that the TEN-T funding should be directed at projects with an important European added value.

The European Parliament has appointed Georgios Koumoutsakos (EPP, EL) and Ismail Ertug (S&D, DE) as joint rapporteurs dealing with the revision of the TEN-T guidelines. The Commission proposal for establishing the Connecting Europe Facility – which would provide funding for infrastructure projects to complete the TEN-T network – is being handled by the TRAN Committee in the EP in parallel with the revision of the guidelines. Dominique Riquet (EPP, FR) and Ines Ayala Sender (S&D, ES) are the appointed rapporteurs for the Connecting Europe Facility.

EU budget and road safety

The debate continues on 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 seven 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.

The Connecting Europe Facility is designed to purposely fund TEN-T infrastructure projects (see above) and as such CEF money can be used to build road transport infrastructure along the TEN-T routes. The Commission included references to EU road safety legislation in the TEN-T guidelines as a way to ensure that CEF funding can only be given to road infrastructure projects which comply with prescribed minimum safety standards.

EU regional funds can be used by Member States for a variety of purposes, the building of road infrastructure being one of them. With economic and social cohesion the second highest spending policy item of the budget, regional spending can have a big impact on the safety of infrastructure in the EU. On the 17th of January ETSC published a [position paper](#) highlighting road safety priorities for EU funding.

MEPs propose mandatory ABS for all motorcycles and mopeds with engine capacity over 50cc

On 6 December 2011 the internal market and consumer protection committee (IMCO) of the European Parliament adopted its draft report on the European Commission proposal for the type-approval of L-category vehicles, which include powered two-wheelers (PTWs), as well as powered tricycles and quads. The MEPs modified the Commission proposal by making ABS requirements more stringent – the Commission would have mandated the use of ABS for L-category vehicles with engines over 125cc and an advanced braking system (either Anti-Lock Braking System or Combined Braking System) for all other PTWs. The MEPs in the IMCO committee ask that L-category vehicles with an engine capacity of more than 50cc be fitted with ABS systems by the beginning of 2017. MEPs also mandated that all motorcycles sold in the EU would have an Automatic Headlights On (AHO) function by the beginning of 2015.

The rapporteur Wim van de Camp (EPP, NL) announced that an impact assessment of the proposed IMCO committee amendments will be carried out before the dossier is submitted for plenary approval. The impact assessment is expected to be published early February, while the plenary EP vote is currently scheduled for April 2012.

Transport Ministers reach partial agreement on tachographs rules

In December 2011, the Polish Presidency of the EU Council of Ministers reached a partial agreement among the 27 EU Member States' ministers on the recent Commission proposal to revise the regulatory framework for the use of tachographs in road transport. The legislative proposal aims to reduce tampering with the devices, as well as link the tachographs with the latest Intelligent Transport Systems developments thus making full use of the new technologies. The Council's general approach provides that manual recording of the vehicle position should be replaced by satellite positioning. The Council agreement does not cover the proposal to merge the driving licence with the tachograph driver card.

It is now up to the European Parliament to reach a position on the Commission's proposal. The Transport and Tourism Committee appointed Silvia Adriana Ticau (S&D, RO) as the rapporteur for the dossier. The TRAN Committee scheduled the adoption of a draft report in late March 2012.

In a new report published by ETSC 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. Research shows that driver sleepiness is a significant factor in approximately 20% of commercial road transport crashes.

Commission launches public consultation on weights and dimensions of heavy-duty vehicles

At the end of December 2011 the European Commission launched a public consultation process which will serve for the review of the Directive 96/53/EC on the weights and dimensions of heavy duty vehicles used on EU roads. The input from the interested stakeholders will be used both for the revision of the Directive currently in force and the impact assessment that the Commission must carry out. The Commission consultation form can be found [here](#).

Belgian Police completes winter BOB campaign

The six-week enforcement campaign ran by the Belgian traffic Police saw 263,085 drivers checked for driving under the influence of alcohol. 8,745 (3.3%) of them had BAC levels higher than the 0.5‰ permitted, while 5,854 (2.2%) of drivers had a BAC level of 0.8‰ or more.

