

# Safety Monitor

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

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## Editorial

### Why does Europe not have a Vision Zero?

Europe has a road safety target and it has a strategy for saving lives and preventing injuries – but who deprived Europe of its Vision Zero, a vision of a safe system made by responsible stakeholders, including the designers of Europe's road safety policy?

When the 3rd Road Safety Action Programme was drafted by the European Commission, there was no mentioning of a compelling vision. Most likely it was only left out purposefully in anticipation of the debates a Vision Zero may have fuelled in the Council of Ministers.

But if only the Swedish Vision Zero had made its way into the heart of Europe, EU Road Safety Policy would have a much more solid foundation. It would provide a mandate to strive for more effective legislation in all areas of road safety work. EU road safety policy-makers would have rewarded themselves with a driving mechanism for change. They would have enriched the European Union with a safety philosophy that helps to overcome the huge divide in road safety performance between Member States.

Luckily, it is not yet too late: the European Parliament still has the possibility of sending clear signals to the European Commission and EU member states alike. The Transport Committee's Report on Road Safety includes the European Parliament's response to the 3rd Road Safety Action Programme. MEPs can now stress that the prerequisite for radical action to reduce death and injury in road traffic collisions is a strongly felt and lasting motivation for change. One way of generating and communicating such a motivation for change is by promoting the adoption of the Vision Zero across the European Union.

Jörg Beckmann  
ETSC Executive Director

# Road Safety

## EU MONITOR

### Bull bars

**BACKGROUND.** The draft Directive relating to the use of frontal protection systems on motor vehicles lays down a series of tests which frontal protection systems must comply with. These can be either originally fitted to a vehicle or put on the market as separate technical units. The aim is to mitigate the severity of injuries to vulnerable road users in the event of a collision with a vehicle fitted with such a system. Car manufacturers have already made a voluntary agreement with the Commission not to install so-called "rigid bull bars" as frontal protection systems on new vehicles from 2002.

**NEWS.** The Parliament adopted the bull bars proposal as amended by rapporteur Ewa Hedkvist-Petersen (Sweden, ESP) on 26 May 2005. MEPs demand that no later than four years and nine months after the publication of the Directive the Commission should

monitor the impact of this Directive and make proposals to the Council and the European Parliament to amend test requirements in the light of technical progress. This Directive may be supplemented by national measures to prohibit or restrict the use of frontal protection systems already on the market before the Directive entry into force. The timetable for implementation of the Directive was adapted in function of the date of publication of the Directive.

**FUTURE STEPS.** The Council is expected to adopt the Directive in first reading at one of the next meetings.

First proposal: 10/10/2003

EP report: 19/01/2005

### Installation of seat belts

**BACKGROUND.** In May 2006, a new Directive (Directive 2003/20/EC) will come into force that extends the obligatory use of seat belts to occupants of all motor vehicles, including trucks and coaches. To make this possible, the Commission has proposed changes to the technical requirements making the installation of seat belts compulsory in all seats in all motor vehicles. This implies amending three existing Council Directives relating to seats (Directive 74/408/EEC), seat belt anchorages (Directive 76/115/EEC) and seat belt installation (Directive 77/541/EEC). All three proposals must be treated in parallel because modifications in one of the texts have automatic repercussions on the two others.

**NEWS.** All three Directives were adopted in second reading by the Parliament's plenary on 26 May 2005. Regarding the proposal on seat belt installation, MEPs agreed with the Commission and the Council that side-facing seats should be banned in buses and coaches, even if these seats have safety belts and

anchorages, putting an end to the controversy that had taken place within the Transport Committee in March (see Safety Monitor 58). MEPs voted however to exempt from this rule for at least 5 years conference buses where a maximum of ten seating positions at the rear end of the vehicle can be grouped together to form an integrated saloon, but only if the seats are at least fitted with a head-rest and a two-point belt with retractor.

**FUTURE STEPS.** The Council now has to adopt the package in second reading.

First proposal: 20/06/2003

EP report: 25/11/2003

EP 1st reading: 17/12/2003

Council position: 24/01/2005

Commission approval: 25/01/2005

EP report: 19/04/2005

EP 2nd reading: 26/05/2005

## Driving and rest times

**BACKGROUND.** In a new proposal for a Regulation on driving and rest times, tabled in August 2003, the Commission included 47 out of 69 amendments adopted by the European Parliament in the first reading of a previous draft (see Safety Monitor 50). The proposal now links the Regulation to the Working Time Directive (2002/15/EC), which came into force in March this year.

