

Safety Monitor

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

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Editorial

European Parliament is expected to lead on road safety

At the plenary session in Strasbourg on 9 July the European Parliament voted in favour of sending the Commission's proposal on the road infrastructure safety management back to the Transport Committee for further discussions. Thus the Parliament has effectively reversed the earlier decision by the Transport Committee, taken at its meeting on 5 June 2007 in Brussels, to reject the Commission's proposal, which has the potential of saving at least 600 lives every year in the EU. Citing, among other reasons, their wish to avoid additional bureaucratic constraints for the Member States, the overwhelming majority of the Committee members had voted against the legislation aiming to enhance and extend safety standards throughout the EU.

Truely shocked by this decision, ETSC sent out an open letter, signed by 110 experts from 23 countries, to all MEPs urging them to decide in favour of road safety during the upcoming vote on infrastructure safety. We are glad that our message was heard and the proposal is back in the Committee for further discussions now. While road infrastructure is one of the three safety pillars, there are no commonly accepted road infrastructure standards and guidelines in the EU. Some Member States have adopted such standards long ago, others have never done so. In order to enhance safety standards universally across the EU the Commission made a legislative proposal which contained some general guidelines, leaving the details of their implementation to Member States. This was a step in the right direction which would enable Member States to take action to significantly reduce the number of victims on their roads.

We applaud the latest decision of the Parliament to return the text of the proposal to the Transport Committee for further deliberations. Surely a solution can be found to the concerns of excessive bureaucratic formalities which some MEPs have expressed. However, inaction in this pivotal safety area is unacceptable. The EU must exploit all possible instruments available to achieve the goal of halving road deaths by 2010. Political wisdom, resolve and responsibility on the part of the European Parliament are paramount in this process.

Jörg Beckmann
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Road Safety

Road deaths down by 22% over five years

The first European Road Safety Day was held on 27 April. The event will be organised every year from now on, giving the European Commission an opportunity to evaluate the success in reaching the goal set in the 2001 White Paper on transportation: reducing by half the number of road fatalities between 2001 and 2010 from nearly 50,000 to 25,000. According to the Transport Commissioner Jacques Barrot, in 2006 nearly 12,000 lives were saved in the EU as compared to 2001. Over this period, the reduction in road fatalities amounted to 22% (8% for 2006).

This year's Road Safety Day was devoted to young drivers. The 18-25 year old category represents 10% of the EU population, but 21% of all road fatalities, with 33 deaths every day.

New Commission initiatives

Speaking at the press conference on 27 April, Transport Commissioner Jacques Barrot reaffirmed his intention to present a draft directive on the cross-border prosecution of grave road offences (speeding, drink driving, non-use of seat belt) in the second semester of 2007. Two other proposals on the agenda concern fitting new vehicles with specific headlights, less hampering the visibility of motorcyclists, and the gradual installation of Electronic Stability Control devices (ESC) in all cars.

ESC may become obligatory by 2012

A European campaign to promote the use of ESC system in cars was launched in Rome on 8 May with Commissioners Günter Verheugen, Enterprise and Industry, and Viviane Reding, Information Society, present. Ms Reding said that fitting all cars with ESC could become compulsory by 2012.

Anti-blind spot mirrors for lorries by 2009

A draft directive calling for anti-blind spot mirrors to be 'retrofitted' to heavy lorries was approved by the Parliament in the first reading on 11 May. The deadline for lorries registered after 1 January 2000 to be equipped with anti-blind spot mirrors is 31 March 2009. Each year 400 people are killed in the EU by drivers failing to see them in their rearview mirrors.

France leads Europe on road safety

France, Luxembourg and Belgium have reached the greatest reductions in the number of yearly road deaths between 2001 and 2005, according to the first Road Safety PIN Report on "Raising Compliance with Road Safety Law" which ranked 27 European countries on speed, alcohol and seat belt wearing. Highest levels of seat belt wearing are recorded in France, Germany and Malta, while the Czech Republic, Belgium and Germany have achieved greatest improvements in the area of drink driving over the last decade. Speed reduction has seen little progress in Europe, with the exception of France, Belgium and Switzerland. It is also in these countries that some of the largest reductions in road fatalities have been achieved.

France's achievements in reducing road deaths and traffic dangers were celebrated at the 1st Road Safety PIN Conference on 11 June. Between 2001 and 2005, the yearly number of deaths decreased in France by 35%, or 2 844, the best result among EU countries both in terms of percentage and absolute figures. The country has become the greatest contributor to the European target of halving the number of road deaths by 2010.