The ETSC team participated in one of the checks that were organised on the night of 13-14 January on the E40 highway on the outskirts of Gent. The action, coordinated by commissioner Tom Iliano with the help of commissioner Koen Ricour, Head of the Policy Department of the Belgian Federal Highway Police, identified 5.45% of the tested drivers to be over the permitted BAC level.

The Belgian Police also work together with the NGO "Drive Up Safety". They aim to motivate safe traffic behaviour through positive reinforcement. Every driver who drove through the check and was found to be sober received a bag of goodies including a lottery ticket.

The Belgian BOB campaign is also supporting the Europe-wide TISPOL operation ran in a record 28 countries. For more information, please check <http://www.tispol.org/>.

Strengthening key TEN-T projects

The European Commission has launched a Call for Proposals under the Trans-European Transport Network (TEN-T) annual programme, making 200 million EUR available to co-finance projects in several specific priority areas. The Annual Call will complement the funding already made available in June 2011 in order to speed up the completion of the TEN-T network and will help prepare the ground for future TEN-T policy developments. On 31 January 2012 the TEN-T Executive Agency will host an Info Day in Brussels to help potential applicants better understand the call priorities, prepare their proposals and learn about the evaluation process. The deadline for submitting proposals is 13 April 2012. More information is available [here](#).

European Parliament to examine eCall technology

The Internal Market and Consumer Protection (IMCO) committee started working on an own initiative report which would analyse the obstacles to a pan-European roll-out of eCall for all cars. Olga Sehnalova (S&D, CZ), the rapporteur in the dossier, mentioned the estimated life-saving potential of a pan-European deployment of eCall, 2,500 lives saved yearly. The IMCO committee held its first hearing on the dossier on the 25th of January, where MEPs listened to presentations from representatives of the DG Information Society of the European Commission (EC) and of the Czech government, who implemented a pilot project on eCall. The Commission representative said the EC is currently considering to mandate eCall introduction for all passenger cars and light duty vehicles through type approval legislation. Ms. Sehnalova concluded the hearing by noting the strong political support of those present and said that she would strive to reach a synergy with the TRAN committee on this issue.

Towards a common definition for a “seriously injured road casualty”

Combining and using different data sources to improve understanding of non-fatal road traffic crashes, the International Traffic Safety Data and Analysis Group (IRTAD) published a [special report](#) with a view to identify and assess methodologies for linking different sources of accident data to develop better estimates of the real number of road traffic casualties. Some key recommendations include the need to complement information on fatal crashes to give a fuller picture of road crashes, to link police and hospital data and to give priority to the medical professionals’ assessment of injury severity. An important part of the report insists on the necessity for medical staff to be trained in order to systematically classify injuries using International Classification of Diseases (ICD). IRTAD eventually proposes to define a “serious injured road casualty” as a person with injuries assessed at level 3 or more on the Maximum Abbreviated Injury Scale “MAIS3+”.

CARS 21 Working Group: road safety now on the agenda

The CARS 21 process, as re-launched by the European Commission in October 2010, will come to an end this June with the aim of making policy and regulatory recommendations that would cover the European automotive industry for the short-, medium- and long-term. The envisaged regulatory framework would enhance global competitiveness and employment, while sustaining further progress in safety and environmental performance at a price affordable to the consumer. In its interim report, the CARS21 group recalled the importance of favourable framework conditions and continuous improvement of legal conditions as a prerequisite to ensure the long-term competitiveness of the European automotive industry. Other topics such as road safety, eCall and ITS, electro-mobility, biofuels, CO2 from cars and vans, CO2 labelling for cars and Integrated Approach, vertical agreements in the sector, are to be addressed in the second round of discussions, with the objective of preparing the final report by mid 2012.