**NEWS.** The European Parliament adopted the proposal on 13 April 2005. Points of disagreement between the Parliament and the Council include the definition of minimum regulated breaks. The Parliament extended the daily rest period to twelve hours compared with eleven hours in the Council's common position. Another controversy concerns the level of detail of the definition of minimum regulated breaks corresponding to a driving period. The Parliament is in favour of a more flexible solution than the Council. The Parliament also voted that the compul-

sory fitting of new lorries with a digital tachograph should be postponed to 5 August 2006. The Council has set a deadline of 5 August 2005.

**FUTURE STEPS.** A conciliation procedure now seems inevitable. The Council has informally decided to delay the decision on opening the procedure so conciliation is unlikely to be concluded by 5 August 2005. As a result, Transport Ministers implicitly confirmed the 5 August 2005 deadline for the introduction of digital tachographs outlined in Regulation 2135/98, contrary to the Parliament's decision.

First proposal: 12/10/2001

EP report: 05/11/2003

EP 1st reading: 14/01/2003

Modified proposal: 11/08/03

Council position: 09/12/2004

EP report: 15/03/2005

EP 2nd reading: 13/04/2005

## Compliance with social legislation

**BACKGROUND.** The main aim of the proposed Directive is to tighten up checks and penalties for infringements of social legislation relating to commercial road transport.

**NEWS.** In its second reading on 13 April 2005 the Parliament adopted several amendments to the Council's common position, the main ones being: more ambitious checks and a stronger coordinating enforcement body; the reintroduction of a list of serious infringements such as exceeding the maximum daily, six-day or fortnightly driving time limits by a margin of 20 % or more; the request to the Commission to submit a proposal for a Directive on the harmonisation of penalties on serious infringement;

lastly Member States have to inform each other when infringements of Regulations 3820/85/EEC or 3821/85/EEC or of Directive 2002/15/EC are committed on the territory of another Member State in order to enable the latter to impose penalties.

**FUTURE STEPS.** The Council now has to adopt the Directive in second reading.

First proposal: 21/10/2003

EP report: 17/03/2004

EP 1st reading: 20/04/2004

Council position: 09/12/2004

EP report: 22/03/2005

EP 2nd reading: 13/04/2005

## Brief news

### 3rd Road Safety Action Programme

On 24th May 2005, the European Parliament's Transport Committee discussed the amendments tabled by MEPs on the report on the 3rd RSAP by Ari Vatanen (France, EPP). The discussion highlighted divisions amongst MEPs concerning the application of the principle of subsidiarity and the different levels of competencies in the field of road safety. Mr. Jarzembovski (Germany, EPP) showed reservation towards further harmonization at the European level. Mrs. Hedkvist Petersen (Sweden, ESP) recognized that speed limits should be decided

road safety

at the local level, but stressed the fact that the use of in-car speed adaptation devices, seat belt reminders, and alcohol interlocks should be encouraged at the European level. Mr. Cramer (Germany, Greens/EFA) also underlined the need for more harmonization at a European level, especially when it comes to the alcohol limit. Rapporteur Vatanen announced that the coming weeks will be used to find a compromise to integrate the 100 or so amendments and present a coherent report. Vote in TRAN Committee is foreseen for June 2005.

### Cars 21

On 11 April 2005 the European Commission hosted a stakeholder hearing on their initiative "Cars 21", under which a high level group was set up to advise the Commission on ways to improve the worldwide competitiveness of the European automotive industry. At the hearing, Enterprise and Industry Commissioner Günter Verheugen promised that the Commission would take into consideration all stakeholders' contributions, alongside the recommendations of the high level group itself. The Commission is expected to draft at the beginning of 2006 a Communication on the future regulatory framework for the automotive industry. ETSC presented a position paper that is available on the [ETSC website](#) and on the [Cars 21 website](#)

### Safety of sleeper buses

Denmark requested at last Council of Transport Ministers that Community regulation be adopted on the safety of sleeper buses, either in the form of technical requirements or by banning sleeper busses and coaches altogether. This type of transport is mainly used for international travel, and Denmark was affected in 2004 by the involvement of two Danish coaches in accidents in Germany. So far, EU seatbelt requirements only apply to sleeper beds when they are essentially seats, and not when the seats have been converted into a sleeper bed. [Transport Council minutes](#)

