

## Final publishable summary report



ShLOW was designed to have students from across different European countries develop and implement concrete actions to reduce speed in road transport.

### **The SHLOW Lecture:**

ETSC, the project coordinator, together with all the project beneficiaries started by delivering 57 university Lectures in the 10 participating countries: Austria, Belgium, Czech Republic, Germany, Greece, The Netherlands, Poland, Spain, Sweden, and the United Kingdom. In each country involved the beneficiaries were responsible for selecting and contacting relevant universities and faculties to deliver the Lectures. In total a wide range of faculties were included in the project, and students attending the following courses/disciplines in the different countries involved attended the ShLOW Lectures: spatial development; infrastructure and environmental planning; traffic planning and traffic engineering; software engineering; informatics, logistics and transport management; landscape, spatial and infrastructure planning; mechanical engineering; intelligent transport systems; informatics, communication and media; public/civil law; vehicle safety; mobility; medicine; police academy; civil engineering; social sciences and humanities; safety engineering; transport; transport psychology; accident research; psychology; traffic management; transport policy and management; shipping, trade and transport; mechanical and aeronautics engineering; communication, media and culture; telecommunications and journalism; industrial engineering; economics and environmental sciences; and traffic safety management. Road transport speed management is a very interdisciplinary field of work and the ShLOW beneficiaries felt that the students in all of the disciplines mentioned above could be interested and play a role in the project. In most universities the Lectures were delivered as part of a regular course timeslot to ensure the maximum attendance of students possible, but in few universities some Lectures were also organised as a separate event opened for attendance by students of any discipline. The possibility for students to apply to attend the Lectures and apply to participate in the project was open to all levels of study: undergraduate/postgraduate/research students etc.

The ShLOW lectures were a mean to recruit students to participate in the project (students were explained how to apply to take part in ShLOW during the Lectures) but they were also an opportunity to raise awareness among students of the road risk associated with inappropriate and excessive speed in road transport, the environmental benefits that can be obtained through speed management, and current practices/examples of speed management measures. Approximately 1,500 students attended a Lecture at their university. The ShLOW Lectures presentation varied

slightly from country to country according to the different national contexts but the main outline of the presentation was the same in all countries. The ShLOW Lecture presentation can be accessed online: <http://www.shlow.eu/news/the-shlow-lectures-presentation/>. A publication reviewing existing research on speed management was prepared in conjunctions with all the ShLOW beneficiaries and distributed to the ShLOW students and universities involved. The ShLOW “toolkit” was published online and on paper (2,000 copies distributed) and can be accessed on this page: <http://www.shlow.eu/news/shlow-toolkit-available/>.



**A ShLOW Lecture at the University of Granada, Spain.**

### **The ShLOW CAMP**

In total 102 students applied to take part in the SHLOW project (ETSC received 137 applications, 102 of which were completed with all necessary information to be considered), and 50 students were therefore subsequently selected to take part in the project. Not all 102 applications were considered since some of them were received after the deadline for applying. In order to select the successful students ETSC sent a list of all applications per country to each in-country beneficiaries to indicate which ones should be invited, but the final decision of the 50 students to invite was left to ETSC to take. (Annex 1 to this report are all the applications that were considered by ETSC to take part in the project).

The 50 selected students were invited to attend a one week training course called the “ShLOW Camp” in Brussels (two one week camps with 25 students each time were held: on the week of 20th-24th of April and 4th-8th of May 2009). At the Camp guest speakers from various sectors were invited to lecture the students: academia, industry, civil servants, the police, NGOs. Field trips were also organised, such as a demonstration of the Intelligent Speed Assistance (ISA) equipped car developed by the University of Gent and a bike tour of the city of Gent highlighting the city’s work on high risk sites management. The Camp was an opportunity to learn but also exchange views and propose new solutions in the field of speed management. The students were also invited to present their projects or ideas for projects and received feedback from experts to help them design their projects better so that they could be more feasible to implement.

