

A stylized graphic of a road with multiple parallel lines in orange and white, curving from the bottom left towards the center of the page.

ETSC
ANNUAL
REPORT
2025

The independent voice for road safety in Europe.

European Transport Safety Council – Annual Report 2025

Avenue des Celtes 20
B-1040 Etterbeek
Belgium

www.etsc.eu



Contents

Our mission	5
Our members	6
Safety in numbers	8
ETSC in 2025	10
Following the evidence - The ETSC Road Safety Performance Index (PIN)	12
Sharing knowledge- EU Road Safety Exchange	14
Protecting the EU's high standards – the threat from EU-US trade negotiations	16
EU policy - roadworthiness	16
EU policy: Driving Licence Directive –the final deal	18
Vehicle automation – Working for safety in EU and UNECE regulations	20
The 30 km/h revolution – ground-up progress on urban speed	23
Tackling drink and drug driving	24
Educating the Youngest Road Users - LEARN!	25
Meet the team	26
Board	27
Income and expenditure 2025	28
Our funders in 2025	30

Our mission

The European Transport Safety Council is the independent voice for road safety in Europe.

We are a non-profit international organisation, with members from across Europe, dedicated to reducing deaths and injuries in transport.

Founded in 1993 in Brussels, we provide an impartial source of expert advice on transport safety matters to the European Commission, the European Parliament, international organisations, and national governments.



Vision

Underpinning our work are two concepts. Firstly, 'Vision Zero' i.e., that we should end road deaths and severe injuries while increasing safe, healthy, sustainable and equitable mobility for all.

Secondly, the 'Safe System' approach: a widely accepted strategy for road injury prevention that acknowledges that while human error on the road is inevitable, death or serious injuries resulting from a crash are not. Many crashes involving driver error also involve other critical factors such as design-induced weaknesses in vehicles and infrastructure.



What we do

We identify and promote effective safety strategies, measures and policies that are science and evidence-based, and that offer the greatest potential for reducing death and injury. We publish reports and briefings, organise events, talk directly to policymakers and stakeholders and share news and best practices through our website, newsletters and social media.



Expertise

We bring together hundreds of internationally renowned transport safety experts from across Europe and beyond. We work with a diverse membership of European organisations that include road safety agencies, NGOs, universities and victim advocacy groups.



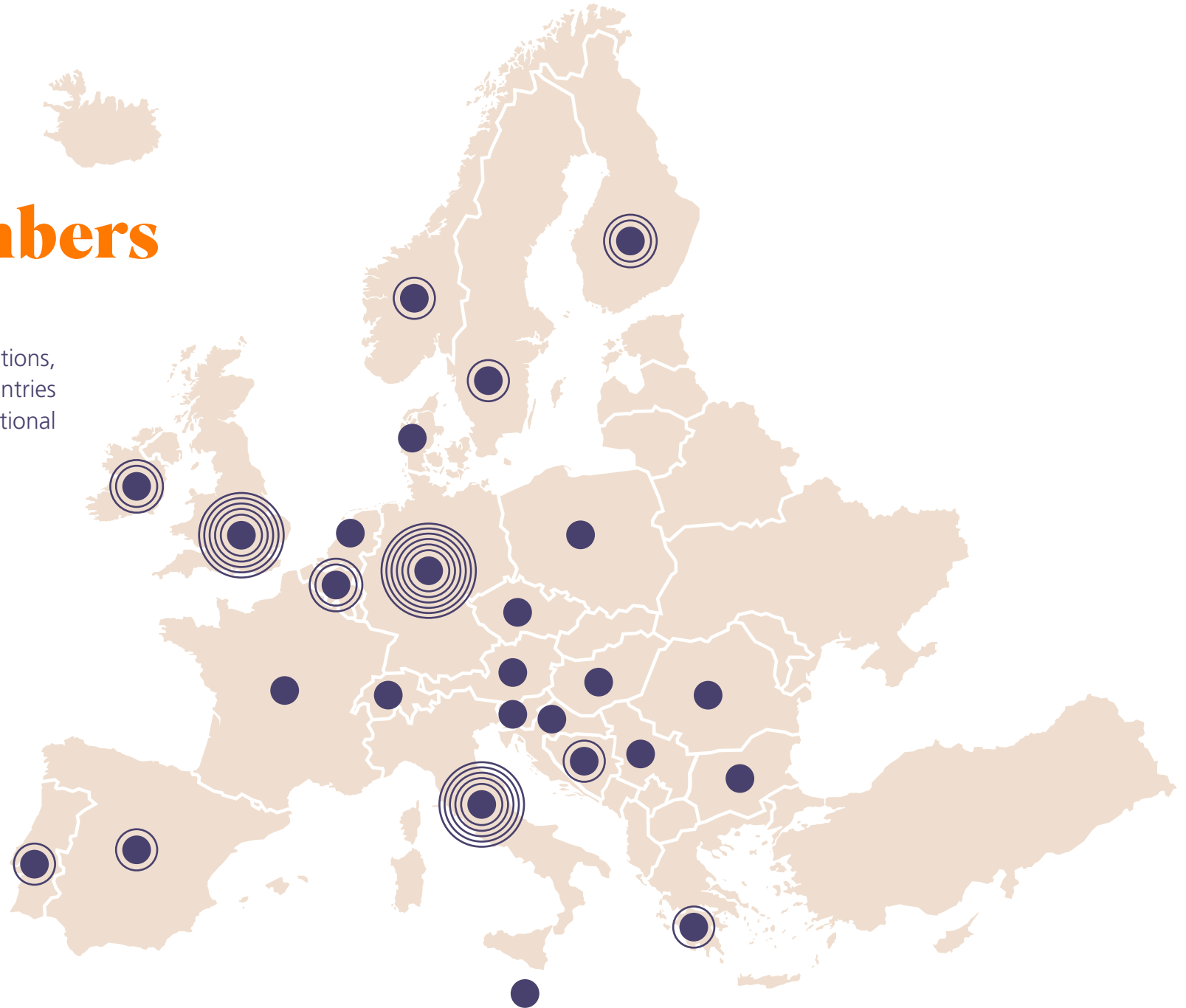
Funding

To maintain our independence, ETSC is funded from a variety of sources including membership subscriptions, the European Union and public and private sector support.