### Red-Cross campaign

Red Cross Societies from 24 European countries have launched a new Europe-wide campaign on 18 April 2005 to promote first aid skills enabling people to take simple measures if they are involved in an accident. This campaign will travel across Europe adapting to the local audience. During the journey, the four vehicles of the campaign will also gather individual pledges from road users to improve their behaviour. For example, drivers may commit to observing speed limits at all times whereas children may pledge always to use crossings on their way to school. The individual pledges will be sent to the Commission when the campaign arrives in Brussels on 14 September 2005. A survey of children's road safety behaviour will also be carried out during the campaign and published on 14 December 2005. See [Campaign website](#)

### Motorway speed limit

The International Energy Agency (IEA) has recommended in a new report that in case of a fuel emergency countries should temporarily reduce highway speed limits to 90 km/h, and effectively enforce existing limits. Both actions are seen as "low cost measures" that can lead to "large oil savings" if implemented in all IEA countries.

The new IEA report aims to raise awareness regarding the transport demand response is an important aspect in dealing with supply disruptions. This is because the transport sector is responsible for almost 60% of oil consumption in the OECD. In an earlier report on "Saving oil and reducing CO2 emissions in transport", the IEA also recommended a general lowering and automated enforcement of motorway speed limits that would not be restricted in time. See [IEA website](#).

## Research news

The **ROSE 25** project investigated Road Safety Education of youth in an enlarged EU and was finalised on 29 March 2005. It has produced an overview of good practices in this area, which will serve as a basis for the development of Road Safety Education Guidelines at European level. The main results of the project, the recommendations and guidelines were presented to the Road Safety High-Level Group on the 12 May 2005 and will be made available to Road Safety Education practitioners in all 25 EU countries and in the different EU languages. Moreover, lists of contacts will allow for intensified exchange of information and experience among experts and practitioners across borders. The report is to be shortly available under [ROSE 25 web-](#)

site. For more information contact [Karin Weber](#) from KfV, the Austrian Board for Safety and Prevention in Vienna.

The Working Group on Human Machine Interactions (HMI) that was established under the **eSafety Forum** has presented its final report. The report tackles the important issue of how drivers interact with on-board devices. Recommendations include new regulations for nomadic devices, increased cooperation between vehicle and system manufacturers, the dissemination of HMI guidelines and a self-commitment of providers of nomadic devices to the European Statements of Principle (ESoP) on HMI. For more information, please contact [Alan Stevens](#) at Transport Research Laboratory (TRL).

A major European project involving 15 European partners has been started. It is studying the impact of, among others, sports utility vehicles (SUVs), cruise control and road signs. **IMPROVER** aims to gain more insight and understanding of the safety issues associated with SUVs and cruise control, as well as to understand their environmental performance in terms of fuel consumption and pollution. Regarding road signs and road markings the study is focusing on the differences between the legal and technical instructions of the traffic signing systems in the European countries and their effects on traffic safety. Recommendations for further harmonization will be developed with respect to cost analysis and traffic safety. Contact [Adrian Falls](#) at TRL.

The results of an EU project on **Electronic Vehicle Identification (EVI)** were presented and discussed at the meeting of the High Level Group on Road Safety of 12 May 2005. The project's objective was to investigate the feasibility of an EU-wide EVI system. It concluded that EVI potentially brings many benefits, and that different options for implementing and deploying EVI exist. EVI is seen as an efficient tool to improve traffic law enforcement, which can also be used in the retrieval of stolen vehicles, road tolling and traffic management. See [EVI project website](#).

## COUNTRY NEWS

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### Strategies and targets

On 19 April 2005, the **Polish** government adopted a revised National Road Safety Programme GAMBIT 2005. It sets out the government's priorities for the next 10 years and includes new road safety targets. By 2013, Poland aims to reduce fatalities by 50%, i.e. 2,800 fatalities. Work is now under way to operational programmes.

### Latest statistics

In **Italy**, police figures show a dramatic 18.8% reduction in road fatalities between mid-2003 and mid-2004. Similarly, injuries fell by 17.9% in the same period. The success has been attributed to increased enforcement and awareness raising as part of the introduction of a new penalty point system in 2003. In the case of speeding there has been a 15% increase in the number of fines. However, a huge drop of 43% occurred in the number sanctioned for non-use of seat belts. The number of drink driving offences has remained stable. In total, the police recorded a 12% drop in traffic offences. See [police figures](#) for mid-2003 to mid-2004.