Unions confused by new regulation

The new Regulation on driving and rest time for professional drivers (561/2006), reducing the maximum working time for professional drivers from 74 to 56 hours per week, came into force in all Member States as of 11 April 2007. However, fearing "interpretation difficulties", the European Transport Workers' Federation (ETF) asked the European Commission to provide a more exact definition of "working time".

Road market rules to be simplified

The European Commission on 23 May adopted a Road Package, which, among other things, provides for the harmonisation of the professional driver qualifications and the accreditation of training and examination centres. It also aims to reinforce the controls by the licensing authorities, to introduce a standardised model of EU lorry and coach license and mutual recognition of certain law infringements in the EU.

Aviation Safety

Air safety regulation faces funding issue

The European Parliament's plenary session on 25 April endorsed the report by MEP Paolo Costa (ALDE, Italy) on the revision of Regulation 2320/2002 on air security. The proposal aims at simplifying the text currently in force. It defines the common standards for security rules in airports and aircraft, and allows member states to apply stricter measures than the basic standards if they choose so. However, an amendment to the proposal states that the cost of these basic security measures foreseen in the regulation is the responsibility of member states and passengers, and that the member states themselves would have to finance the costs of any additional security measures that they choose to impose. The Council is strongly opposed to this clause, so a compromise will have to be found.

Council confirms EASA responsibilities

The Transport Council on 8 June agreed with the European Commission's proposal to extend the regulatory responsibilities of the European Aviation Safety Agency to non-EU airlines operating flights to EU states. All three of the aspects proposed by the Commission are covered by these extensions: air operations, licensing of flight crew and non-EU aircraft. Under the current rules EASA certifies only EU airlines. However, the Council was more reluctant to extend some of EASA's certification powers.

Cabin baggage restrictions postponed

The European Commission has decided to postpone for one year the entry into force of new provisions on maximum cabin baggage size in aircraft. They will apply starting in May 2008 instead of May of this year, as initially planned. The rules - which limit to 56 cm x 45 cm x 25 cm the size of cabin baggage passengers can take on board aircraft (with certain exceptions possible for items like musical instruments, photographic equipment, etc) - were adopted in October 2006 in the wake of the attempted terrorist attacks prevented last summer in the United Kingdom.

The Commission's decision takes the form of a regulation adopted on 20 April, modifying Regulation 1546/2006 (whose revision clause guarantees that its content must be reviewed every six months). The same regulation also bans liquids in passengers' cabin bags.

EU black list of unsafe airlines updated

The European Commission has updated the black list of airline companies banned from the EU, basing its decision on the opinion of the Air Safety Committee. Certain companies will be included in the list for the first time and will henceforth no longer be allowed to land or take off in the EU. These include all Indonesian airline companies (51 airlines), the Angolan passenger airline TAAG and the Ukrainian cargo airline Volare Aviation Enterprise. The list also changes the operational restrictions which have been imposed since March 2007 on the Pakistani airline Pakistan International Airways and updates the list of banned airlines from Kyrgyzstan, some of which have been removed since the latest update in March 2007, while others have been added).

Bulgaria still out of EU aviation sector

The Commission has decided at this stage to maintain the safety clause with regard to Bulgaria which it activated in December 2006. The clause is provided for in Article 37 of the Accession Treaty by which Bulgaria is excluded from some of the benefits associated with the EU in aviation matters. In other words, in the aviation sector, it is classified as a third country. This does not imply that Bulgarian aeroplanes are banned from flying in the EU but that their access to EU flying routes is governed by bilateral agreements concluded between Bulgaria and other member states. Neither do aeronautic products manufactured in Bulgaria benefit from the mutual recognition which normally goes hand in hand with EU accession. The Commission took this decision following the structural deficiencies in terms of controls noted in Bulgaria's top civil aviation authorities.

Railway Safety

License for locomotive drivers

An agreement between the Council of Ministers and the European Parliament on the Third European Railway Package was reached on 21 June. Among other things, this package includes a directive on the certification of locomotive drivers which specifies the procedures and conditions to certify the qualification of locomotive drivers. It is based on the principle of certification at two levels: certifying the knowledge and general job-related skills of the locomotive driver (with a license valid throughout the EU) and specific knowledge related to the route covered and the equipment used (with one or more certificates issued by a railway company). The directive specifies the minimum requirements for locomotive drivers to be granted the license and certifications. Only locomotive drivers are concerned at this stage. Other agents on board also responsible for safety tasks will be focused on at a second stage.