The agendas of the ShLOW Camps and all the presentations given during the Camp can be accessed on this page: <http://www.shlow.eu/shlow-camp/>

The Format for the five day CAMPs was the following (this is based on the first of the two camps but there were only minor differences between the two):

Day 1: Students receive an induction about road safety in Europe, the road risk associated with inappropriate and excessive speed, the environmental dimension of speed management, and an intervention from a Police Officer about enforcement of speed limits and to further raise awareness about this issue.

Day 2: A visit to the European Parliament, a lecture about road safety and speed management in commercial transport (fleet management), a lecture about Intelligent Transport Systems and Intelligent Speed Adaptation technology in particular.

Day 3: In the morning field trips in Ghent, students go on a bicycle tour guided by the municipality of Ghent’s mobility department to visit solutions implemented to create safe infrastructure sites for vulnerable users (cyclists in particular), students have the opportunity to test drive a car equipped with ISA (Intelligent Speed Adaptation). In the afternoon students receive presentations about campaigning and raising awareness for road safety (notably an overview of the European project CAST). Students then work on a group exercise about setting up a speed awareness raising campaign.

Day 4: A day dedicated to infrastructure safety. Students receive lectures about identifying and treating high risk sites, especially sites related to inappropriate and excessive speed related collisions.

Day 5: In the morning a lecture about speed policy decision making, students then spend the rest of the day presenting their projects and ideas and receive feedback from experts and fellow students.

In total for each CAMP 17 experts from different work sectors were involved in providing training and assistance to the students, making it a very intensive and interdisciplinary training.





**Pictures from the ShLOW Camps: students receive lectures, participate in field trips (bicycle tour of Ghent to visit infrastructure safety sites, and Intelligent Speed Adaptation car demonstration in Ghent), and present their ideas of speed reduction project.**

## **The ShLOW Challenge**

Subsequently students returned to their home country to try and implement a small scale local speed reduction project with the support of ETSC and the ShLOW beneficiaries. This phase was called the ShLOW Challenge and was the core of the competition between students. Throughout this phase students were asked to prepare a project proposal, interim reports, and a final report by the end of the phase (Annex II to this report is the final report template that was given to the students). What came about from this phase is the clear preference for three types of projects that the students chose to try to develop and implement:

- Local information / speed awareness raising campaigns targeted at a specific audience (universities/schools/local town)
- Infrastructure measures: either through the treatment of dangerous speed related infrastructure sites or by trialling new speed management infrastructure measures developed by the students.
- Approaching and working with fleet operating companies to train/educate fleet drivers on speed management.

All these projects required students to approach local stakeholders (local authorities, universities, schools, local companies etc.) who then accepted or refused to implement the students' projects. The efforts of the students were therefore both technical (developing a speed reduction solution) but also political (campaigning/lobbying a stakeholder to agree to put their solution into practice). This was the real competitive aspect of the project (i.e.: the students who would develop the best solutions and convince someone to implement it would effectively have a chance to be awarded at the end of ShLOW). In total, following a withdrawal rate inherent to working with students, 28 students managed to produce final reports thus effectively staying committed to the project until its completion. All final reports produced by the students are accessible on this page <http://www.shlow.eu/the-shlow-forum/>. Here are the links to the reports that led to projects that were fully or partially implemented, and a few that are also under consideration for being implemented in the near future despite the completion of ShLOW. All these projects below are therefore considered to have had positive societal impacts. These projects are all made available to the public domain and can therefore be used as sources of inspiration for duplication across Europe. Despite students being asked to work individually on projects, three projects were developed in groups (one group of 3 students in Sweden, one group of 2 students in Greece, and one group of 2 students in Poland). All the projects presented below are only the projects that are judged by the coordinator as having a societal impact since they were taken up by a stakeholder and implemented or partially implemented. Additional project proposals and final reports from students are available on the ShLOW Forum page (mentioned above) and can also be a good source of inspiration for students/citizens action in the field of speed management.