Research on the Comfort of Vulnerable Road Users

The European Commission’s DG Move published a new study under the Intelligent Transport Systems (ITS) Action Plan. The ITS Action Plan includes measures in 6 priority areas with one looking specifically at road safety and security. The aims are to prioritise the most suitable ITS services and application fields, to elaborate on potential measures and to recommend action. The recommendations also include the comfort of the VRUs, following a disclaimer on the difficulty of objectively assessing comfort. To a large extent comfort depends on the road layout and local traffic regulations such as speed limits and restricted access for cars and trucks. Despite difficulties, several applications have been developed to assist elderly people for instance.

ITS can play an important supporting role in improving road safety by stimulating speed limit compliance (ISA) and pedestrian-aware traffic signal control systems. More details are available [here](#).

Vision Zero – an effective road safety policy innovation

The Vision Zero adopted in 1997 as the long term road safety goal by all stakeholders in Sweden gave a common goal for all stakeholders to strive for and to contribute to better road safety. Today Sweden has the lowest traffic mortality in Europe and this was already the case in 2001 when the first EU target was adopted. Within this context, the International Journal of Injury Control and Safety Promotion recently published a [report](#) on the distinctive features of Vision Zero from the problem formulation, to its view on responsibility, its requirements for the safety of road users, and the ultimate objective of road safety work. This evaluation report is particularly salient in the context of the UN Decade of Action for Road Safety 2011-2020.

Faster introduction of electric vehicles?

An international agreement to closely cooperate on the convergence of regulatory obligations related to electric vehicles was concluded on 17 November 2011. The agreement was promoted by the European Union, the United States and Japan. It is envisioned that the agreement will lead to cost reductions through creating economies of scale. Under the proposed cooperation agreement, two informal working groups will be set up. The first will work on the environmental regulations applied to electric vehicles, while the second will focus on the safety aspects of electric vehicles and their components, including the battery. This second working group will also cover the safety of occupants against electric shocks during vehicle use, while recharging or after a collision.

Making Urban Motorcycling Safer

The European Safer Urban Motorcycling (e-SUM), a collaborative initiative between industry and the local authorities in Europe's principal motorcycle cities, has produced an [Action Pack](#) to promote the advantages of PTW mobility by reducing safety-related risks. Including a toolkit designed to be used independently by road safety practitioners, the Action Pack can be used to identify the actions required to analyse PTW safety issues, and decide upon suitable safety interventions. All the linguistic versions (FR, IT, DE, ES, EL) together with a promotional brochure are available on the website of the European Commission [Directorate General for Mobility and Transport](#).

Safe and sustainable transport advocacy prepares for Rio+20

Brice Lalonde, Executive Coordinator of Rio+20, made the case for including road safety and sustainable transport within the framework of new sustainable development goals to be agreed at the Rio de Janeiro summit (Rio+20) in an interview given to the [Make Roads Safe Campaign](#). These could eventually be merged with the Millennium Development Goals. Safe, sustainable transportation was cited throughout the Second Intersessional Meeting of the Rio+20 United Nations Conference on Sustainable Development, which took place at UN Headquarters in New York City to prepare for the Conference in June 2012.

UN Decade of Action

Following up the celebration of the World Day of Remembrance for Road Traffic Victims held on 20 November, a proposal has been made to organise a second edition of the UN Global Road Safety Week. It has been announced that the Week will be held in 2013 (dates to be confirmed) and that the theme will be pedestrian safety. Project working groups have been formed along the five pillars of the Global Plan for the Decade: building road safety management capacity, improving the safety of road infrastructure and broader transport networks, further developing the safety of vehicles, improving the behaviour of road users and improving post-crash care. Work plans are currently being developed and the next meeting of the UN Road Safety Collaboration will be held in April 2012 in Washington DC, hosted by the World Bank. For further information, please contact Ms [Evelyn Murphy](#).