Our members

ETSC has 61 member organisations, from 26 European countries and including six international organisations.



Austria

- Austrian Road Safety Board (KFV)

Belgium

- Agence Wallonne pour la Sécurité Routière (AWSR)
- Flemish Foundation for Traffic Knowledge (VSV)
- Vias Institute

Bosnia and Herzegovina

- Traffic Safety Agency of Republika Srpska
- University of Sarajevo Faculty of Traffic and Communications

Bulgaria

- Bulgarian State Agency for Road Safety

Croatia

- University of Zagreb, Faculty of Transport and Traffic Sciences

Czech Republic

- Czech Transport Research Center

Denmark

- Danish Road Safety Council

Finland

- Finnish Crash Data Institute (OTI)
- Finnish Transport and Communications Agency (TRAFICOM)
- Liikenneturva

France

- Association Prévention Routière

Germany

- Automobile and Travel Club Germany (ARCD)
- DEKRA
- Björn Steiger Stiftung
- FSD – The Central Agency for Periodic Technical Inspection
- German Road Safety Council (DVR)
- TÜV-Verband
- Verkehrsunfall-Opferhilfe Deutschland (VOD)

Greece

- National Technical University of Athens (NTUA), Department of Transportation Planning and Engineering
- Road Safety Institute Panos Mylonas

Hungary

- Hungarian Institute for Transport Sciences and Logistics (KTI)

Ireland

- Health and Safety Authority
- Road Safety Authority
- Transport Infrastructure Ireland

Italy

- Automobile Club d'Italia
- Centro Studi Città Amica per la Sicurezza nella Mobilità – CeSCAM, University of Brescia

- CTL – Research Center for Transport and Logistics, Sapienza University of Rome
- Fondazione Ania
- Fondazione Unipolis
- UNASCA

Malta

- Malta Road Safety Council

Netherlands

- Dutch Safety Board

Norway

- MA – The Norwegian Motorists Association
- Trygg Trafikk – The Norwegian Council for Road Safety

Poland

- Motor Transport Institute (ITS)

Portugal

- National Road Safety Authority (ANSR)
- Prevenção Rodoviária Portuguesa (PRP)

Romania

- The Children's Car Safety Foundation

Serbia

- Road Traffic Safety Agency, Republic of Serbia

Slovenia

- Slovenian Traffic Safety Agency

Spain

- Catalan Traffic Service – Servei Català de Trànsit;
- Fundación Mapfre

Sweden

- Folksam Research
- Swedish Abstaining Motorists' Association (MHF)

Switzerland

- Swiss Council for Accident Prevention (bfu)

United Kingdom

- Institute for Transport Studies, University of Leeds
- Parliamentary Advisory Council for Transport Safety (PACTS)
- Road Safety Support
- The Road Safety Trust
- Safer Roads Foundation
- Transport Scotland

International organisations

- European Driving Schools Association (EFA)
- European Federation of Road Traffic Victims (FEVR)
- Fédération Internationale de Motocyclisme (FIM)
- Global NCAP
- Global Road Safety Partnership
- International Road Victims' Partnership (IRVP)
- MOVING International Road Safety Association

Safety in numbers



12

secretariat staff

73

website
news stories



13

reports and briefings



10

ETSC public
events

10

Road Safety Exchange events



3640

media mentions



7,504

LinkedIn followers
(+28%)



3,657

Facebook followers



1,419

Bluesky followers
(+317%)



ETSC in 2025



2025 was a year of mixed signals for road safety in Europe. On the one hand, progress at EU level has slowed. Trade negotiations with the United States raised the alarming prospect of mutual recognition of vehicle safety standards - which, if applied to cars, would put European lives at risk and undo years of progress on protecting pedestrians, cyclists and other road users. The long-standing Individual Vehicle Approval loophole, which allows oversized US-market pick-ups onto EU streets without complying with EU safety rules, has yet to be closed. And at the United Nations Economic Commission for Europe in Geneva, where vehicle safety standards for the EU and other major

markets are set, industry pressure has continued to push the boundaries of so-called Level 2 assisted driving, blurring the lines between human and computer control - even as the human driver remains 100% legally responsible for any mistakes the system makes. And the European Commission's proposed Automotive Omnibus would create a new category of small electric cars subject to a ten-year freeze on new vehicle safety requirements, while exempting some electric vans from speed limiters and tachographs.

The revised EU Driving Licence Directive, finally agreed in March 2025 after years of negotiation, was a similarly mixed result. There were some genuine wins for road safety - a probationary period for all new drivers across the EU, and driving bans imposed in one Member State now applying across the bloc in many cases. But other elements fell short of what ETSC had advocated: a proposed total alcohol ban for novice drivers was dropped, and a new EU licence category will allow children from the age of 15 to drive cars weighing up to 2.5 tonnes. ETSC will continue to work with Member States to ensure the new rules are implemented in a way that helps, rather than hinders, road safety.

On the other hand, the picture from the ground up tells a more hopeful story. From Bologna to Brussels, from London to Athens, cities and national governments have been getting on with the job. The evidence that lower urban speed limits save lives, reduce injuries and improve quality of life is now overwhelming, and in 2025 Greece became the second EU country, after Spain, to adopt a 30 km/h default limit on most urban streets. We hope the European Commission will support this ground-up movement by issuing formal recommendations on speed in 2026.



