



What is EuroTest?

EuroTest, a pan European consumer testing programme has been putting Europe's quality, safety and mobility to the test since 2000. This programme is conducted by 15 European motoring and touring organisations, under the lead of AIT and FIA, Brussels, who represent over 43 million mobile consumers.

"Defending the mobile consumer" is the core objective of EuroTest. This programme underlines the standards of safety and quality AIT & FIA partners believe all mobile consumers deserve.

We have examined various aspects of Europe's mobility infrastructure. Test methodologies draw on the best available practices and regulations. All surveys use a common rating scheme and each test is repeated periodically to check for enhancements.

Improvements have been achieved for the consumer thanks

to immediate widespread publication of the test results – good and bad – in the media. National and European authorities have answered positively the call to improve the identified shortcomings. Whether this entails publishing results in the media, calling for new measures or advising operators and consumers about improvements, EuroTest is about "making the difference".

Key EuroTest objectives:

- ▲ Raise public awareness about the actual state of mobility in Europe
- ▲ Call for the quality and safety standards we believe mobile consumers deserve
- ▲ Provide mobile consumers with tips and recommendations so they can safeguard their own mobility
- ▲ Stimulate public debate about identified failings and if necessary call for regulations



Ro Ro Passenger Ferries

The sinking of the Estonia in 1994 turned our attention to the need to guarantee better safety standards for the millions who annually travel on ro-ro passenger ferries. Our regular independent assessments since 1996 of ro-ro passenger ferries operating in European waters have helped to raise standards and modify European legislation governing maritime safety procedures.

Independent marine surveyors board selected ferries incognito

Motorway Service Areas (MSAs)

Taking breaks on long journeys by car is essential for road safety. Motor way service areas have a duty of care to provide mobile consumers with good services thus ensuring that they return to the road refreshed and alert. This is not always the case, especially in the peak holiday seasons.

Only informed mobile consumers can choose not to stop at a poorly run MSA. Our MSA EuroTest, based on the needs of a family with two young children, does a regular spot check of about 60 MSAs located on Europe's most important

and examine the safety features during normal trips. Some of the most routinely noted failings include poor passenger safety information provision – e.g. no location details of emergency exit routes or meeting points, lifejackets locked away to prevent theft, locked or blocked fire exits and crews insufficiently trained for emergencies.

Survey enhancements continue, following the new International Ship and Port Facility (ISPS) code, we are also examining the impact of tighter security on board ferries and in the ports.



tourist highways over a major holiday weekend. Hygiene, catering and road safety are the key considerations.

In every test conducted so far about 30% of MSAs were not up to par. EuroTest partners continue to ask operators and authorities for improvements.



Railway Stations

The car does not and should not always have to be the mobile consumer's first choice. Europe's international rail network offers an alternative choice in many instances and motor rail can even relieve the strain of driving.

In 2002, we tested 23 of Europe's most important railway stations serving in particular, Europe's high speed network to see just how well they catered for their customers. While, five railway stations located in Birmingham,



Vienna, Amsterdam and Lille did not make the grade, Frankfurt, the winner with the top rating "very good", proved excellence is possible.

International Road Traffic Signs

Sign posting, particularly in unfamiliar areas is very important for road users to warn them of dangers, to provide directions to destinations, indicate speed limits and notify them of prohibitions in order to ensure a safe and smooth flow of traffic. Not all signs are understandable all of the time as verified by motorist surveyed across Europe. Indeed some are even stupid!



Future EuroTests

Road Works

All drivers encounter road works zones at some point. While the general objective is to improve road quality, very frequently severe accidents on motorway work zones occur. EuroTest will examine the safety and/or potential risks of European motorway work zones to inform motorists, promote solutions for safer traffic management and sustainable increases in safety.

Do motorists know their cars?

Testing Europe's mobility infrastructure is just one component in achieving better safety. Human behaviour plays its part too. Having passed the driving test and obtained a driving licence, maintaining a safe car and driving safely are left to the motorist. A EuroTest spot check will look at the most important practical skills and knowledge drivers in Europe should have.



European Road Tunnels

Highway tunnels are generally safer than the open roads but when an accident does occur, the potential for a disaster in these closed environments is much greater.

Horrific tunnel fires in the past and the discovery of significant defects in a first tunnel test in 1999 led to the Tunnel EuroTest and annual inspections of a sample of road tunnels on Europe's most important traffic highways. Six years and 170 independent audits later, EuroTest has a database permitting unique assessment of the safety and risk potential of Europe's most important tunnels.



consumers' mobility in Europe

EuroTAP

Following the adoption of the European Directive on minimum safety standards in road tunnels in 2004, EuroTest partners are undertaking a major tunnel safety information offensive with the European Commission: EuroTAP, the European Tunnel Assessment Programme.

Maintaining minimum safety standards is an on-going task. Key EuroTAP messages to tunnel users, tunnel operators and legislators will focus on

- ▲ How to drive safely through tunnels

- ▲ the safety levels and potential risks found in individual tunnels
- ▲ the need for robust minimum safety standards to protect users at all times

They will be delivered across a range of actions: a leaflet on how to "drive safely through road tunnels", annual inspections of European tunnels; web pages detailing 200 individual tunnels in Europe and a major audit report covering a decade of tunnel testing.

The global objective will be to ensure everyone does the right thing!



For more information, please contact

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Putting Europe to the test for mobile consumers



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