Continuity in TRAN committee leadership

After the election of a President, Vice-Presidents and Questors of the European Parliament in Strasbourg, parliamentary committees convened in Brussels during the last week of January to elect chairpersons and their deputies. The appointees are looking to keep their positions for the next two and a half years, until the end of the legislature. MEP Brian Simpson (S&D, UK) was reconfirmed as Chairman of the Transport and Tourism Committee. He will be assisted by the following vice chairs: Dominique Riquet (EPP, FR), Peter van Dalen (ECR, NL), Silvia-Adriana Ticau (S&D, RO) and Dieter-Lebrecht Koch (EPP, DE), who was in charge of the Parliament report on the road safety policy orientations 2011-2020.

Aviation Safety

Aviation safety remains stable in 2011

The European Aviation Safety Authority issued [preliminary aviation safety data](#) for 2011 showing a modest improvement in worldwide safety levels. The number of fatal accidents decreased from 46 in 2010 to 45 in 2011 regarding commercial air transport operations. In Europe, EASA Member States continue to have a strong safety record. Following the absence of any fatal accident in 2010, in 2011 there was a single fatal accident involving an EASA Member State operated aircraft. The accident of the Fairchild Metro III aircraft in Cork, Ireland, resulted in 6 fatalities. However, as stated by the Agency, there is still a lot of work that needs to continue on the major accident factors.

The second edition of the [European Aviation Safety Plan](#), covering the four-year period between 2012 and 2015, provides a blueprint for the way forward. The Plan connects the safety issues identified with actions and initiatives launched to address the underlying risks. Further statistics on aviation safety in 2011 can be found [here](#).

Improvement of air safety management in Europe

The European Commission recently published a paper on how to achieve a better system of aviation safety management for Europe. The paper brings a change from a traditional approach to a system that is pro-active, evidence-based and prevents accidents. The [paper proposes ten actions](#), such as the publication of a Safety Plan covering measures on how to tackle specific safety issues and contexts. The European Aviation Safety Plan will be updated annually and keep the European citizen informed on aviation safety progress.

New EU-wide licenses to make flying safer

As of 8 April 2012, [new EU-wide rules](#) will apply regarding the issue of licensing with the aim of establishing a simpler, more cost-effective and efficient framework for the aviation sector. Licenses issued in one Member State will be valid in the European Union without needing to fulfill any additional technical or medical requirements. The proposal also includes the creation of the first set of harmonised rules for licenses of sailplanes, hot air balloons, airships and powered-lift aircrafts. The current rules covering the medical fitness of cabin crew will also be improved. The EU-wide rules will be applicable from 8 April 2012.

Towards harmonised European rules for airports

The European Aviation Safety Agency published Notice of Proposed Amendment (NPA) 2011-20 containing draft rules for the certification, management, operation and design, of aerodromes. Instead of applying a one-size-fits-all approach, the Agency has devised means to allow Member States and airport operators to propose alternative compliance methods. All concerned parties are invited to submit their comments to EASA until 31 March 2012 using the [Comment Response Tool](#). The consultation process is longer than the statutory three-month period in order to take into account the December holiday season. All comments will be reviewed and a response document will be made available for public consultation. At the end of 2012, EASA will present a final Opinion to the European Commission which will launch the final process for adoption of the rules.

Maritime Safety

Costa Concordia accident and Commission review of safety legislation

Commissioner Kallas [asked](#) that the currently ongoing review of EU passenger ship safety legislation take fully into account any lessons to be learnt from the Costa Concordia tragedy. The review will prioritise, in particular, the issues of design and stability of passenger ships, technological developments in the sector, crew training and safe operation, including emergency evacuation procedures. Mr. Kallas [called](#) upon Member States to ratify without delay the latest update of the International Convention for liability of carriers by sea and the compensation of passengers in case of accidents (Athens Convention), in order to advance its entry into force. He recalled that EU legislation based on this Convention will enter into force at the end of 2012.