There was further good news on drink-driving: Italy adopted legislation introducing mandatory alcohol interlocks for offenders - a measure that ETSC has long campaigned for through our Safe and Sober events in countries across the EU.

We continued to bring policymakers and practitioners together to learn from one another. The second phase of the EU Road Safety Exchange programme, which ETSC manages on behalf of the European Commission, came to a close in October with a final conference in Brussels. Over three years, we have connected 19 European countries, with nine receiving tailored support, and the results have been tangible: Lithuania is building its first 2+1 road inspired by Sweden, Poland is reforming road safety education on the Danish model, and Greece and Romania are establishing automated systems for processing traffic fines based on French and Spanish examples. We are delighted that a third phase of the programme has been commissioned and will run until 2027.

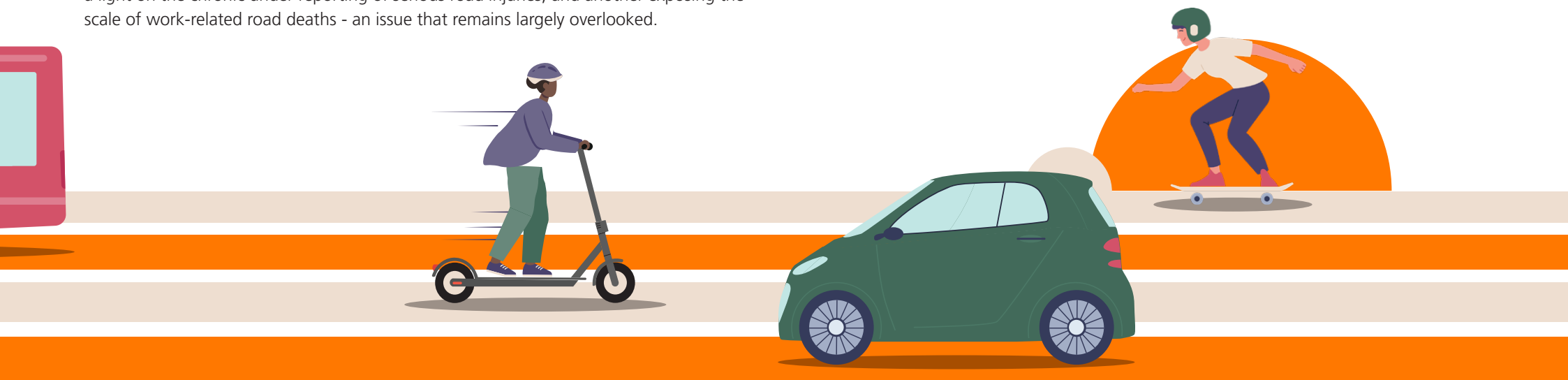
Rewarding progress remains an important part of our work, and in 2025 we awarded the ETSC PIN Award to Norway, which remains Europe's safest country for road users. Our PIN programme also published two important reports during the year: one shining a light on the chronic under-reporting of serious road injuries, and another exposing the scale of work-related road deaths - an issue that remains largely overlooked.

2026 is a critical year. The EU's proposed overhaul of vehicle roadworthiness rules is under negotiation, and ETSC will continue to push to close what we see as its biggest gap: the exclusion of 70% of Europe's motorcycle fleet from mandatory inspection. We will keep working to ensure that EU vehicle safety standards are not traded away, that the IVA loophole is finally closed, and that decisions on assisted driving are taken on the basis of evidence rather than industry pressure.

Thank you for your support and cooperation in 2025. We look forward to working with you to make Europe's roads safer in 2026.

Walter Eichendorf

Professor Walter Eichendorf
President



Following the evidence - The ETSC Road Safety Performance Index (PIN)

The ETSC Road Safety Performance Index (PIN) is a policy tool to help national governments and the European Union improve road safety.

National research organisations and independent researchers participate in the programme and ensure that any assessment carried out within the programme is based on scientific evidence.



“Are significantly more people being harmed on Europe’s roads than the official statistics suggest? A new study sees major weaknesses in data collection... According to a European Transport Safety Council (ETSC) study, the recording of serious injuries in particular is unreliable and varies greatly between Member States.”

Die Welt



In focus: Serious injuries

A new PIN report by ETSC found that most national governments are failing to significantly improve road safety due in part to an incomplete picture of the number of injuries on the roads, and a lack of data on where and when incidents occurred.

Most official statistics on road injuries in Europe are collated from police reports, but police can misjudge injury severity and rarely attend the vast majority of incidents involving pedestrians and cyclists where no motor vehicle was involved. Although hospitals collect their own data on patients injured on the roads, governments often struggle to merge this information with police statistics to form a comprehensive picture.

According to official sources, approximately 1,291,000 people are reported injured annually in the European Union, with 141,000 of these injuries being serious - but this figure likely underestimates the true scale of the problem.

ETSC is calling on national governments to work harder to improve the flawed system of relying extensively on police-reported data, which gives a misleading picture of the full burden of road injuries on individuals, societies and our economies.

In focus: Work-related road deaths

A new PIN report by ETSC revealed that Europe is overlooking one of its largest and least acknowledged road safety and occupational health failures: work-related road use. At least 2,922 people die in work-related incidents annually in the EU, and data from 16 European countries show that work-related road deaths account for between 30 and 40 percent of all road deaths.

Yet the picture is distorted by inconsistent reporting, missing data and incompatible national definitions. Ten countries still have no national definition of a work-related road collision, and fewer than half record the purpose of a journey in police crash reports. In most EU countries, police data, employer reporting and occupational safety systems remain disconnected.

ETSC is calling on the European Commission to adopt a common EU definition of work-related road collisions covering professional drivers, workers on the road, commuters and third parties, and to extend the EU's Common Accident Data Set to cover journey purpose for all road users. At national level, governments should link police, occupational safety and coroner systems, and require employers to conduct work-related road risk assessments based on Safe System principles.