## **Austria**

- David Biegl campaigned for the introduction of driver feedback signs in Schwechat, a small town in the south-east of Vienna. Approval has been received by the local authorities and the signs are due to be installed. Part of the equipment has already been installed: the pre-phase equipment (traffic observation radar devices) is installed and the signs will be installed in April 2010. After that, a report on the effects will be produced and posted on the shlow website, this is expected to be done by end of June 2010.

<http://www.shlow.eu/documents/david-biegl/ShLOW%20final%20report%20davidbiegl.pdf>

- Patrick Siebert ran a speed awareness raising campaign including a number of deliverables. One of the main deliverable of the campaign are videowall signs that were installed on 4 sites and shown from December 2009 to March 2010. The signs read:

-Raser. Spiel nicht mit dem Leben. Geh vom Gas. (Speeder. Don't play with your life. Leave the throttle.)

-Drängler. Spiel nicht mit dem Leben. Halte Abstand. (Tailgater. Don't play with your life. Keep distance.)



Videowall sign installed on one of the main entrances to Vienna

<http://www.shlow.eu/documents/patrick-siebert/Patrick%20Siebert%20Final%20report.pdf>

- Lisa Maria Rindler ran a sticker campaign in her local town. She printed 1,000 stickers for cars and distributed them at driving schools, grocery stores and petrol stations. The stickers were the shape of coffins with written “Too Fast” to communicate the risk

associated with speeding. Lisa Maria Rindler received considerable local media coverage.



**Car sticker Campaign in Austria**

[http://www.shlow.eu/documents/lisa-maria-rindler/ShLOW%20Final%20Report\\_Lisa%20Maria%20Rindler.pdf](http://www.shlow.eu/documents/lisa-maria-rindler/ShLOW%20Final%20Report_Lisa%20Maria%20Rindler.pdf)

## **Czech Republic**

- Dana Krajacova tried to lobby her local authority to treat a high risk road site in Olomouc. Her proposal involved a number of low cost measures. While the local authority did not agree to intervene on this specific site the measures she proposed were well received and it was decided that they could be used in other parts of town to improve the safety of vulnerable road user.

<http://www.shlow.eu/documents/dana-krajacova/Final%20report%20dana%20krajacova.pdf>

- Jan Kapitan proposed a number of traffic calming infrastructure measure and produced a traffic simulation model to foresee the impact of these solutions. This project was delivered to the local authority in Pod Stadiony.

[http://www.shlow.eu/documents/jan-kapitan/final\\_report\\_Kapitan\\_Jan\\_CZ.pdf](http://www.shlow.eu/documents/jan-kapitan/final_report_Kapitan_Jan_CZ.pdf)

- Petr Smilek worked on a project that had two deliverables. Petr produced and distributed over one hundred DVDs to parents of school children. The DVD explains the safety benefits of a recently decreased 30km/h speed limit on a road to access the school. Part of the video material included in the DVD can be viewed online on youtube in English: <http://www.youtube.com/watch?v=aT6tp-u2Avo>. Petr also proposed a traffic calming solution to slow down the traffic on a dangerous road near a school.

Milí rodiče, spoluobčané bydlící na Bartošově čtvrti a všichni řidiči. Do rukou se Vám dostává DVD, které bylo vytvořeno v rámci projektu SHLOW! (Show me how slow), který je organizován Evropskou radou pro bezpečnost na silnicích ve spolupráci s Ústavem soudního znaleství v dopravě Fakulty dopravní ČVUT v Praze a společností Škoda Auto a.s. TÜV SÜD Czech s.r.o. a CDV. Myšlenkou tohoto DVD je zvýšit bezpečnost dopravní situace v okolí Vašeho bydliště, na Bartošově čtvrti. Mělo by být právě ve Vašem zájmu a v zájmu všech obyvatel sídliště, aby byla bezpečnost na prvním místě. Bohužel tomu tak není. Sami si položte otázku, zda na Bartošově čtvrti dodržíte povolenou rychlost 30 km/h a dáváte vždy přednost zprava. Toto DVD by Vás mělo seznámit s nebezpečím rychlosti a jejími následky, a to hlavně následky po srážce s dětským chodcem. Právě Vaše děti se mohou stát v blízkosti jejich školy obětí autonehody a proto by měla být jejich bezpečnost hlavně ve Vašem zájmu. Nejrizikovější místo na Bartošově čtvrti je právě oblast v blízkosti školy a zastávky MHD, kde ulice svými rozměry láká k rychlé jízdě. Doufám, že po prohlédnutí tohoto DVD se rozhodnete sundat nohu z plynu a zčásti tak pomoci v boji za bezpečné silnice. Jako bonus jsou na disku zpomalené záběry crash testů s figurínou 6-letého dítěte (váha 24kg, výška 122cm) v rychlostech 10, 20 a 30km/h.