Next steps to reinforce Maritime Safety

While MEPs voiced concern about evacuation procedure training on passenger ships and suggested limiting cruise ship size by law Vice President Kallas has recently called, during the last Transport and Tourism committee meeting, for a meeting with the Cruise Industry Representatives for end of January to receive their first hand assessment and commitment for the ongoing review of safety legislation. The Vice President will also host, in spring 2012, a conference with stakeholders on the Safety of Passenger Ships. The Commission services decided to launch a public consultation process on the legislative review during spring 2012. The Commission may decide to bring forwards a proposal to adapt existing rules on the safety of passenger ship safety to new developments in the sector. The Vice President will provide more detail about the possible content and timing of his proposals before summer 2012.

New procurement procedure for oil recovery vessels

EMSA announced the launch of a new procurement procedure to contract oil recovery vessels. The geographical areas to be covered are expected to be the Bay of Biscay, the Southern Atlantic Coast and the Central and Western Mediterranean. A series of information meetings will be open to any interested party. The meetings are likely to be organised in France and Spain (from 6 to 10 February) and in Italy

(from 13 to 17 February). A short description of nature and value of the services can be found in the [Prior Information Notice \(PIN ref: 2012015913\)](#) published on 18 January 2012. Further details about the procurement procedure are to be included in the Contract Notice.

Maritime Safety Interview



In the aftermath of the Costa Concordia accident, the ETSC Safety Monitor interviewed Mr. Jean-Yves Le Drian, Président of the Conference of Peripheral and Maritime Regions (CPMR), President of Region Brittany.

What are the CPMR's objectives, structure, methodology?

CPMR (Conference of Peripheral and Maritime Regions of Europe) represents 150 Regions from 28 countries. The CPMR is known for its capacity to develop concrete proposals in line with the policy objectives it stands for. In the area of maritime safety, the CPMR launched, the initiative "ERIKA IV", which aims at stimulating debates about new initiatives that the EU could undertake.

What is the state of play concerning offshore platforms? The European Parliament has been asking for new initiatives and proposals from the EC, where do we stand now? Which implications?

Following the Deepwater accident, the CPMR North Sea Commission called for action to be taken at European level. Since then, the EC made proposals concerning a Regulation on the safety of offshore oil and gas prospecting, exploration and production activities, which is currently being discussed.

Any comments regarding traffic accidents and the implementation of the ERIKA 3 package especially in the context of recent accidents, notably in France?

In parallel to the issue of offshore platforms, traffic accidents naturally remain at the centre of maritime safety. Since the Erika and Prestige accidents, several accidents that did not attract as much media attention occurred in EU waters. Recently the running aground of the "TK Bremen", and the Costa Concordia tragic accident showed

that continuous thinking and action are needed.

Which necessary steps are to be taken to mitigate risks?

The first step is to analyse the current state of play of existing rules. Today, only 40% of Member States have adopted all transposition measures for the implementation of the Erika III package. The European Commission has already opened more than 80 procedures against several Member States. This situation naturally generates great concern. The second step is to undertake relevant action including through the possible adoption of new measures. The CPMR is for instance specifically working on the issues of maritime surveillance and response to maritime pollution, compensation for ecological damages and social issues.

What is the CPMR doing in terms of maritime surveillance and pollution control?

The Costa Concordia accident raises a number of crucial issues on the reinforcement of regulations and response mechanisms that aim to help prevent such accidents, and have the means to deal with them if they occur. These issues relate particularly to maritime surveillance, but also the regulations concerning ship safety, working conditions, training, as well as means and conditions for the rescue and reception of those rescued once on shore, questions of responsibility vis-à-vis passengers, and the fight against pollution that may occur due to such disasters, and compensation for resulting economic and environmental damage. The CPMR will participate in discussions that the European Commission will launch concerning the safety of passenger ships.

In the framework of the Maremed project, coordinated by the Region of Provence-Alpes-Côte d'Azur, and in which CPMR is a partner, anti-pollution exercises will be organised in Cyprus, during the Cypriot Presidency of the EU. Debates will be held concerning ways to organise anti-pollution action at sea and also on land.