Norway wins the 2025 PIN Award

ETSC awarded its prestigious 2025 Road Safety Performance Index (PIN) Award to Norway, recognising the country's sustained commitment to road safety and long-term success in reducing road deaths. Norway remains Europe's safest country for road users, with 16 road deaths per million inhabitants in 2024 – the lowest rate among the 32 countries monitored by the PIN programme. The award recognises Norway's long-standing adoption of a Safe System approach, its National Plan of Action for Road Safety, legislative reforms requiring in-depth investigations of all fatal crashes, youth-focused reforms including stricter driver training, and local innovations such as the Heart Zones programme ensuring safe areas around schools.

Sharing knowledge - EU ROAD SAFETY EXCHANGE



EU Road Safety Exchange is an EU-funded project managed by ETSC on behalf of the European Commission. The programme supports the exchange of knowledge and best practices on road safety topics between EU Member States, pairing countries seeking to strengthen their road safety performance with well-performing EU partners through study visits, workshops and mentoring.

2025 marked the close of the second phase of the project, which since 2023 has connected 19 European countries, with nine receiving tailored support: Bulgaria, Croatia, Czechia, Greece, Hungary, Lithuania, Poland, Portugal and Romania. In October, representatives from all participating countries gathered in Brussels for a final conference to share the lessons learned and showcase the results.



“The Road Safety Exchange is a brilliant example of practical and effective cooperation between EU Member States. By sharing proven approaches and adapting them locally, countries can make faster progress toward the EU’s goal of halving road deaths and serious injuries by 2030.”

Kristian Schmidt, Director for Land Transport at the European Commission and EU Road Safety Coordinator

A third phase of the programme was commissioned in 2025 and will run until 2027, continuing to support Member States as they work towards Vision Zero.

Find out more at roadsafetyexchange.eu



Examples of the impact of the EU Road Safety Exchange programme:

Poland, drawing on the Danish model, is reforming its approach to road safety education to ensure schools prioritise road safety and apply consistent evaluation mechanisms.



Lithuania, inspired by its partnership with Sweden, has adopted the Vision Zero philosophy across its road safety work and is building its first 2+1 road – a design proven to reduce head-on crashes – starting with the Vilnius-Utena route.



Greece and Romania

are each establishing automated systems for processing traffic fines, inspired by those observed in Rennes, France, and León, Spain.



Greece, has passed new legislation to lower urban speed limits to 30 km/h in key areas and to improve motorcyclist safety – including advance stop areas at junctions – following examples from Spain.



Protecting the EU's high standards – the threat from EU-US trade negotiations

A trade deal agreed between the EU and US over the summer of 2025 stated that, with respect to automobiles, the two sides “intend to accept and provide mutual recognition to each other’s standards.” ETSC, together with the cities of Paris, Brussels and Amsterdam and more than 75 civil society organisations, wrote to European lawmakers urging them to change course, warning that aligning European standards with laxer rules in the US would undermine the EU’s global leadership in road safety, public health, climate policy and competitiveness.

EU vehicle safety regulations have supported a 36% reduction in European road deaths since 2010. Over the same period, road deaths in the US increased by 30%, with pedestrian deaths up 80% and cyclist deaths up 50%.

Europe currently has mandatory requirements for life-saving technologies, such as pedestrian protection, automated emergency braking and lane-keeping assistance. Some of the most basic pedestrian protection requirements which have long been in

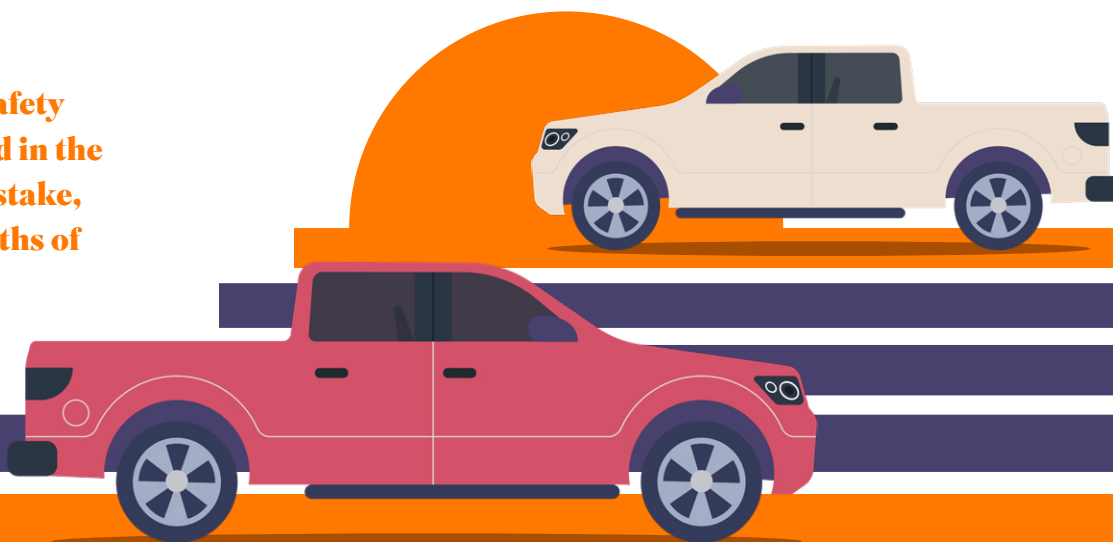
place in the EU - such as deformation zones in the front of vehicles to reduce crash severity, and the prohibition of sharp edges - have made US cars like the Tesla Cybertruck illegal to sell in Europe.

The threat from trade negotiations comes on top of the long-standing problem of the Individual Vehicle Approval (IVA) loophole, which has been used to bring thousands of oversized US-market pick-up trucks on to EU streets without complying with core EU safety, air pollution and climate standards. ETSC and coalition partners have been advising the European Commission on work to tighten the IVA rules – but to now accept lower US vehicle standards across the board would open the floodgates to US pick-ups and large SUVs.

