

# Safety Monitor

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

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## Editorial

### Progressing into 2006

2005 has been a year of appraisal For European Transport Safety Policy with the Public consultation of the Review of the Common Transport Policy and the Mid-term Review of the 3rd Road Safety Action Programme. It has also been a year of review and renewal for ETSC. We helped to form a new alliance of European NGOs committed to protecting vulnerable road users called VOICE. We have taken forward issues such as traffic law enforcement, particularly by addressing in-car enforcement technologies such as seat belt reminders, alcohol interlocks and ISA. These priorities have also been "tightened" with the SEC Belt Project under which two new ETSC Reviews are due to be published in early 2006.

Concerning non-road modes ETSC has invested substantial efforts into developing a new maritime safety programme promoting vision zero amongst maritime transport stakeholders. We are now building partnerships with key players in this transport mode and are welcoming both committed experts and organisations to help us reduce the negative health and environmental consequences of maritime transport accidents.

In 2006, ETSC will be addressing together with its members and partners "high risk policy areas" covering the protection of motorbike users, the elimination of dangerous sites on Europe's road network or the development of performance indicators. ETSC is also looking forward to its Best in Europe Conference on "eSafety that matters" on 21-22 February 2006 and will be hosting a series of new Transport Safety Lunches also on maritime and aviation safety.

All of our activities would not have been possible without the generous contribution from ETSC's members, the input from more than 200 independent experts from across Europe and the support received by governmental and corporate sponsors. ETSC is ending the year, for the first time in its history, with more than 30 members. We are committed as ever to continuing our efforts to identify and promote best practice in transport safety work well into the second half of this decade.

Jörg Beckmann  
ETSC Executive Director



ETSC Best in Europe Conference 2006

"eSafety that matters"

Autoworld, Parc Cinquantenaire, Brussels

21-22 February 2006

More information: [www.etsc.be](http://www.etsc.be)

# Road Safety

## EU MONITOR

### 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 new proposal linked the Regulation to the Working Time Directive (2002/15/EC), which came into force in March 2005.

**NEWS.** The Council and the European Parliament reached a compromise agreement in order not to bury the Regulation on driving time and rest periods for lorry drivers. The Council and the European Parliament previously disagreed on the definition of a compulsory regulatory daily rest period for drivers. The Parliament, despite disagreeing with the Council, finally accepted that the definition would mean an uninterrupted period of rest of at least 11 hours instead of 12 hours.

As concerns the introduction of the tachographs, the date when the obligation will become effective remains vague. Despite the European Parliament and the Council signed a joint declaration to make every effort possible to have the new regulation published in the Official Journal by April 2006, in practice current deadlines will continue to apply, i.e. officially August 2005. The Commission agreed a few months ago to a "period of tolerance" up until January 2006.

Further controversy remained on whether to link the Regulation with the Working Time Directive (2002/15/EC). The Council refused to include a reference to the Directive, and only agreed with the Parliament to include a new recital stating that the risks from driver fatigue should also be addressed through enforcement of the Working Time Directive. As a result, Rapporteur Helmuth MARKOV (GUE/NGL, DE) voted against the final compromise. ETSC also regrets the absence of a link to the Directive, EU policy having failed to bring total working time within acceptable limits and to curb driving fatigue associated with excessive working hours ([ETSC position](#)).

**FUTURE STEPS.** The Council and the European Parliament will pursue their effort to ensure the text is published in the Official Journal by April 2006 the latest.

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

Commission opinion:27/06/2005

### Brief news

#### Cross-border enforcement

The European Commission is planning to present a legislative initiative on mutual recognition of criminal and administrative traffic offences. At the Transport Council meeting in Verona (4-5 November 2005), Commissioner Barrot fleshed out the project, indicating that he hoped to bring forward a legislative initiative in 2006 and pursue technical efforts towards the creation of an information exchange system between Member States. The procedures for the exchange of information between the relevant administrations and cooperation on coordinating controls will have to be organised, as well as national databases on driving licences and registration numbers. A legal basis has already existed since February 2005 with the Council Framework Decision on application of the principle of mutual recognition of pecuniary penalties, which applies to driving penalties. Technical solutions have been identified through an EU-funded project which aims precisely to establish a form of electronic network permitting the cross-border recovery of traffic fines (Contact [VERA 2 project](#)).