Any EU projects to mention?

CPMR is also a partner in the POSOW project (Preparedness for Oil-polluted Shoreline Cleanup and Oiled Wildlife Interventions), coordinated by the REMPEC - Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea.

CPMR also cooperates with several other EU projects, such as Baltic Master II, coordinated by the Regions of Blekinge and Skåne, or the Arcopol project, in which the Region of Brittany is a partner.

Railway Safety

Guidance for use of Common Safety Indicators

On 15 December, the European Railway Agency published a revised version of the [Implementation Guidance for Annex 1 and Appendix to Safety Directive 2004/49/EC](#). It provides explanations, examples and fallback values for the use of common safety indicators (CSIs). The guidance is divided into the three main parts. Firstly, the scope and principles of the guidance are explained. Secondly, further explanations and examples are provided as guidance for the application of requirements in Annex 1 of the Directive. Thirdly, the implementation guidance document explains the purpose of collecting CSI data and the parts for development in future revisions of Annex I to Directive 2004/49/EC.

Doubts regarding the safety of LHV's at level crossings

The German insurance company Allianz Pro Schiene has published a study on the suitability of the use of Longer and Heavier Vehicles – so called Gigaliners – on current level crossings in Germany, highlighting major concerns. The report recalls that signal lights and control of the barriers on level crossings in Germany were not designed for longer vehicles. The current clearance times were calculated for the regular HGV maximum length of 18.75 metres and would thus not be able to accommodate 25.25 metre-long vehicles.

ERA Work Programme 2012

In its [2012 work programme](#), the European Railway Agency set up its priorities, which include: facilitating Member States' removal of duplicating requirements, the removal of inconsistencies of roles and responsibilities and the adoption of a genuinely common approach to the implementation of the European framework by all Member States. Building on the best practice of some other agencies and through an "Activity-Based" approach, the Agency has set up 13 main activities. Within each activity, a small number of projects are described. The Agency is also looking to act as a focal point for information exchange on technical and safety regulatory issues with non-European administrations. By the middle of 2012 the European Commission should also submit a proposal regarding the future role of the Agency post 2014.

ETSC and partner organisations news and events

STARS and Roads to Respect

On 31st of January, ETSC announced the "Roads to Respect 2010" and "STARS 2011" winners during an Award Ceremony in Brussels. In the framework of the STARS (STudents Acting to Reduce Speed) project, 11 groups of 2 students have – over the last eighteen months – implemented speed management activities in 6 different countries, improving the road infrastructure and/or raising awareness of the danger of speeding. Four projects developed and implemented in the Czech Republic (Ostrava), France (Toulouse), Germany (Munich) and Spain (Gijón) respectively were selected by an independent jury as winners of the 2011 edition of STARS edition, with outstanding results in reducing speed at high risk sites. Using a similar structure, the Roads to Respect (R2R) project aims at treating high risk infrastructure sites. Sixteen student projects from Bosnia and Herzegovina, Italy, Poland and Serbia entered the competition. The winners of the R2R competition are students from Krakow University in Poland, from Pisa University and the Polytechnic of Milan in Italy.

PRAISE

On 23rd November, ETSC organised a follow-up of its PRAISE Spanish seminars in Madrid, in cooperation with the MAPFRE Foundation. Gathering over 140 participants, the seminar gave an opportunity to take stock on the PRAISE project since its launch in 2009 and announce the launch of the PRAISE competition for 2012 – which aims to spur on companies throughout the EU to tackle road safety at work.

The deadline for entries for the 2012 edition of the PRAISE awards is the 16th of March. The annual competition is open for companies who have taken substantial and sustainable measures to improve work-related road safety of their employees. For further information and how to apply click [here](#).