Work on rail interoperability continues

While no agreement on the issue of railway safety was reached during the Transport Council of 8 June in Luxembourg, German Minister of Transport Wolfgang Tiefensee expressed his confidence in the way discussions are developing. He also promised that the German EU Presidency would pursue work on the mutual recognition of the approval of locomotives before Portugal takes over from it in July, in order to leave "the smallest number of unresolved points possible".

Rail associations complain against Belgium

The European Rail Freight Association (ERFA) and Britain's Rail Freight Group (RFG) have criticised Belgium for requiring all independent train operators to use drivers trained on Belgian railways SNCB programmes and simulators. The Belgian government recently adopted a royal decree to this effect, causing the two associations to complain to the European Commission's DG Transport. They believe that the Belgian government is clearly seeking to recreate a monopoly in rail freight operations, which have been completely open to competition since 1 January 2007,

since such a measure favours the national operator.

In December 2006, ERFA and RFG already criticised Germany's public railway company, Deutsche Bahn, for attempting to obtain aid from the federal government.

Railway community discusses safety at crossings

Accidents involving level crossings made up 17% of all serious accidents in the railway transport in 2005, according to the European Railway Agency data revealed at a joint ERA/ETSC Railway Safety Lunch in Brussels on 9 May 2007. Moreover, they tend to be disproportionately severe: out of 1,464 of railway fatalities in 2005, 411 – or 28% – were the result of accidents at level crossings. The risk for pedestrian road users violating traffic rules at level crossings is 10 times higher than elsewhere in the road network (2004-2005 Eurostat and CARE data).

Road users – car and truck occupants, cyclists and pedestrians – are both responsible for and the main victims of accidents at level crossings. Some 59% of all people killed at level crossings in Europe are pedestrians, according to Andrew Evans of the Imperial College London, UK.

Anders Lundström of ERA promised that the Agency would set up shortly common safety targets for level crossing users at Member State level through a risk based approach.

Research agenda for the railway sector

European Rail Research Advisory Council has published a new, second edition of its Strategic Rail Research Agenda. The priority research areas for the sector over the coming years include, among others, intelligent mobility, energy and environment, personal security, testing, granting security permissions for IT systems. A copy of the document was handed over to András Sieglér, director for transport in the Research Directorate General of the European Commission, on 28 June. ERRAC is made up of companies (Alstom, Bombardier, Siemens, Connex, etc.), operators, infrastructure managers, academics and users' groups, as well as the European Commission and member states.

Maritime and Inland Waterway Safety

Progress on Erika III proposals

Further to the adoption of the Erika III Package by the European Parliament in the first reading on 25 April, the Transport Council on 7 June went on to reach its own agreement on three of the package's proposals. The issues of community vessel traffic monitoring and information systems, port state control and post-accident investigations were discussed and agreed on by the EU Transport Ministers, and differences with the European Parliament's position must now be settled in the second reading of the Erika III package.

Observer status at EMSA for sea regions

At a seminar on maritime safety in Santander, Spain on 14 April, the Conference of Peripheral Maritime Regions of Europe (CPMR) asked to be granted the status of observer or associate member on the European Maritime Safety Agency's Administrative Board. Maritime safety issues are as one of priorities of the CPMR strategy. The Santander Declaration also stresses the importance of the social dimension of maritime safety policy and suggests a certification system for crews. For their part, maritime regions are hoping to successfully carry out cooperation actions based on maritime safety, notably under the cooperation objectives of the European Structural Funds.

Fishing vessels to be equipped with AIS

The Transport Council on 7 June backed the European Commission in demanding all fishing vessels of over 15 metres to be equipped with automatic identification systems (AIS) to prevent collisions with commercial vessels. The Parliament had intended to include only 24 metre and longer vessels. The Council's calendar for the application of the law looks like this: three years after the directive's entry into force for vessels of over 24 metres, four years for 18-24 metre vessels, and five years for 15-18 metre vessels.

European centre for maritime data

During the Transport Council on 7 June in Luxembourg EU ministers expressed a broad support for the establishment of a regional European Long Range

Identification and Tracking (LRIT) data centre. The idea was proposed in 2006 by the International Maritime Organisation (IMO) in 2006, which amended conventions to develop a global LRIT data system, with the possibility of creating regional centres. At the IMO Maritime Safety Committee on 3-12 October 2007 Member States and the European Commission would be able to confirm to IMO their intention to establish an EU regional LRIT data centre. By then, the Commission will need to provide a report on the technical, legal and financial implications of creating such a centre.