S pozdravem  
Petr Smílek (student Fakulty dopravní ČVUT v Praze)

Délka videa:  
9min 03s + bonus

smilek@seznam.cz

ŠKODA AUTO  
TÜV SÜD  
CENTRUM DOPRAVNÍHO VÝZKUMU  
ETSC

ČVUT v Praze  
Fakulta dopravní  
Ústav soudního znaleství v dopravě

Bartošova čtvrt - Zlín

SHLOW!

Awareness raising DVD distributed to schoolchildren parents in Czech Republic.

[http://www.shlow.eu/documents/petr-smilek/FinalReport\\_Petr%20Smilek\(CZE\).pdf](http://www.shlow.eu/documents/petr-smilek/FinalReport_Petr%20Smilek(CZE).pdf)

- Jiri Ambros campaigned for the treatment of a high risk road site in Šebrov-Kateřina. The traffic calming solutions proposed by Jiri Ambros have been delivered to the local authority and are likely to be partially implemented in the near future.

[http://www.shlow.eu/documents/jiri-ambros/final\\_report.pdf](http://www.shlow.eu/documents/jiri-ambros/final_report.pdf)

## Germany

- Per Wulf convinced the city of Hannover to install an infrastructure measure that helps communicate how a 30km/h speed limit offers much safer braking distances than a 50 km/h limit on a road near a school, with the help of special road markings. The implementation of this measure led to a 10% average speed reduction on the 30 km/h limit road where it was installed. Per Wulf won the first prize for ShLOW.



**Implementation of special road painting in Hannover in a 30 km/h speed limit road**

<http://www.shlow.eu/documents/per-wulf/ShLOW%20Final%20Report%20Per%20Wulf.pdf>

- Christian Busen developed a research project about an in-car acoustic and visual warning system through navigation systems to inform drivers of dangerous road sites in rural settings. Christian Busen was not considered as an entrant for the ShLOW Award since he produced work in German language only.

<http://www.shlow.eu/documents/christian-busen/Bericht%20Busen.pdf>

## **Greece**

- George Dodoros developed an awareness raising campaign for university students. George Dodoros delivered one presentation in Patras and plans to deliver future additional lectures to students.

<http://www.shlow.eu/documents/george-dodoros/Dodoros-%20Final%20Report.pdf>

- Maria Kamargianni toured schools and high schools on the island of Chios extensively to deliver an awareness raising lecture to schoolchildren. Maria Kamargianni visited 15 schools altogether.

[http://www.shlow.eu/documents/maria-kamargianni/ShLOW\\_Final\\_Report\\_Maria%20Kamargianni.pdf](http://www.shlow.eu/documents/maria-kamargianni/ShLOW_Final_Report_Maria%20Kamargianni.pdf)

- Baka Chrysi delivered an education/training course on speed management at a number of fleet operating companies/employers in Greece: BP; Lafarge Hellas; Linde; Extraction Company of Thessalia; R.A.P.I Rhodes S.A; Athenian Sea Carriers; Minerva Marine; Easy Street; Stealth Maritime; Mediterranean Fire Department in Greece. Over 100

drivers received her training, and courses will continue. Baka Chrysi is also conducting evaluation of the impact of the courses through vehicle speed measurements.