In the **Netherlands**, new accident statistics show a 19% drop in traffic fatalities between 2003 and 2004. This comes as a surprise after a recent stagnation in the decreasing trend that has even led to a 2% increase in fatalities from 2002 to 2003.

### Traffic law

In **Greece**, a new Road Safety Plan for 2006-2010 is being prepared, which will take on the EU target of a 50% reduction in fatalities by 2010. The new target takes into account the progress made to reach by 2004

a reduction of nearly 25%, which was the original target set out by NTUA (National Technical University of Athens) in the first Strategic Plan for 2001-2005. The new Strategic Plan is expected by the end of 2005. It will focus on measures to improve infrastructure, driver behaviour and vehicle standards, whilst keeping up the progress made in the sphere of enforcement between 1998 and 2004.

In **Germany**, 20 university professors have called for a general **speed limit of 130 km/h** on German motorways. To further increase safety, this measure should be complemented by a speed limit of 120 or 110 km/h for goods vehicles under 2,8 t and for all vehicles in wet weather conditions, according to the academics. Prof. Bernhard Biehl from Mannheim University has welcomed this initiative even if he thinks the limit should be 120 and not 130km/h. "This change is long overdue", he said. "It will lead to lower speeds not only on motorways but also on rural roads where a limit of 100km/h exists but drivers do not adhere to it." Prof. Biehl expects a general calming of traffic on German roads: "Lives will be saved on the whole of the network once people have taken on board that speeds must be curbed on all types of roads, including motorways," he said.

The German Road Safety Council (DVR) said they "welcomed the opening of the discussion concerning speed limits on German motorways. DVR will establish a working group composed of selected experts from DVR's committees for road infrastructure, vehicle safety, road user behaviour and adult road users to analyse the proposal of the academics and to continue the discussion on this topic."

In **Spain**, Parliament approved a new **penalty point scheme** at the end of April. This is expected to start operating by the end of this year. Drivers will receive an initial credit of 12 points and lose between 2 and 6 points for different types of traffic offences. They can recover up to 4 points by attending a 15-hour risk awareness course. To recover a driving license that has been withdrawn, offenders have to undergo a 30-hour risk awareness training. They can re-apply for a new license only after six months. Professional drivers will be able to accelerate the timing for participating in the course, but penalty points will be the same as for other drivers. Drivers who do not violate any traffic rules for at least two years will gain up to six points extra. The legal changes now have to pass through the upper chamber, the Senate.

According to FITSA Foundation, the new penalty point system constitutes the main pillar of the current government's road safety policy. It is a well-designed system that was already part of a Traffic Safety Strategy published in 1993. "Such an effective scheme should not have taken such a long time to see the light of the day: every month represents a lost opportunity to save lives and relieve pain", FITSA comments. A number of political and technical issues regarding the co-operation between the different administrative bodies holding traffic safety powers still need to be resolved.

In the **U.K.** a new Road Safety Bill did not make sufficient progress in Parliament to receive Royal Assent prior to the General Election scheduled on 5 May 2005. The new government has decided to reintroduce a Road Safety Bill in its next session of Parliament. According to PACTS this will enable further debate on the proposal to extend the range of penalty points for speeding from 2 to 6 points (instead of 3 to 6 points). See the [DfT Discussion Document on Graduated Fixed Penalties for Speeding and PACTS' response](#). A second piece of legislation relating to enforcement, the Serious and Organised Crime and Police Act, was however passed. It was amended to include provisions from the dropped Road Safety Bill including the introduction of roadside evidential breath testing and access to insurance data.

In the **Czech Republic**, amendments to the Road Traffic Law passed the second reading in the Lower Chamber of the Parliament in early May 2005. Amendments include the introduction of the penalty point system, tougher penalties for drinking and driving, the transposition of the EU Directive on child restraint devices, etc. It is expected that the amended Law will come to force in early 2006.

The **Dutch** government has decided to lower the blood alcohol limit for novice drivers from 0.5 to 0.2 mg/ml. The Dutch Road Safety Institute (SWOV) estimates that this measure will save 12 lives per year and reduce the number of hospitalised traffic victims by 100 per year.