### Austrian Road Safety Presidency

The future Austrian Presidency of the EU will take over the reins from the UK on 1 January 2006. On that occasion, ETSC addressed a [Memorandum](#) to the Austrian Presidency on the 5 December 2005. The Austrian Presidency announced that it would place road safety high on its agenda stating its mission: "Crossing borders in road safety -Creating a Trans-European Road Safety Culture". It has already indicated on several occasions that the dossier of cross-border enforcement will form the cornerstone of its action on road safety. Other actions are expected in the field of infrastructure. An informal Transport Council meeting will be organised in Bregenz in March 2006. It will focus exclusively on the issue of road safety. Austria will also be organising a High Level Meeting on "Infrastructure Safety" on 24-25 January 2006 in Vienna. Speakers will include the Austrian Minister of Transport, representatives from the European Commission, alongside experts on Road Safety Impact Assessment and Road Safety Audit, including Prof. Richard Allsop of ETSC. Representatives of Member States will also be participating in order to discuss road infrastructure safety management and a planned new EU Directive. For more information: [road.safety@bmvit.gv.at](mailto:road.safety@bmvit.gv.at).

### Verona 2005

The third ministerial road safety conference took place from 4-5 November 2005. Transport Ministers pledged to improve the exchange of good practice. They adopted conclusions in which they committed to promote road safety policies in their respective countries based notably on improving driver training, provisional driving licences for young drivers and additional training for repeat offenders. The conclusions also put emphasis on tougher sanctions. However, there was no follow-up of last year's strong commitment to enforcement which formed part of the Verona Council conclusions in 2004. Click here to find the [Verona Conclusions](#).

### Driving Licence

The Transport Council failed to reach a political agreement on the recasting of the EU Driving licence directive. On the 5 December 2005, Germany, France, Austria, Poland and Denmark strongly opposed the proposal and ensured that negotiations were blocked on the question of the replacement of existing driving licences by a new plastic model by the end of a 26-year transition period. The dossier is now delayed until the next Council meeting. This will hold up progress on the improvement of driver behaviour, cross-border enforcement and the introduction of measures to combat driving licence tourism foreseen by the draft directive. See [ETSC Driving Licence Fact Sheet](#).

### Four stars for pedestrian protection

EuroNCAP published its latest set of scores and gave four stars for the first time to a car in the pedestrian safety category. The winner, Citroen C6, received the award based on an evaluation of a combination of factors: primarily the use of a "pop-up" bonnet on impact that shields a pedestrian's head from solid objects in the engine bay, but also from impact absorbing structures in the front subframe. Manufacturers have been claiming for far too long that achieving this level of protection was impossible. "The award marks a real breakthrough in this area", states Robert Gifford from [PACTS](#). According to a recent study published by [ADAC](#), only 9 out of 99 cars tested by them have received 3 stars, the minimum considered to satisfy the safety of vulnerable road users. There is still a long way to go as stated recently in an [ETSC press release](#). The industry continues to pedal the myth that the requirements of the second phase of the current Directive of pedestrian protection (2003/102/EC), the first phase of which came into force on 1 October 2005, is not feasible and that it requires extensive lead times to improve.

### 10 years of EuroNCAP

The European New Car Assessment Programme celebrated its 10 years of existence on the 29 November 2005 in Brussels. EuroNCAP assesses cars' safety performance. According to the RAC Foundation, safety ratings of similar category cars have increased from one star to five stars in less than ten years due to the influence of EuroNCAP. EuroNCAP helped consumers to know if a particular car was safer than another car in the category. After initial resistance from the motor manufacturers to the crash-testing programme certain manufacturers broke ranks and started to use the Euro NCAP results as an integral part of their

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marketing strategy. The priority for EuroNCAP will be now to promote active safety such as electronic stability control. On the occasion of this anniversary, EuroNCAP also presented a Consumer Survey carried out in 7 European countries. Key findings included that safety was the most important overall aspect influencing consumer choice when choosing a new car. Also 61% claimed protection of child pedestrians influences their choice and 56% were sensitive to the level of protection of adult pedestrians. See [EuroNCAP Consumer Cars Buying Survey](#).