ETSC and its partners are calling on EU lawmakers to oppose the intention to accept lower US vehicle standards.

“One thing that must not be on the table in these negotiations is a capitulation by the EU on vehicle safety standards...allow[ing] US-market vehicles to be sold in the EU, and vice versa. This would be a catastrophic mistake, and the consequences would be measured in the deaths of men, women and children on EU roads.”

Antonio Avenoso, ETSC Executive Director, writing in the Financial Times



EU policy – roadworthiness

The European Union's proposed new rules for vehicle roadworthiness testing have been a major focus of ETSC's policy work in 2025, and discussions will continue well into 2026 before a final agreement is reached.

In April 2025, the European Commission published its proposal to overhaul the EU's rules on periodic technical inspections. The Commissioner responsible, Apostolos Tzitzikostas, argued that the updated legislation could save 1,850 lives and prevent 25,000 serious injuries by 2050.

ETSC welcomed several elements of the proposal, including - for the first time - mandatory technical inspections for motorcycles above 125 cc across the EU, and annual checks for cars and vans over ten years old (a measure already applied by 16 Member States).

However, ETSC has expressed serious concerns about the continued exclusion of mopeds and motorcycles under 125 cc, which account for around 70% of Europe's powered two-wheeler fleet. Powered two-wheelers account for more than one

in five road deaths in the EU – a share that has risen even as overall deaths decline – and studies show high levels of tampering and frequent brake and tyre failures among smaller motorcycles and mopeds.

ETSC is also calling for earlier and more frequent inspections – four years after first registration, then after two years, thereafter annually – alongside testing of new electronic safety systems, roadside inspections for vans, and software integrity checks.

Negotiations between the European Parliament, the Council and the Commission are expected to continue throughout 2026. ETSC will continue to push to close what it sees as the package's biggest gap: the exclusion of 70% of Europe's motorcycle fleet from mandatory inspection.



“Mopeds and motorcycles under 125 cc - around 70% of Europe's powered two-wheeler fleet - remain excluded from the proposed EU rules. This ignores strong evidence of tampering and mechanical defects.”

ETSC on the European Commission's proposed overhaul of vehicle roadworthiness testing rules



EU policy: Driving Licence Directive – the final deal

After more than two years of negotiations, EU institutions reached a final political agreement on the revised Driving Licence Directive in March 2025.

There were some wins for road safety. A probationary period of at least two years will apply to all new drivers in the EU. Driving bans imposed in one Member State will, in many cases, apply across the entire EU - closing a long-standing loophole that allowed drivers banned in one country to keep driving in another. And people dependent on alcohol can now be admitted to alcohol interlock rehabilitation programmes – something the previous Directive had explicitly (and bizarrely) prohibited.

However, the final text fell short in important respects. A proposed total alcohol ban for novice drivers was not adopted. The new EU “B1” category will allow children from the age of 15 to drive cars weighing up to 2.5 tonnes, limited to 45 km/h - a provision initially designed for Sweden but now open to any Member State. The new rules also introduce accompanied driving for 17-year-old lorry drivers, and lower the minimum age for driving lorries solo from 21 to 18, and for buses from 24 to 21 - putting younger, less experienced drivers in charge of the heaviest vehicles.

And while the rules on cross-border driving bans are a step forward, they include several exemptions: for example, drivers banned abroad for speeding can escape a home-country ban if they exceeded the limit by less than 50 km/h. ETSC worked hard to limit these loopholes during the final negotiations and will continue to engage with Member States to ensure the rules are implemented in a way that helps, rather than hinders, road safety.



“This is an incredibly irresponsible decision that could lead to children driving SUVs through Europe’s cities in just a few years”

Ellen Townsend, ETSC Policy Director, quoted in
Der Spiegel



Vehicle automation

- Working for safety first in EU and UNECE regulations





Throughout 2025, ETSC continued to engage in UNECE WP 29's working group meetings in Geneva, raising the alarm about industry pressure to expand the capabilities of so-called Level 2 partial automation systems. WP 29 sets vehicle safety standards that are applied in several markets, including the European Union, the UK and Japan - but not the United States, in the case of assisted driving.

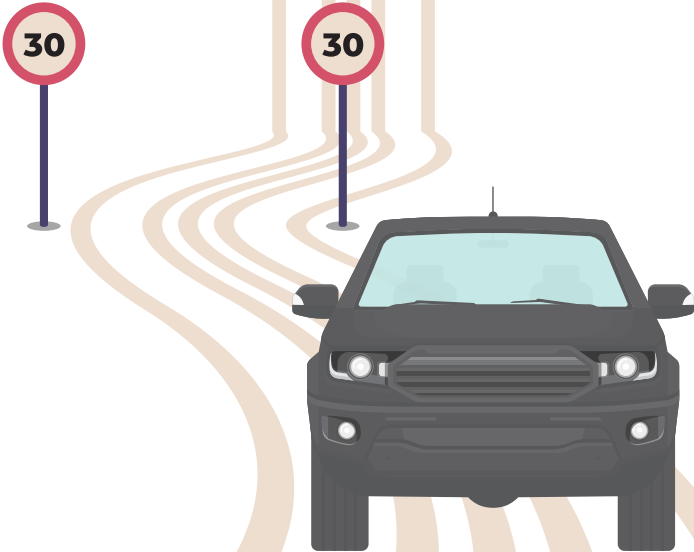
Following technical work concluded over the course of 2025, UNECE delegates endorsed a new set of standards for Driver Control Assistance Systems (DCAS), permitting vehicles to perform manoeuvres such as overtaking without explicit driver confirmation. Thanks in part to ETSC's efforts, the standards for driver monitoring and testing requirements have improved – but ETSC remains deeply concerned that the rules prioritise the marketing of new vehicle features over human-centred safety. Research shows that as systems become more capable, drivers become less attentive, shifting from active operators to passive supervisors – a task for which humans are notoriously ill-suited. Yet the driver remains 100% legally responsible for every action the vehicle takes.