**Speed education/training delivered to fleet drivers in Greece**

[http://www.shlow.eu/documents/baka-chrysi/Shlow\\_final%20project%20report\\_Baka%20Chrysi.pdf](http://www.shlow.eu/documents/baka-chrysi/Shlow_final%20project%20report_Baka%20Chrysi.pdf)

- Dimos Kyriakou and Leyteris Sdioukopoulos worked together on campaigning for the treatment of a high risk road site in Thermaikos municipality. The solution they proposed was delivered to the local authority.

[http://www.shlow.eu/documents/dimos-kyriakou-and-leyteris-sdoukopoulos/reportShlow2009\\_LeuterisDimos.pdf](http://www.shlow.eu/documents/dimos-kyriakou-and-leyteris-sdoukopoulos/reportShlow2009_LeuterisDimos.pdf)

## **Poland**

- Katarzyna Barszcz proposed to mark through road signing the high risk of accidents involved on motorway No 4 from Cracow to Brzesko. Her proposal was not implemented but it was agreed that more police enforcement of speed limits would be made on this motorway.

[http://www.shlow.eu/documents/katarzyna-barszcz/final\\_report\\_KATARZYNA\\_BARSZCZ\\_POLAND.pdf](http://www.shlow.eu/documents/katarzyna-barszcz/final_report_KATARZYNA_BARSZCZ_POLAND.pdf)

- Rafal Kwiatkoswki ran a car sticker speed awareness campaign in his local town in Nidzica



**Car sticker campaign in Nidzica, Poland.**

<http://www.shlow.eu/documents/rafal-kwiatkoswki/Rafal.pdf>

- Barbara Bogacka coordinated a speed management campaign run by and for university students in Poland. The main deliverable of the campaign is a Polish interactive website <http://bezpiecznapredkosc.spaces.live.com/>

[http://www.shlow.eu/documents/barbara-bogacka/B%20Bogacka\\_Educational%20Campaign%20Promoting%20Safe%20Speeds\\_Update%20Version%20of%20the%20Project.pdf](http://www.shlow.eu/documents/barbara-bogacka/B%20Bogacka_Educational%20Campaign%20Promoting%20Safe%20Speeds_Update%20Version%20of%20the%20Project.pdf)

- Elizka Danovska is running speed measurements before and after showing movies about road crashes to students at the Police Academy in Poland. The project is not yet completed.

<http://www.shlow.eu/documents/elizka-danowska/Final%20Report.pdf>

- Piotr Duda and Ewa Wojtowicz worked together to produce a road marking that creates a 3D illusion of poor road maintenance to slow drivers. They received authorisation to install their measure, and they have conducted speed measurements before the installation of their solution. They will conduct speed measurements after the installation of the measure after the completion of ShLOW.