#### Reshuffle in DG TREN

DG TREN will welcome a new Director-General as François Lamoureux is due to leave at the end of this year. Mathias Ruete, currently Director of Directorate A (Coordination of competitiveness) at the Enterprise DG is likely to replace Mr. Lamoureux from January 2006. Mr. Ruete was previously Commissioner Günter Verheugen's right-hand man at the DG Enlargement with responsibility for coordination and the drafting of strategic documents. He also shares Verheugen's Social Democrat (SPD) political leanings. Prior to this post he was responsible for the trans-European networks in DG TREN.

#### Consultation on Transport White Paper

The Commission has launched a public consultation on the mid-term review of the White Paper which is to be presented during the first quarter of 2006. Until the 31 December 2005, interested parties are invited to make suggestions on adjustments needed to reach the objectives set in the Paper in 2001 as concerns modal transfer, removing bottlenecks, transport quality and transport safety. The revision will look to rebalance transport modes, relieve traffic on major axis and improve the quality of transport. In terms of road safety, stakeholders are invited to suggest improvement to better meet the target to reduce the number of deaths on European roads by 50% between 2001 and 2010. ETSC was invited to a stakeholder consultation in Brussels on the 1 December 2005 to present its recommendations on how to improve the safety aspects in the implementation phase of the White Paper. See [Public consultation](#) and ETSC news.

#### EC to simplify regulatory environment

The European Commission presented a Communication on the 25 October 2005, which it argues will simplify the regulatory environment within the EU in order to better achieve the Lisbon targets. The EC wants to repeal outdated acts, to codify legislation to reduce in volume the number of Community legislation, to recast legal acts to have a more streamlined regulatory framework, as well as to modify the regulatory approach by questioning the approach of provisions. A total of 222 pieces of legislation should be affected by these new measures. This includes car regulations and acts relating to maritime, air, rail and road transport, as well as automobile insurance. See ETSC editorial in [Safety Monitor 61](#). [More information](#).

#### Marco Polo programme

The third call for proposals was published for the co-financing of transport projects (intermodality) under the Marco Polo programme on 24 November 2005. Companies that submit projects which will be top-ranked in the competitive evaluation process will be offered grant contracts with a duration of up to four years. For this third call, the budget has been increased by 50% to euros 30.1 million to address increasing congestion problems and demand from the markets. The deadline for submissions is 30 January 2006. MEPs asked to make Marco Polo more accessible to small firms, lowering the cost ceiling for a project to qualify for EU funding under this programme. The call will fund the launch of new services aiming to shift freight from roads to short-sea shipping, rail and inland waterways. As in the past, the call for proposals covers all three types of actions foreseen by the programme: modal shift, common learning and the highly innovative catalyst actions. See [EC website](#).

#### Smart headlamps soon be allowed

Adaptive Front-lighting Systems (AFS) may soon be approved for use in the EU. The Commission proposed on 10 October 2005 to transpose into EU law a UN/ECE regulation. AFS are so-called clever car headlamps which can adapt their beam patterns according to changing road and traffic conditions. Once the regulation is also adopted by the European Parliament and the Council, manufacturers will be able to easily equip new cars with these advanced headlamps.

### EuroTest 2005

The latest survey of the EuroTest 2005 Programme showed troubling results: while 94% of the participating drivers considered themselves as "good" or "very good" drivers, only three out of the almost 2,800 people interviewed made no more than one mistake! On a national basis, the Austrians are the most knowledgeable drivers getting 64.4% of the questions right, while the worst are the Slovenians (43.4 % of correct answers only). Drivers demonstrated a lack of knowledge about what to do to secure a vehicle that has broken down, or when their car starts aquaplaning. On the other hand, the drivers answered well questions based on international regulations (e.g. the ban on mobile phones or the law on wearing seat belts). The survey concludes that this last result demonstrates that a further harmonization of legislation in Europe would be desirable. [More information.](#)

### ECall on its way

Greece, Italy, Lithuania and Slovakia were the latest to sign up to the "eCall" emergency call action plan, which aims to equip all new cars in Europe with automatic emergency call technology by 2009. Finland and Sweden have already signed it and five more countries (Cyprus, Czech Republic, Denmark, Germany and the Netherlands) have signalled that they want to sign it. Standards and specifications of eCall should be agreed by the end of 2005, full scale field tests will be carried out during 2006 and the technology will be introduced in all new vehicles as from 2009. To function, the system will first require the upgrading of many States' "Public Service Answering Points" (PSAPs), and the full operability of the 112 emergency number. A communication by the Commission (see [Safety Monitor 61](#)) in September urged national and regional governments to invest now in the necessary care and infrastructure for eCall to ensure that the deadlines set out in the action plan can be met.