ETSC also published a [thematic report](#) aiming to offer employers insight into tackling speeding amongst employees driving for work. Employers have a clear responsibility to reduce incentives to speeding and to raise understanding of the serious consequences it can have. The report deal with management issues covering topics from journey planning to payment schemes with advice on how such practices can help to manage speeding in the

work context. It suggests what employers can do from risk assessment of potential speeders and identification of training - including also eco driving synergies - to the promotion of safer and more economic driving. The final part looks specifically at different speed management technologies. The report is supported by a [Factsheet](#) focused on the experience of Irish company KTL – an SME sized company – on road safety generally, followed by a more specific section on how the company manages speed.

Young male drivers face highest risks of Europeans

In its latest cross-country comparison which looks at the reduction of the number of road deaths among young people, the [Road Safety Performance Index \(PIN\)](#) shows that people aged 15 to 30 represent 20% of the total EU population but 30% of all road deaths and this share has been reduced only slightly since 2001. Young people, especially males, continue to have the highest number of road deaths per million population of any age group. Males account for 81% of all young people aged 15 to 30 killed on the roads in the countries included in the PIN Programme (EU member states and Israel, Norway, Switzerland). Sweden, the Netherlands and Switzerland are the safest countries in terms of young people killed per young inhabitants. Young people in these countries benefitted not only from measures specific to young people but also from general road safety measures, enforcement efforts and improvements in infrastructure. More information is available [here](#).

Road Safety PIN in Israel

The 27th PIN Talk was held in Tel Aviv, Israel, on the 15th of November 2011 in cooperation with Or Yarok, a road safety NGO, and Prof. Shalom Hakkert, of Technion University, PIN Panellist for Israel. The discussion of the latest in the series of PIN Talks focused on the risks faced by young people on the roads, as well as measures to mitigate these risks. The PIN Talk fed into the national debate over the revision of the Israeli graduated driving licensing (GDL) system and gathered representatives from the Ministry of Transport, the Ministry of Education, the National Road Safety Authority, the police, researchers and NGOs. Participants expressed a wide consensus for implementing the revision of the GDL system. PIN Programme Director Graziella

Jost revealed the results of the PIN Flash on young people. The Agenda of the PIN Talk and the two English-language presentations from ETSC and Robert Foss, professor at the University of North Carolina-Chapel Hill, are available at <http://www.etsc.eu/PIN-events.php>.

AVENUE Project Dissemination Event in Athens, Greece

On November 8th 2011, ETSC together with its Greek member the Road Safety Institute "Panos Mylonas" organised the first dissemination seminar of the AVENUE for Road Safety project. The AVENUE project aims at raising awareness of both policy-makers and road users for road safety issues, as well as encourages good practices and understanding between different types of road users. Speakers presented the various actions implemented in the nine participating countries, as well as the experiences accumulated in the NEST (Network and Education for Safety and Traffic) referral centres. The event was followed by a demonstration of the equipment used in the Athens NEST centre, which included a roll-over car, a driving simulator, a seat belt sledge. For more information, please click [here](#).

Occupational Safety in Transport

The Queensland University of Technology's Centre for Accident Research and Road Safety -Queensland (CARRS-Q) is organising the first international conference on Occupational Safety in Transport, to be held at the Crown Plaza Gold Coast, 20-21 September 2012. The OSIT Conference is a multi-disciplinary event featuring representatives from road and transport safety, aviation and watercraft, fleets, safety culture and management, construction safety and associated fields, which provides an excellent progression from and follow-up to the 2009 NIOSH Global Conference on Occupational Road Safety (www.virtualriskmanager.net/niosh). Abstracts are now being accepted for this conference and close on 13 February 2012. For more information, including modes of presentation, topics and submission guidelines, visit <http://ositconference.com/call-for-submissions/>

GLXS 2012 REGISTRATION

The GLXS 2012 Organising Committee is pleased to announce that [registration](#) and the call for abstracts for the 12th Global Level Crossing and Trespass Symposium (GLXS) are now officially open. This year's conference is co-hosted by the Rail Safety and Standards Board, Network Rail and the Office of Rail Regulation. The theme of the 12th Symposium will be 'Working together to improve safety and performance at level crossings'. The event in London will also consider trespass on the railway, accessed from level crossings, as an additional safety issue.