In **Germany**, Transport Minister Stolpe too has called for a lower BAC limit for novice drivers. "Austria and Spain have made good experiences with this type of rule," Stolpe said. In Germany, 79% of drivers between 16 and 20 years of age would agree to a total ban on alcohol while driving during the first two years of obtaining their licence, according to a 2004 survey carried out for Renault.

## Daytime running lights

In **Austria**, discussions are underway to introduce an obligation for all drivers to switch on their headlights at all times. According to the Austrian Board for Safety and Prevention (KfV) in Vienna, this measure will save as many as 30 lives per year. So far, daytime running lights (DRL) have only been mandatory for motorised two-wheelers.

Initially, the proposal was limited to the use of DRL in wintertime and outside urban areas. This type of legislation has been introduced in neighbouring countries such as the Czech Republic and Slovakia (DRL in winter only) or Hungary and Italy (DRL outside built-up areas only). France and Switzerland have adopted recommendations to use DRL. See [EU overview](#).

## Speed enforcement

**Malta** introduced its first three fixed speed cameras at the start of this year at two high risk accident sites. One camera was put in place following an assessment of a bridge structure in the framework of an EU funded transport project. Engineers advised a drastic reduction of the speed limit from 80 km/h to 45 km/h. The camera was put in place to enforce this change in speed limit. Over 3,000 speeding offences were detected at this site during the first three months. There has been a clear reduction in speeds.

In **Ireland**, the success continues of "Traksure" an AXA motor insurance initiative for young male drivers who can show their commitment to safe driving. Two hundred new drivers have taken up the scheme alongside three thousand others who are either on, or have passed through the scheme. Traksure is a small box which is fitted to a vehicle which uses GPS satellite technology to identify what speed a vehicle has been traveling at any given location. This information is then transmitted periodically back to a monitoring station using the GSM mobile phone network. The scheme can thus identify and reward young male drivers who drive within the speed limit and, conversely, take action against those drivers who don't do so. Taking the cost of the system into account participating drivers can expect to save around 40% on their motor insurance costs over three years. The product has been jointly developed by AXA Insurance with the west of Ireland Technology Company CELtrak and Dublin based insurance brokers O'Reilly Cullen and is so far unique in Europe. Contact Alistair Weir at [AXA Insurance](#).

## Alcolocks

The **Finnish** Parliament approved a law this April which will launch a three year field trial to test the effects of alcohol ignition interlocks. This trial will begin 1st of July 2005. Persons who have been caught drink driving are offered the possibility to take part in the trial and then receive a temporary "alcolock driver's licence". The offenders also have to take part in regular tests for alcohol dependency during a one year's period.

# Aviation Safety

## EU MONITOR

### Passenger information

**BACKGROUND.** A new draft Regulation tabled on 16 February 2005 (see Safety Monitor 58) aims to ensure passengers are well informed of the identity as well as the level of safety of a carrier they choose to travel

with. The Regulation includes a general obligation for Member States to exchange safety information.

**NEWS.** Pending the first reading in the European Par-

liament, the Council tightened the requirements of passenger information and extended the scope of the Regulation. According to the amended Regulation, the Commission will produce a "black list" that specifies which airlines are banned in which countries for safety reasons. Passengers have to be informed at the time of reservation, or as soon as possible, of the probably operating air carrier. The contracting air carrier must inform the passenger of a change in operating air carrier as soon as possible,

but the latest at check-in. The Council also extended the application of this Regulation to any third country flight departures where the contracting air carrier is a Community carrier, regardless of whether the flight started in the Community or not.

**FUTURE STEPS.** The TRAN Committee is expected to start discussing the dossier in June 2005

First proposal: 16/02/2005

Council agreement: 21/04/2005

## Brief news

### Cooperation between national accident investigators

The European Aviation Safety Agency (EASA) and experts from national Accident Investigation Boards (AIB) met for the first time on 19 April 2005 to investigate ways to improve communication among European accident investigators on safety measures in the case of air accidents. EASA plans to come up at the end of this year with procedures for handling safety recommendations and exchanging information. See [Press release](#)

### Safety of third-country aircraft

The recent ban on the Turkish airline ONUR AIR issued by German, Dutch, French and Swiss authorities has highlighted the limitations of current European legislation on third country aircraft, particularly the lack of harmonisation of the European safety assessment of foreign aircraft. The recently adopted Directive 2004/36/EC on the safety of third-country aircraft (see [Safety Monitor 53](#)) is based on procedures in force in the framework of the so-called "SAFA programme" (Safety Assessment of Foreign Aircraft) as developed by the European Civil Aviation Conference. The European Commission wants to reinforce the current system of safety inspections. It is therefore working on a revision of the Directive in order to create common procedures at European level. These procedures will encourage transparency and better harmonisation among Member States. The revision could also introduce an early warning system when important safety issues have to be drawn to the attention of Member States.