### Fighting drink-driving in Europe

As the European Commission is to launch an alcohol-awareness plan, the possibility of an EU wide 0.5 BAC limit was re-discussed in the framework of the Third European Forum for Responsible Drinking that took place on the 19 October 2005. The European Commission will present a paper which focuses on the following areas of action: gather more evidence about alcohol abuse, help young people and adults practice more responsible behaviour and find ways to raise funds to increase alcohol awareness. Although a proposal for standardised BAC legislation failed in 2001 resulting in only a Recommendation asking Member States to establish individual drink-driving BAC levels, Jean-Paul Repussard, from the Road Safety unit of DG TREN, said that there is a greater willingness now to adopt a 0.5 BAC limit than in 2001.

### EU-wide drink-driving campaign

TISPOL the European Traffic Police network launched Europe's biggest ever drink-driving enforcement operation. Up to 20 different EU Member State forces are expected to take part and some 300,000 motorists can expect to be tested for drink and drugs in the week commencing December 12. President of TISPOL, Roland Aellen, said: "Each year over 40,000 people are killed on Europe's roads and driving whilst under the influence of drink or drugs is a major contributing factor to this dreadful death toll. Traditionally this time of the year is about celebration. We want people to enjoy themselves but not at the expense of someone's life. The message is clear, do not drive whilst under the influence of drink or drugs." This is one of a number of operations planned by TISPOL for the coming months. Other campaigns will target speeding motorists, seatbelt avoidance and unsafe vehicles. See <http://www.tispol.org/>

### Vehicle technical inspections

The Council adopted a decision authorising the Commission to negotiate the conditions for EU accession to the United Nations Economic Commission for Europe (UN ECE) agreement concerning the adoption of uniform conditions for inspections of vehicles and their reciprocal recognition. The UN ECE 1997 vehicle inspection agreement objective is to establish rules for periodical technical inspections of wheeled vehicles registered or taken into service in the territory of the contracting parties.

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## Research news:

### SafetyNet conference in 2006

SafetyNet will hold a high-level conference in Prague next year from 10 – 11 May 2006 to bring together road and vehicle policy making and accident data needs. Speakers will include representatives from the EU Commission, Government Ministers, NGO's, vehicle manufacturing industry, public health and law enforcement. The Conference will be of special interest to those working at the level of policy making, day to day practitioners and researchers, employed in the following areas: road and vehicle safety policy, automotive safety, infrastructure safety, enforcement, public health, trauma management, roads policing and research. The SafetyNet project aims to establish a European Road Safety Observatory that will enable the Commission to monitor progress towards targets, identify best practice, and ensure that new regulatory and other safety actions will result in the maximum casualty reduction. All data assembled or gathered within the project will be available over the web to the entire road safety community.

The first announcement for the Conference can be found at <http://safety.net.swov.nl/>. The detailed programme including the registration form will be available in early January 2006. More information on the [SafetyNet Project](#).

### Killing speeds – saving lives

PROSPER presented the results of its three-year project in a workshop in Brussels on the 23 November 2005. The aim of PROSPER is to look at the advantages and disadvantages of new speed management measures such as ISA and to identify suitable strategies for their implementation. Workshop participants discussed these findings and came up with some agreement on the final recommendations to be included in the final project report. More information on [PROSPER](#).

### CAPTIVE workshop

CAPTIVE, a European Commission DG TREN project exploring ways to improve drivers' compliance with road traffic rules through effective enforcement, held its second workshop. CAPTIVE has completed Part 1 of the project which entailed assessing Member States' current perspectives on cross-border enforcement and identifying barriers that remain to be addressed if cross-border enforcement is to become more effective. CAPTIVE is now formulating recommendations on measures that could be taken at a European Commission and Member State level to address the main legal, political and operational barriers to cross-border enforcement of non-financial penalties. Its final Report is expected by the end of 2005.