As these UN standards now move towards integration into the EU's type-approval framework, ETSC is calling for urgent institutional safeguards. Europe is currently "driving blind" compared to the United States, where manufacturers are required to report crashes involving such systems to the National Highway Traffic Safety Administration (NHTSA), which investigates them and can order recalls. ETSC continues to call for a dedicated EU Road Safety Agency with the power to investigate crashes involving these systems independently, and to ensure manufacturers are not misleading consumers with terms like "Full Self-Driving" for vehicles that leave the driver with full responsibility for mistakes made by the system.



The 30 km/h revolution – ground-up progress on urban speed

“From Brussels to Bologna – some good news for road safety.”



While progress on road safety at the EU level has slowed, cities, regions and a growing number of national governments have been getting on with the job. Throughout 2025, evidence continued to mount that the introduction of 30 km/h limits in urban areas is delivering substantial benefits – not just in lives saved, but in noise reduction, lower insurance costs and improved quality of life.

In Bologna, one year on from the launch of its Città 30 mobility plan, the Italian city saw road deaths drop by half and no pedestrian deaths for the first time since 1991. Crashes fell by more than 13% and injuries by just over 11%, while pollution most related to urban traffic dropped by almost a third. In Amsterdam, one year after the introduction of a 30 km/h limit on designated roads, crashes involving motor vehicles dropped by 11%, including a 15% fall in incidents involving pedestrians and cyclists.

In the UK, a major study published by Transport for London showed that 20 mph limits and zones introduced on local authority roads in London between 1989 and 2013 cut total collisions by 35%, fatal or serious injuries by 34%, and child deaths by 75%. In Wales, 18 months after introducing a 20 mph default limit in built-up and residential areas, 882 fewer people were injured on 20/30 mph roads – a reduction of around 25% – and 14 deaths had been prevented. UK car insurers reported lower claims from 20 mph areas in Wales, leading to a reduction in insurance premiums for drivers.

Momentum is also building at national level. In June 2025, Greece adopted a new Road Traffic Code introducing a 30 km/h speed limit on urban streets with a single lane per direction – making Greece the second EU country after Spain to adopt such a measure. The German police union also called for 30 km/h to become the standard urban speed limit. Cities including Rome have followed Bologna's lead.

ETSC believes the case for lower urban speed limits is now overwhelming, and is calling on the European Commission to issue formal recommendations on speed in 2026 to support and accelerate this ground-up movement across Europe.

Tackling drink and drug driving

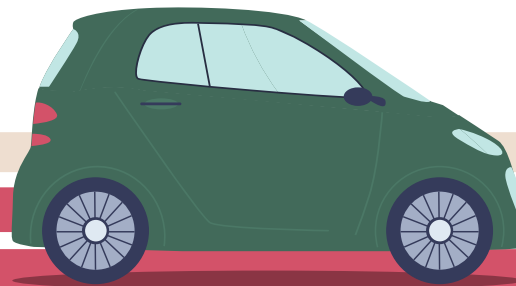
Around 25% of all road deaths across the EU are alcohol-related, and a growing share involve illegal or prescription drugs that impair driving. ETSC aims to contribute to the reduction of alcohol- and drug-related road deaths and injuries by advocating for appropriate regulatory measures at EU and national level, and through the identification and promotion of best practices.

In 2025, ETSC's Safe and Sober project brought policymakers, police, medical professionals and international experts together for three national events on drink-driving and the use of alcohol interlocks: in Warsaw (23 January), Budapest (13 May) and Athens (3 November). Each event reviewed the national drink-driving picture and explored how alcohol interlocks - devices fitted to vehicles that prevent the engine starting if the driver has been drinking - can be used both as a preventive measure and as an alternative to a driving ban. Experts from Belgium, Norway and Sweden shared lessons from their established programmes.

In May, ETSC and the Finnish Road Safety Council (Liikenneturva) hosted a seminar in Helsinki on regulating drug driving, bringing together experts from Finland, Sweden, Spain and the Netherlands to share experiences on enforcement strategies, detection technologies, penalties and rehabilitation. New ways of tackling drug driving are being developed and implemented across Europe, and a more comprehensive approach is beginning to take shape.

Thanks in part to ETSC advocacy and exchange events of this kind, Italy adopted legislation in September 2025 introducing mandatory alcohol interlocks for drink-driving offenders as an alternative to a driving ban.

25%
of all road deaths
across the EU are
alcohol-related.



Educating the Youngest Road Users - LEARN!

Children and youngsters have a right to grow up safely. Traffic safety should be an important and natural part of their everyday life. Since 2018, ETSC's LEARN! project has been providing information, tools and resources to education experts as well as policy recommendations to decision makers to improve the quality and provision of traffic safety and mobility education in Europe.

In 2025, the annual European Traffic Education Seminar was organised in cooperation with the Government of Navarra (Spain). LEARN! expert panel members presented projects on developing and evaluating educational activities as well as monitoring the implementation of road safety education in schools. Attendees in Pamplona and online were also introduced to the latest projects on safe and sustainable mobility in Spain and from across Europe.

The European Commission awarded the LEARN! project with the Excellence in Road Safety Award 2024, recognising it as a very impactful project that addresses the needs of the road safety education community at a European scale.