In the meantime, the four countries phased out the ban but agreed to further inspect the airline's safety and exchange information about the findings. In a meeting of Member States' civil aviation authorities on 26 May 2005 an expert's Committee decided that all Member States should be involved in that process via multinational inspection and that a declaration to ban a third-country aircraft should be made jointly. This supports the case for the harmonisation of European safety assessment of foreign aircraft.

### Transatlantic air safety agreement

A draft agreement on air transport between the EU and the US was discussed at the Transport Council of 21 April 2005. One of the pillars of the agreement that will replace the "open skies" agreement of EU Member States with the US will concern regulatory cooperation with regard to safety. [Link](#)

## Railway Safety

### EU MONITOR

#### Train drivers' certification

**BACKGROUND.** As part of the 3rd railway package, the Commission has proposed a two-level certification for train drivers and other staff, taking account of general qualifications and specific training relating

to the particular undertaking the driver is working for. The proposal covers certificates for both drivers operating on cross-border services (from 2010) and those operating on domestic services (from 2015).

The TRAN Committee discussed the proposal on 23 November 2004 and the Council agreed on a general approach on 9 December 2004. See [Safety Monitor 56 and 57](#).

**NEWS.** The Transport Committee adopted the report presented by Gilles Savary (France, ESP) on 18 April 2005 which aims to bring forward the Commission's timetable while reflecting the Council's general approach. The [final report](#) covers both drivers and other staff (defined as those members of the crew who have a direct or indirect role in driving trains). It intends to match the timetable with the one for the opening-up of the rail market on 1 January 2007. It therefore proposes the introduction of a system of certificates for train crews to show they meet professional, medical and linguistic standards be applied to an initial group consisting of drivers assigned to

goods traffic already as of 1 January 2007, and to all other drivers as of 1 January 2009

**FUTURE STEPS.** The adoption of this proposal is likely to be further postponed. This is mainly due to the disagreement between the Council and the Parliament on one of the other proposals included in the 3rd railway package relating to the liberalisation of passenger transport. The Transport Committee has decided not to put the four reports of the 3rd Railway package to the vote in plenary until it receives the guarantee from the Council that it will adopt all dossiers together.

First proposal: 03/03/2004

Council agreement: 09/12/2004

EP report: 18/04/2005

## ETSC News

### ETSC Secretariat

#### High Level Group on Road Safety

Ahead of their meeting of 12 May 2005 ETSC called on EU Member State Representatives to press for EU action in the field of infrastructure and cross-border enforcement. ETSC urged the members of the High-Level Group to insist on the introduction of a framework Directive on road infrastructure safety. This Directive should introduce a system for the harmonized management of "high risk sites" and road safety audits for roads on the Trans-European Network. Furthermore ETSC called on the group to insist on the adoption of appropriate European legislation to ensure traffic rules are applied equally to all EU nationals as they travel across national boundaries, especially as some transit countries such as France face a proportion of non-national traffic as high as 25%. See [Press Release](#)

#### VOICE

The first meeting of VOICE ("Vulnerable road user organisations in cooperation across Europe") took place on 29 March 2005. VOICE is a network bringing organisations together concerned with protecting vulnerable road users (such as consumer, child safety, environmental and public health organisations) on one hand, with organisations of vulnerable road users themselves (such as older people and the disabled) on the other hand. VOICE will meet bi-monthly to raise the profile and needs of vulnerable road users among EU policy makers and to lobby EU policy makers on specific dossiers concerning vulnerable road users. It will provide the basis to develop a strong coalition among the partners such that their mutually supporting characteristics and expertise can benefit vulnerable road users in the long-term. Discussions at this first meeting surrounded which policy issues the network would focus their joint efforts upon, and the nominations for the first VOICE personality award. Parties interested in joining the network are welcome to contact Frazer Goodwin at [policy@etsc.be](mailto:policy@etsc.be). [More information](#).