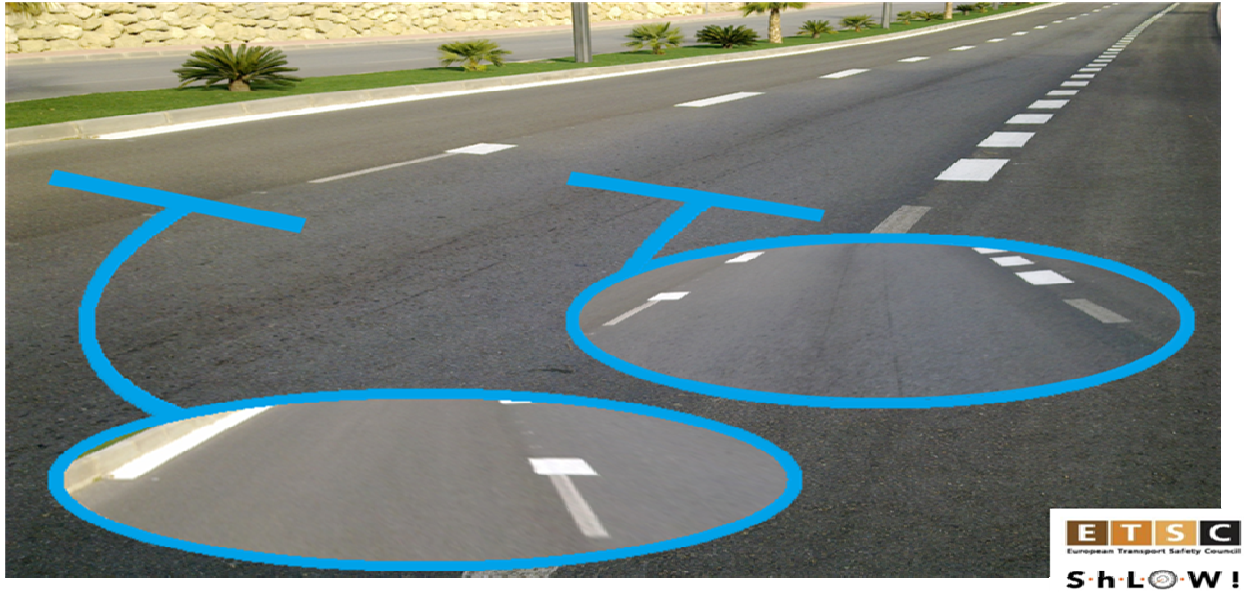
•

<http://www.shlow.eu/documents/piotr-duda-and-ewa-wojtowicz/ShLOW%20Final%20Report%20Piotr%20Ewa15.01.pdf>

## **Spain**

- José Lopez Sanchez implemented an infrastructure measures in Albox (Andalusia): through the installation of thick horizontal road markings this measure creates the illusion

of narrower road lanes thus effectively slowing down vehicles. On a 50 km/h limit road the percentage of drivers that circulate at speeds less or equal to 50 km/h was 33% before painting the new horizontal marks and 44% after painting the road marks. A 7% mean speed reduction was obtained (a 3.9 km/h reduction). José won the second prize for ShLOW.



**Wider horizontal markings installed on a road in Albox (Spain) to reduce vehicle speeds**

<http://www.shlow.eu/documents/jose-lopez-sanchez/ShLOW%20Final%20Report.pdf>

## Sweden

- Petter Naef, Katarina Hedman, and Madelein Johansson from the University of Malmö convinced the Post company in Malmö to let them run a speed awareness training with their fleet drivers (200 drivers in total received this training). Speed measurements were carried before and after and demonstrated marked speed reductions after the training. Petter Naef, Katarina Hedman and Madelein Johansson received the 3<sup>rd</sup> prize for ShLOW.



Students carry speed measurements before and after training fleet vehicle drivers from the Swedish Post

<http://www.shlow.eu/documents/madelein-johansson-petter-naef-and-katarina-hedman/ShLOW%20Sweden%20Posten%20Project%20Report.pdf>

### **The ShLOW Award**

After the completion of the students' projects ETSC preselected 14 projects that were just to be the best projects for final evaluation. Three projects were to receive an award during the final ShLOW Award ceremony. The 14 projects were therefore sent to one person for every beneficiary involved in the project to form a jury; projects were therefore scored by a 14 persons jury. A scoring sheet was developed to ensure that all members of the jury would evaluate the projects according to the same criteria and to facilitate the computing of results (See Annex III to this report). Criteria included: accordance with the topic; extent of impact (attempt at evaluation and speed reduction); degree of implementation; innovation; personal opinion; and student's involvement and engagement in the project. Since small scale actions are difficult to evaluate, especially awareness raising campaigns, credit was given to projects that were evaluated and able to demonstrate a marked reduction of speed. Indeed the three projects that won the award were able to run an evaluation based on before/after speed measurements demonstrating clear results. The winners were:

- Per Wulf from the Medical University of Hannover: 1<sup>st</sup> prize
- José López Sánchez from the University of Granada: 2<sup>nd</sup> Prize.
- Petter Naef, Katarina Hedman and Madelein Johansson from the University of Malmö: 3<sup>rd</sup> Prize.