Find out more at www.trafficsafetyeducation.eu



Meet the team



Antonio Avenoso
Executive Director

Ellen Townsend
Policy Director

Graziella Jost
Projects Director

Dudley Curtis
Communications Manager

Paolo Ferraresi
Finance Manager

Francesca Podda
Project Manager

Theodora Calinescu
Project Manager

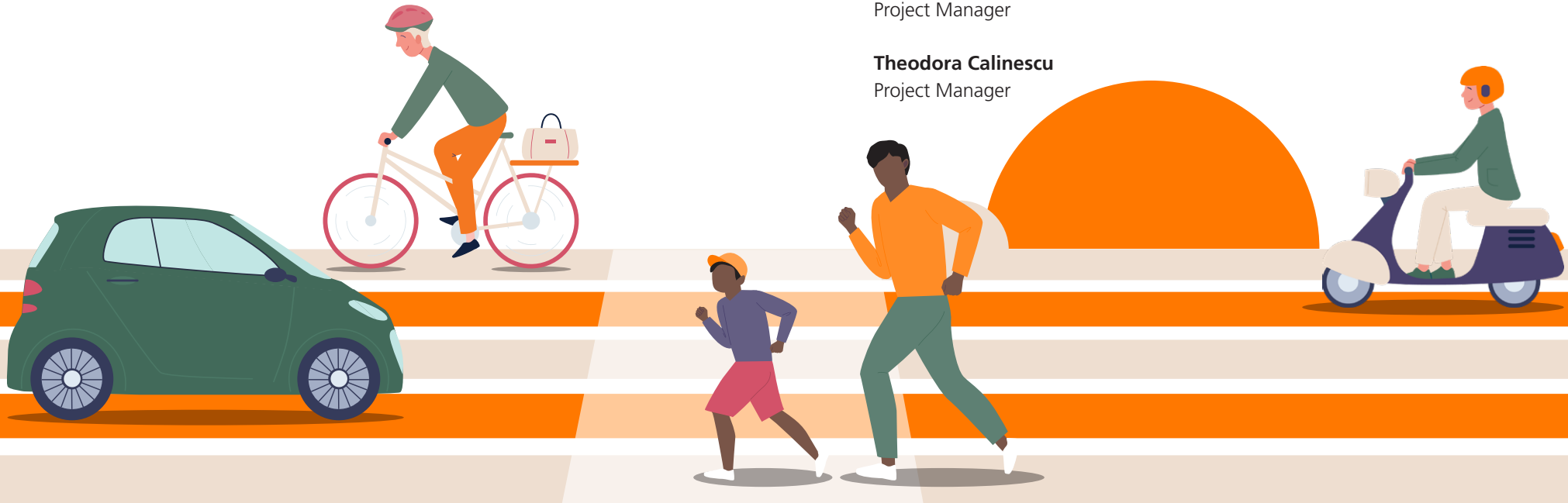
Frank Mütze
Policy and Project Manager

Jenny Carson
Project Manager

Maria Meinero
Policy and Data Analyst

Eimantas Alminas
Project Officer

Riccardo Ferraresi
Finance Assistant



Board

Professor Walter Eichendorf
President

Pasi Anteroinen
Liikenneturva, Finland

Professor Herman De Croo
Honorary President

Jindřich Frič
CDV, Czechia

Jamie Hassall
PACTS, UK

Christian Schimanofsky
KFV, Austria

Manfred Wirsch
German Road Safety Council (DVR)