### European Transport Safety Lecture - 2 June 2005 in Copenhagen

On the occasion of the 70th anniversary of the Danish Road Safety Council, ETSC as well as the Danish and Nordic Traffic Safety Councils are organising the 7th European Transport Safety Lecture on "Europe and its road safety vision - how far to zero?". The event will take place on 2 June 2005 in Copenhagen, Denmark. Prof Claes Tingvall, Director of Traffic Safety at the Swedish National Road Administration and Chairman of EuroNCAP will present how the Vision Zero has had repercussions on the European Union's approach to road safety under the "Shared responsibility" leitmotif expressed in the 3rd Road Safety Action Programme. Respondents to Claes Tingvall are Prof. Richard Allsop, University College London (UCL) and Klaus Machata, Austrian Road Safety Board (KfV). [More information.](#)

### European Transport Safety Lunches

ETSC's second lunch debate took place on 3 May 2005 to address the contribution to safety of seat belt reminders. Panelists included Anders Kullgren (Folksam Research and Development), Jacques Provensal (ACEA), Bertil Forslund (Volvo Bus Corporation) and Dimitrios Theologitis (European Commission). The debate was chaired by MEPs and ETSC Board members Ewa Hedkvist Petersen and Dieter-Lebrecht Koch. The discussion focused on the extension of seat belt reminders to all new cars produced in Europe. The report is available on [ETSC website](#). The next lunch on Intelligent Speed Adaptation will take place on 31 August 2005.

### Change in ETSC staff

Mich Bullaert left ETSC in April after more than three years working as an Administration Officer. Patricia Rio Branco joined ETSC's team as a Project Officer also in April.

## Members' activities

In Poland, the 'Road and Safety' Association is continuing its seat belt campaign "Fasten the soul to the body" using leaflets and billboard poster as well as simulator demonstrations. In the last few years during the International Motor Fair "Motorshow" in Poznan and in Warsaw, 'Road and Safety' showed a Swedish crash simulator to inform about the effects of being in a crash unbelted. 'Road and Safety' is undertaking efforts to extend the use of this simulator to driver training centres across Poland. In addition, leaflets are distributed by the police when apprehending offenders. As for previous prevention campaign "Road and Safety" is working out a TV spot informing in this case about the necessity to put on seat belts.

**International Commission of Driver Testing Authorities (CIECA)**, recently completed the NovEV project (2002-2004) which aimed to implement second phase (post-licence) driver training pilot projects in 6 EU countries, according to the guidelines laid down in a previous EU project called ADVANCED. The objectives of the NovEV project were to give the participating countries experience in designing, preparing and implementing such training, and to evaluate the effects of the training on novice drivers. The results of the evaluations showed that second phase programmes can positively influence the behaviour of young drivers. Importantly, however, they can also have a negative effect if implemented incorrectly. The report takes stock of these results and issues recommendations and best practice guidelines for countries considering the introduction of post-licence training for novice drivers. The NovEV report can be obtained in English, French and German from CIECA at [nick.sanders@cbr.nl](mailto:nick.sanders@cbr.nl).

CIECA has also completed another project entitled TEST (Towards European Standards for Testing), which compared practical driving tests in six countries: Austria, France, Great Britain, Netherlands, Sweden and Spain. The project found significant differences both between driving tests in these countries and between

different test centres. Also, driving tests rarely cover all elements listed in the European Driving License Directive 2000/56/EC. In order to train a novice driver and prepare him to drive alone in traffic, future testing should cover the higher levels of the GDE Matrix by increasing the amount of feedback to and interaction with the candidate and including freedom of action and independent driving. The final report containing these and other conclusions and recommendations is available from CIECA at [martina.hendrix@cbr.nl](mailto:martina.hendrix@cbr.nl).

The Czech **Transport Research Centre (CDV)** has held two seminars on best practices in traffic calming in urban areas. This exchange, partly financed from the PHARE funds, is targeted especially to decision makers on the local level – traffic engineers of the Police Force, officers of the Local Authorities etc. It is a part of the wider project called “Safe Traffic in Cities” prepared by the Road Safety Unit of the Czech Ministry of Transport.

The ICTCT (International Cooperation on Theories and Concepts in Traffic Safety) led by Prof Christer Hydén from the **Department of Technology and Society at Lund University** will hold its 18th annual workshop on 28-29 October 2005 in Helsinki. The workshop theme is “Transport telematics and safety - Technical, social and psychological aspects”. It will gather decision-makers, practitioners and researchers to present examples and discuss the technical, social and psychological aspects of ITS in relation to safety in a comprehensive way.