The Award ceremony was organised as an international conference on speed management entitled "Future Directions in Speed Management" in Brussels on 23<sup>rd</sup> of February 2010. The awarded students were asked to give a presentation demonstrating their success during this conference. A number of experts were invited at this conference to put forward the message inherent to the ShLOW projects: that action can be taken at all levels of society and across all pillars of road safety (vehicle/infrastructure/drivers behaviour) to reduce inappropriate and excessive speed. The programme for the conference can be accessed on this page:

[http://www.etsc.eu/documents/copy\\_of\\_copy\\_of\\_Future%20Directions%20in%20Speed%20Management.pdf](http://www.etsc.eu/documents/copy_of_copy_of_Future%20Directions%20in%20Speed%20Management.pdf) . All presentations given by experts and students at the conference can also be accessed on this webpage: <http://www.shlow.eu/shlow-award-ceremony/>. In total 8 experts delivered presentations at the conference. The conference was opened by a speech from Prof. Herman de Croo, the Chair of the Board of Directors of ETSC, MP, and former transport minister of Belgium. About 60 participants attended the ShLOW Award Ceremony.





**Interventions by Prof Herman De Croo and Prof Fred Wegman at the ShLOW Award Ceremony**





**Presentation from Per Wulf awarded 1<sup>st</sup> Prize for ShLOW, and picture with final winners including Dr Dieter-Lebrecht Koch, MEP, who handed the first prize at the ceremony.**

### **Conclusions, socio-economic impacts and societal implications of the project:**

The type of projects that students decided to try to deliver are a clear indication of the type of students/citizens action that can realistically be undertaken to reduce speed at the local level. The term 'action' is central to ShLOW as a main purpose of ShLOW was to demonstrate how students, who after all have little decision-making power in society, can convince stakeholders to implement simple solutions to reduce speed, thus illustrating how action can be taken at all levels of society to reduce speed in road transport (i.e.: not just at high/governmental level). A clear result is that these type of actions are more likely to be implemented:

- Local information / speed awareness raising campaigns targeted at a specific audience (universities/schools/local town)
- Infrastructure measures: either through the treatment of dangerous speed related infrastructure sites or by trialling new speed management infrastructure measures developed by the students.
- Approaching and working with fleet operating companies to train/educate fleet drivers on speed management.

Higher level actions such as lobbying vehicle manufacturers or national governments understandably would be less likely to succeed if undertaken by students.

The actions can clearly be duplicated across Europe and be used as source of inspiration for citizens or student wishing to take action to reduce speed in road transport.

Most importantly thanks to the reduction of speed in road transport ShLOW has a road accident prevention impact. For an overview of the link between speed management and accident prevention see the ShLOW “toolkit” publication prepared for the ShLOW Lectures: <http://www.shlow.eu/news/shlow-toolkit-available/>. According to the “one million Euros” rule (updated to the year 2000 prices) the value of a prevented death is € 1,265,000, that of a serious injury € 125,000, that of a slight injury € 2,720 and that a case of property damage € 1,130. If, as a result of all the different actions developed within ShLOW merely one fatal accident and one injury accident are “saved” then the benefits will already cover the cost of the project. For the value of prevention of road accidents see 2003 ETSC review: <http://www.etsc.eu/documents/costeff.pdf>.

There are further societal implications such as the increase both of the knowledge and of awareness for improving the safety and environmental impact of road transport amongst future transport professionals. It will help to create “safety competence” amongst students of the various faculties involved in the project. The project will have motivated these future young professionals to make a commitment to caring about the prevention of death and injuries and environmental pollution in road transport through speed management.

Further, a multiplier effect has to be accounted for by the visibility provided by the actions undertaken within ShLOW at various local levels across Europe, and the impact on stakeholders who were approached to implement these actions (local authorities, fleet operating companies, schools, universities etc.). All these activities were a mean to create further awareness and support for speed management. Further, a number of students are committed to continue to complete their actions or even duplicate such actions even after the completion of ShLOW hence having lasting societal implications. The project that won the ShLOW first price award has already been duplicated in Leipzig.

### Contacts of all beneficiaries for information about the project

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Public project website: [www.shlow.eu](http://www.shlow.eu)