Commission tackles old sea ship problem

In a communication to be adopted on 22 May the European Commission states that both voluntary commitments and corporate social responsibility are important to tackle the problem of dismantling old seagoing vessels. Among the measures are the development of a certification system and a possible aid for increase in dismantling capacity. The communication also stresses the urgency of concluding an international agreement in the International Maritime Organisation (IMO).

Out of 200 to 600 vessels dismantled yearly around the world, 36% (by tonnage) fly the flag of an EU Member State. Since the EU's dismantling capacity is largely insufficient to carry out these operations in an environmentally acceptable way, the bulk of these vessels go to Asia.

Port Policy Communication due in autumn

According to Transport Commissioner Jacques Barrot, the European Commission's communication on the European port policy could be adopted by mid-October. Speaking at the conference of the European Sea Port Organisation (ESPO) in Algerias on 1 June, he said that the Commission expects a common European maritime transport area to come to being in 2008. The EU's agenda on port policy includes guidelines on the application of environmental legislation to port development, an 'e-maritime initiative', and a working paper on motorways of the sea to be released later this year.

Multimodal and Transport Infrastructure

TEN budget finalised

A budget of 8.013 billion EUR is allocated for 2007-2013 to fund TEN-T (transport) projects. The regulation sets out new rates of EU co-financing (20% to 50% of total costs for priority transport projects, depending on type; 10% for non-priority transport projects; and 50% for studies). Although the Parliament will not be involved in selecting the projects, Transport Commissioner Jacques Barrot agreed in a letter to MEPs in late 2006 to keep them informed about all projects during the selection process. This will give the Parliament an opportunity to express its opinion, although not legally binding.

The multi-annual work programme for grants for TEN-T priority projects, adopted by the Commission on 23 May, includes Galileo and the Motorways of the Sea, SESAR (air traffic control system), intelligent road transport systems and ERTMS (rail traffic management system). The adoption of individual decisions on subsidies for the selected projects will be made by the beginning of 2008 at the latest.

MEPs call for better intermodality

The Transport Committee adopted on 8 May a report by Etelka Barsy-Pataki (EPP-ED, Hungary) stressing the importance of a truly multimodal approach rather than favouring singularly a shift from road to rail. The report stresses that the fast completion of the Trans-European Transport Network (TEN-T) is the first means to implementing better co-modality. And as investment in infrastructure is slower than anticipated, the priority projects of the TEN-T, which benefit from Community financing, must be selected according to their financial feasibility, and in particular the willingness of member states to invest in these projects. The report also calls upon the Commission to present proposals on other innovative methods of financing and asks for additional resources for transport, at the time of the EU budget review in 2008.

SESAR and Galileo discussed by Council

The EU Transport Council on 8 June called on the industry to come up before 2008 with binding commitments to take part in the SESAR programme intended to overhaul the European air traffic control system.

The Commission and the Member States must ensure the 700 mln EUR Community share of the funding, while between 900 mln EUR and 1.3 bln EUR are expected to come from the industry. In its March report the Commission confirmed 12 expressions of interest from the industry.

It was exactly the lack of commitment on the part of the industry that put the future of Galileo project in doubt after the breakdown of talks in May between the EU and the private consortium. The Transport Council on 8 May arrived at no decision on Galileo funding due to significant disagreements over funding between Member States. The lacking 2.4 bln EUR, which were supposed to be provided by the private sector must now come either from the EU budget, as demanded by the UK and the Netherlands, or from national budgets, as favoured by Germany. The Transport Council asked the Commission to present detailed funding proposals by September 2007.

4th International Conference for Transport Research in Greece

Athens, Caravel Hotel, 27-31 May, 2008

Co-organized by:

Hellenic Institute of Transport / Center for Research and Technology Hellas
Hellenic Institute of Transportation Engineers
National Technical University of Athens

The Conference will discuss:

Freight and Intermodal Logistics
Transport Policy
Transport Safety and Security
Traffic Management (urban & interurban)
Maritime Transport (incl. ports)
Air Transport
Rail Transport (incl. underground and tram)

Deadline for extended abstract submission: 10/09/2007

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ETSC and Partner Organisations News

R2R programme hits the road

ETSC's Roads to Respect (R2R) programme kicked off with over a dozen of Lectures given by ETSC staff in May and June in the universities of Brescia, Milan, Rome, Pisa, and Florence (Italy); Granada, Valencia, and Zaragoza (Spain); Gdansk, Warsaw, Wroclaw, Poznan and Krakow (Poland). The Lectures presented the R2R initiative to students, most of whom take courses in civil engineering, urban planning and road safety, to incite them to enroll in the programme. Students were told about the importance of infrastructure safety and the treatment of high risk sites in particular, and how the Roads to Respect programme would enable them to play a role in that field.