See [ICTCT website](#).

etsc members

# International Events Diary

1-3 June 2005 **5th European Congress and Exhibition on ITS**  
Hamburg, Germany Contact: Kerri Underdown Brintex, Tel: +44 (0) 20 7973 4603, Fax: +44 (0) 20 7233 5054, E-mail: [k.underdown@hgluk.com](mailto:k.underdown@hgluk.com)

2 June 2005 **7th European Transport Safety Lecture - "Europe and its road safety vision - How far to zero? "**  
Copenhagen, Denmark Contact: ETSC Secretariat, Tel: +32 (0)2 230 4106, Fax: +32 (0)2 230 4215, E-mail: [trainee@etsc.be](mailto:trainee@etsc.be)

9-10 June 2005 **XII International Conference "Living and walking in cities - the outskirts"**  
Bergamo and Brescia, Italy Contact: Michèle Pezzagno, Tel: +39 030 3715823, Fax: + 39 030 3715503, E-mail: [cescam@ing.unibs.it](mailto:cescam@ing.unibs.it)

27-29 June 2005 **5th International Conference on ITS Telecommunications**  
Brest, France Contact: Conference Secretariat, Fax : +33 (0)2 29 00 13 43, E-mail: [itst2005@enst-bretagne.fr](mailto:itst2005@enst-bretagne.fr)

24-26 August 2005 **Childstreet 2005**  
Delft, Netherlands Contact: Donald Boyd, IIUE, E-mail: [childstreet2005@urban.nl](mailto:childstreet2005@urban.nl)

31 August 2005 **ETSC Transport Safety Lunch - Intelligent Speed Adaptation**  
Bruxelles, Belgium Contact: ETSC Secretariat, Tel: +32 (0)2 230 4106, Fax: +32 (0)2 230 4215, E-mail: [trainee@etsc.be](mailto:trainee@etsc.be)

6 September 2005 **ROSEBUD Final Conference**  
Bergisch Gladbach, Germany Contact: Dr. Karl-Josel Höhnscheid, Tel. +49 (0) 2204 43 415, Email: [hoehnscheid@bast.de](mailto:hoehnscheid@bast.de)

21-23 September 2005 **OECD Speed Management Working Group**  
Paris, France Contact: OECD Secretariat; Tel: +33 1 4524 9710, Email: [ecmt.contact@oecd.org](mailto:ecmt.contact@oecd.org)

22-24 September 2005 **3rd International SIIV Congress on "People, Land, Environment and Transport Infrastructures"**  
Bari, Italy Contact: Vittorio Ranieri, Department of Highways and Transportation, Polytechnic University of Bari, E-mail: [oc@siiv2005.com](mailto:oc@siiv2005.com)

25-27 September 2005 **6th Annual Ignition Interlock Symposium**  
Annecy, France Contact: Barbara Koppe, TIRF Communications Manager, Email: [barbarak@trafficinjuryresearch.com](mailto:barbarak@trafficinjuryresearch.com)

4-7 October 2005 **Trafic 2005**  
Madrid, Spain Contact: Spanish Ministry of Interior and Ministry of Public Works, Tel: +34 (0)917225790, E-mail: [trafic@ifema.es](mailto:trafic@ifema.es)

10-12 October 2005 **Tunneling for a Sustainable Europe**  
Paris, France Contact: Association Française des Travaux en Souterrain (AFTES), Tel: +33 1 53 42 94 69, E-mail: [contact@aftes.asso.fr](mailto:contact@aftes.asso.fr)

12-13 November 2005 **7th International ITAI Conference 2005**  
Edinburgh, UK Contact: Institute of Traffic Accident Investigators (ITAI), Tel: +44 (0)121 603 0061, Fax: +44 (0)870 124 7626, E-mail: [conference@itai.org](mailto:conference@itai.org)



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## Safety Monitor

### Editor

Jolanda Crettaz, Franziska Achterberg  
[communication@etsc.be](mailto:communication@etsc.be)

### Circulation

Jolanda Crettaz  
[communication@etsc.be](mailto:communication@etsc.be)

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

ETSC  
rue du Cornet - Hoornstraat 22  
B-1040 Brussels  
Tel. + 32 2 230 4106  
Fax. +32 2 230 4215  
E-mail: [communication@etsc.be](mailto:communication@etsc.be)  
Internet: [www.etsc.be](http://www.etsc.be)

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