ETSC welcomes new members

ETSC is pleased to warmly welcome five new members who have embraced ETSC's mission to identify and promote effective measures on the basis of international scientific research and best practice in areas which offer the greatest potential for a reduction in transport crashes and casualties.

- [The Flemish Foundation for Traffic Knowledge](#) (Vlaamse Stichting Verkeerskunde, VSV) is a public organisation committed to increase the knowledge and awareness about traffic and mobility in the region of Flanders, Belgium. Since its establishment in 1990, the VSV organises permanent courses for professionals in the traffic sector, develops educational projects and organises awareness campaigns for traffic participants of all ages, both during and after their schooling.
- [The Norwegian Abstaining Motorists' Association](#) (MA) is a road safety organisation focused primarily on the issue of sobriety on the roads. Endorsing strongly the vision zero of no fatalities and life-long injuries in traffic, MA works to ensure all people in traffic are free from the risk of meeting fellow riders affected by alcohol, drugs and medications.
- The [Or Yarok](#) association, established in 1997, is the largest NGO in Israel dealing with road safety. Or Yarok is notably engaged in European and International research: SARTRE, IRTAD, the PIN-ETSC, EuroRAP and recently participated in the PROLOGUE and DaCoTA projects.

- [The Serbian Road Traffic Safety Agency](#) was established by the Government of the Republic of Serbia to perform developmental, technical and regulatory activities in the field of road traffic safety in Serbia. The RTSA is authorised to analyse, monitor and improve the road traffic safety system, to work on improving the safety of all road users and vehicle safety, to perform preventative activities, to organise campaigns on road traffic safety.
- [The Slovenian Traffic Safety Agency \(SI\)](#) is a legal person of public law in the field of road safety established on 1st September 2010. The agency performs regulatory, developmental, technical and other tasks regarding drivers and vehicles, analytical and research work in the field of road safety, prevention, education and training. The agency also performs independent investigation of the factors and causes of traffic deaths and provides expert work for the preparation and implementation of the national programme on traffic safety.

Mark your calendar – Upcoming ETSC events

PRAISE Seminar Paris – 7 March
 Safe and Sober Talk Helsinki – 15 March
 Deadline for applications for PRAISE Annual Competition – 16 March
 ETSC Drink Driving Conference – 24 April
 Annual PRAISE Conference and Award Ceremony – 25 April
 PIN Talk in Copenhagen – 30 April

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
February			1	2	3	4	5
	6	7	8	9	10	11	12
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	20	21	22	23	24	25	26
	27	28	29				
March				1	2	3	4
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April							1
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	30						



European Transport Safety Council

Members

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Austrian Road Safety Board (KFV)(A)
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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)
Finnish Traffic Safety Agency (Trafi) (FIN)
Flemish Foundation for Traffic Knowledge (VSV)(B)
Folksam Research (S)
Fondazione ANIA (I)
German Road Safety Council (Deutscher Verkehrssicherheitsrat) (DVR) (D)
Global Road Safety Partnership (Int)
Hellenic Institute of Transport (HIT) (GR)
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INTRAS - Institute of Traffic and Road Safety, University of Valencia (ES)
Liikenneturva (FIN)
Lithuanian National Association Helping Traffic Victims (NPNAA) (LT)
Motor Transport Institute (ITS) (PL)
Netherlands Research School for Transport, Infrastructure and Logistics (NL)
Norwegian Abstaining Motorists' Association (NO)
OR Yarok (IL)
Parliamentary Advisory Council for Transport Safety (PACTS) (UK)
Road and Safety (PL)
Road Safety Authority (IE)
Road Safety Institute Panos Mylonas (GR)
Road Traffic Safety Agency, Republic of Serbia (SRB)
Safer Roads Foundation (UK)
Slovenian Traffic Safety Agency (SI)
Swedish National Society for Road Safety (S)
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Safety Monitor

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