ETSC has already received a number of applications from candidates. Fifteen students will now be invited to a one-week Camp event in Brussels during which they will learn more about high risk sites treatment and develop professional 'lobbying' skills. They will then return to their countries and campaign for the treatment of a high risk site in their home town.

ETSC Safety Dinner targets drink driving

European road safety experts convened at the ETSC Transport Safety Dinner on 25 April in Brussels to discuss ways of preventing alcohol abuse by commercial drivers and share best practises. A host of measures were thoroughly examined. Werner De Dobbeleer from the Belgian Road Safety Institute spoke about the Bob campaign started in Belgium in 1999 and later picked up by 14 other Member States, (more details at www.bob.be), while Martin Mönnighoff from the German Police University stressed that a well enforced BAC of 0.5 mg/ml led to a significant drop in drink driving accidents in 2006 in Germany. Björn Stafbom of the Swedish Road Administration

stated that Sweden's strategy relied on several instruments such as keeping the driver informed, improved enforcement and increased use of alcohol interlock technology. Sweden aims to equip all vehicles with an alcolock by 2012 at the latest, said Björn Stafbom. The full report from the ETSC Transport Safety Lunch may be found [here](#).

Red Cross launches road safety campaign

The Red Cross gave first aid training to more than 80 participants in the European Road Safety Day on 27 April, officially launching its new European road safety campaign aimed at individuals, communities, organisations and governments. Between April 2007 and June 2008, National Red Cross Societies will deliver programmes to increase awareness, knowledge and respect of road safety rules and to promote first aid amongst the general public. A road safety and first aid Resource Pack, containing best practices from around Europe, will be published on the campaign's [website](#).

1,000,000 signatures for disabled people

The European Disability Forum launched a campaign to combat discrimination of disabled citizens in Europe in all aspects of life, including transport and travel. "One Million for Disability" campaign aims to collect by 3 October at least 1,000,000 citizens' signatures in support of the proposal and adoption of a non-discrimination directive. On 4 October 2007, the signatures will be officially handed over to the Presidents of the European Commission and the European Parliament. More information about the campaign and the petition to sign can be found [here](#).

Cutting Casualties Involving Driving for Work

9 October 2007, The Royal Society of Arts, 8 John Adam Street, London

As many as one in three road deaths may involve someone driving while at work. This group includes not just those who drive for a living – bus, coach and goods vehicles drivers – but those who drive a car to or from a meeting or appointment. This latter group may not see driving as the key activity of their working day. It is, however, the time when they are most at risk.

This conference offers an opportunity to take stock of progress in cutting work-related road deaths and injuries. It will also highlight the resources available to employers and case studies of companies that have taken work-related road safety seriously. In that way, it aims to show how good management practice can contribute to saving lives and reducing risk. Find details about the conference on our website at www.pacts.org.uk



European Transport Safety Council

Members

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2. Austrian Road Safety Board (KfV)(A)
3. Automobile and Travel Club Germany (ARCD)(D)
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10. Confederation of Organisations in Road Transport Enforcement (CORTE)(Int)
11. Czech Transport Research Centre (CDV)(CZ)
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13. European Federation of Road Accident Victims (Int)
14. Fédération Internationale de Motocyclisme (FIM)(Int)
15. Finnish Motor Insurers' Centre, Traffic Safety Committee of Insurance Companies (VALT)(Fin)
16. Finnish Vehicle Administration Centre (AKE)(Fin)
17. Folksam Research (S)
18. Foundation for the Development of Civil Engineering (PL)
19. Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA)(E)
20. German Insurance Association (GDV)(D)
21. German Road Safety Council (DVR)(D)
22. Hellenic Institute of Transport (HIT) (GR)
23. Institute for Transport Studies (ITS), University of Leeds (UK)
24. INTRAS - Institute of Traffic and Road Safety, University of Valencia (E)
25. Motor Transport Institute (ITS)(PL)
26. Netherlands Research School for Transport, Infrastructure and Logistics (TRAIL)(NL)
27. Nordic Traffic Safety Council (Int)
28. Parliamentary Advisory Council for Transport Safety (PACTS)(UK)
29. Prévention Routière (F)
30. Road and Safety (PL)
31. Road Safety Authority (IE)
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