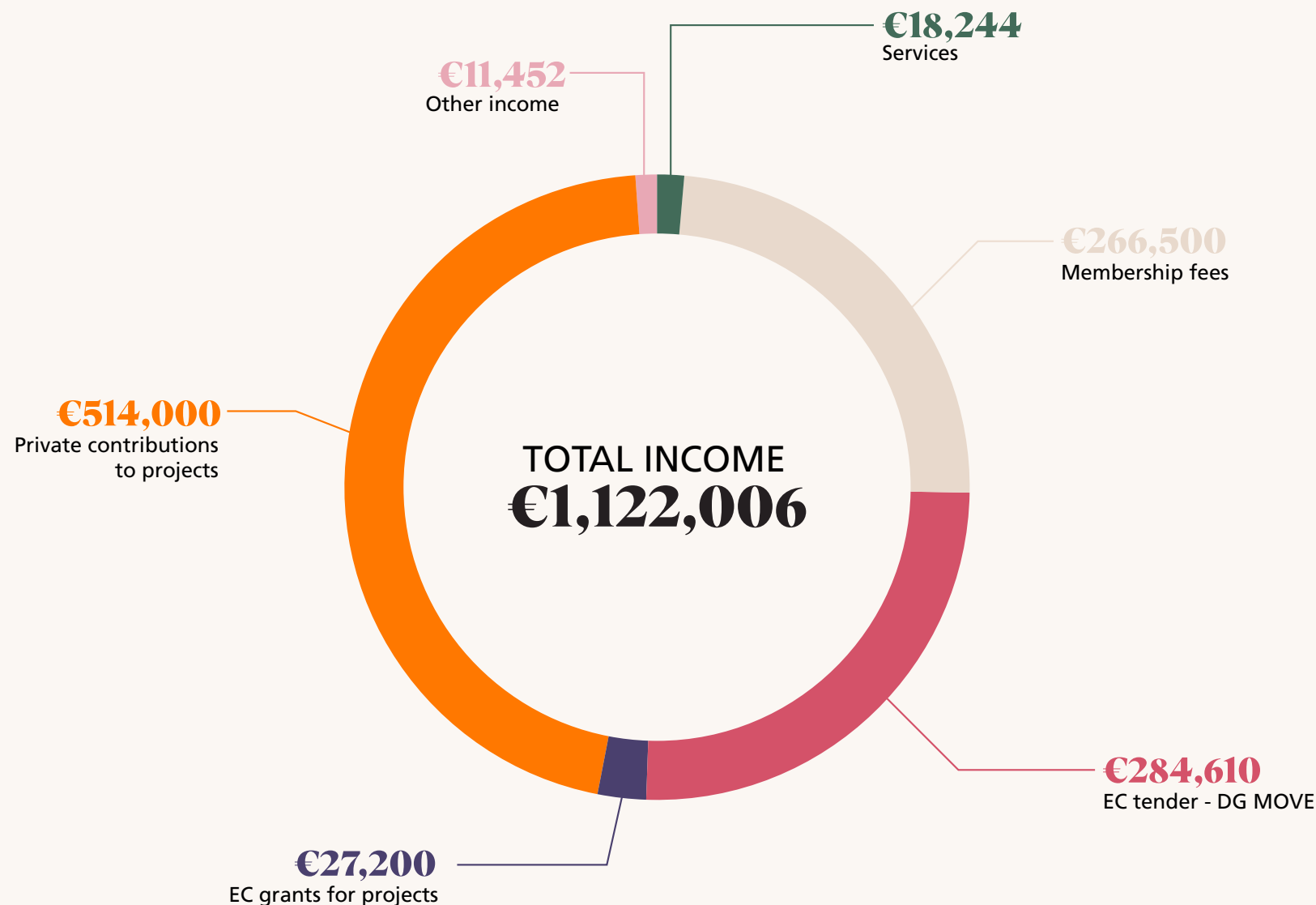
Observers

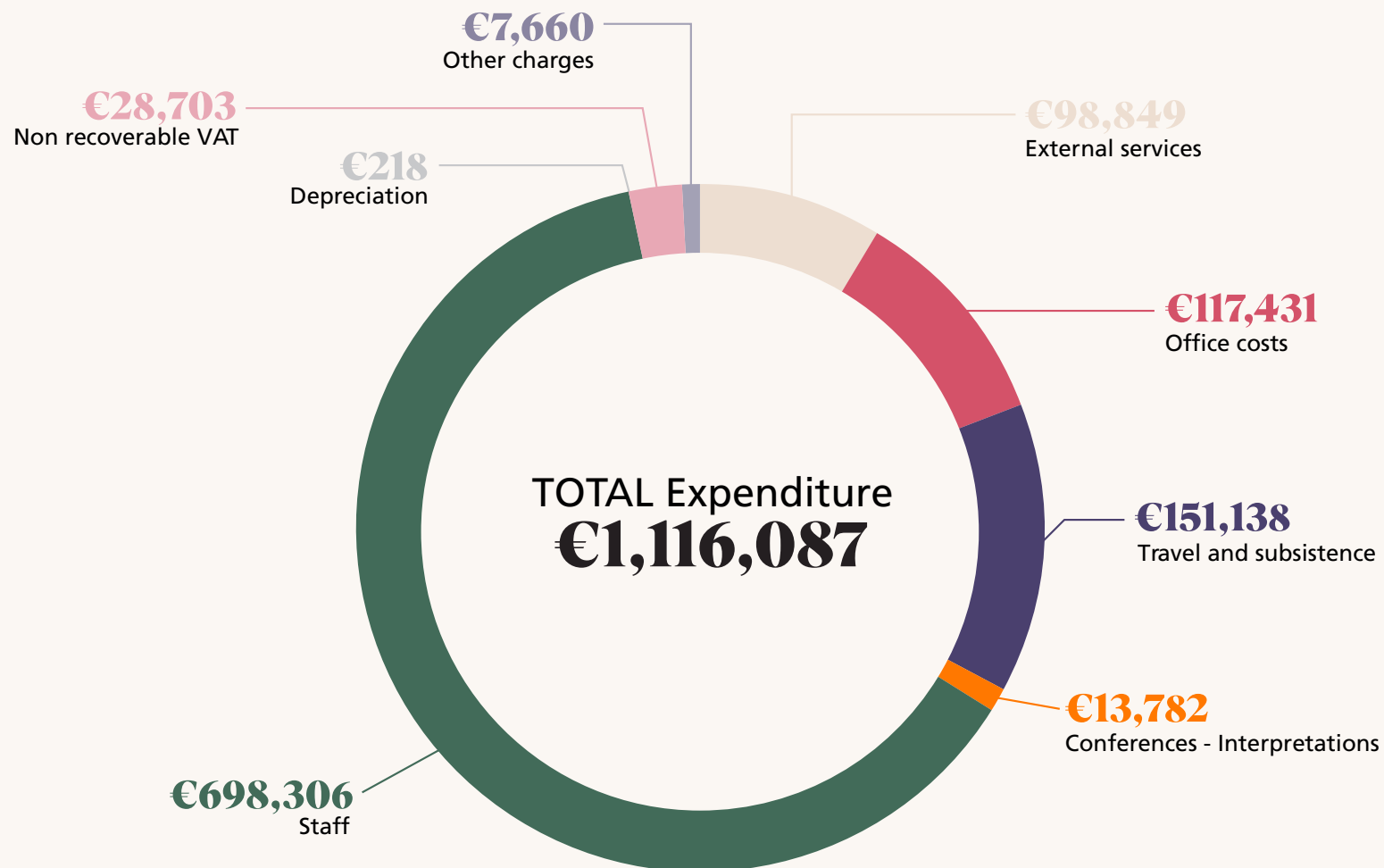
Dieter-Lebrecht Koch
Former Member of the European Parliament

Professor Pieter van Vollenhoven



Income and expenditure 2025





Our funders in 2025

ETSC gratefully acknowledge funding support from the following Institutions

EUR 200.000+
European Commission - DG MOVE

EUR 50.000+
Alcohol Countermeasure Systems
DVR
Fundación Mapfre
Toyota Motor Europe

EUR 20.000+
Bosch
CEDR
CITA
FIA Foundation
Securetec

EUR 10.000+
ADAC Foundation
The Norwegian Public Roads
Administration



European Transport Safety Council

Avenue des Celtes 20
B-1040 Etterbeek
Belgium

www.etsc.eu



Designed by
www.dougdawson.co.uk