For more information contact Colin Wilson: [cwilson@ibigroup.com](mailto:cwilson@ibigroup.com)

## COUNTRY NEWS

### Traffic law and policy

In **Finland** a proposal is currently under preparation that aims to change the fact that driver of goods vehicles are legally responsible for traffic safety. If accepted this proposal will make the purchaser of the transport service responsible for the case when drivers break the rules of maximum driving time or minimum rest periods under tight working timetables. The proposal is planned to be presented to the Parliament before the end of the year. It is a consequence of the severe accident in Finland that involved a coach and a lorry in March 2004, and in which 23 people died.

"The number of vehicles in **Russia** grew by 9.2% from 1997 to 2004, while the number of road accidents in this period increased by more than 30%", said President Putin recently at a State Council Presidium meeting in November 2005. The country lacks adequate pedestrian crossings and road signs and should overall improve the safety of its road network. Putin also instructed the government to prepare proposals to amend laws to toughen fines and to support the development of awareness campaigns to change road users' behaviour. The development of more professional and rapid first aid should also contribute to a decrease of the number of road deaths. The Ministry of Transport and Communications, Igor Levitin, also invited to follow the example of France with its successful introduction of speed cameras. [More information](#).

## Seat belt wearing

**Poland** launched a public awareness campaign on the use of seat belts and child restraint systems as part of the European campaign EUCHIRES. The campaign is addressed primarily to children aged 4 to 12 and their parents and is designed to promote safety and restraint systems for children, when they are in a car. The slogan of the Polish campaign is "The Armadillo Club Buckle Up". The main organiser of the campaign is ETSC's member Motor Transport Institute in a joint effort with the Ministry of Education, Police and Public Communication Foundation. Along with the media campaign the road police have intensified their involvement, kindergartens and schools have launched a special series of classes on the safe carriage of children. The campaign will run until the end of November. For more details go to [www.klubpancernika.pl](http://www.klubpancernika.pl) and [www.cbr.home.pl](http://www.cbr.home.pl).

## Driving licence and driver training

In **the UK** trainee bus drivers will soon be able to improve their driving skills in London using a computerised simulator of the city's network of roads, bus depots and stations. This initiative has been set up by Transport for London together with First' bus operations. Training leaders can set up scenarios replicating some of the worst problems a London bus driver might encounter, from heavy traffic to terrible weather. The simulator will not replace real life driver training out on the road, but it will support and enhance it. Safety studies show that simulators can decrease preventable accidents by as much as 43%. Simulators have been developed by the same manufacture for the US bus, truck and military markets. For more information contact: [rosamundsnow@tfl.gov.uk](mailto:rosamundsnow@tfl.gov.uk)

## Insurance

A recent increase in the number of death toll on **Irish** roads could lead to an increase in the cost of car insurance. The cost of insuring a car in Ireland has fallen by up to 35% since 2003, due to a reduction in the number of road deaths following the introduction of penalty points and other government measures to lower the cost of settling claims. But this might soon have to stop as the Irish Insurance Federation (IIF) noticed a higher number of road accident and deaths and an increase in cost claims. The IIF argues that if the government took serious action on road safety, it could reduce deaths by up to 200 a year. Furthermore, it would like to see the introduction of random breath testing of drivers, a full roll-out of the penalty points system and compulsory training for motorcyclists. ETSC's Irish Member, the National Safety Council, has found that 70% of motorcyclists have never had basic lessons, yet 40% have been involved in a road crash. The penalty points system still has not been computerised, three years after it was introduced and only four of 69 offences planned offences are currently eligible for sanction by penalty points. [More information.](#)

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# Maritime and Inland Waterway Safety

## EU MONITOR

### Erika Package III

**BACKGROUND.** Threats to fail to comply with maritime safety standards remain important since the Erika accident in 1999 and the Prestige accident in 2002. Up to 7,000 unsafe ships and flags of convenience continue to flourish according to the OECD. More and more "inadequacies" are picked up during port checks and increasing quantities of maritime traffic "naturally" increases the potential for accidents. In this context, the European Commission presented Erika III, a package of legislative measures to decrease the number of accidents and pollution in EU waters.

**NEWS.** The package of measures was finally adopted by the European Commission on the 23 November 2005. It proposes the following measures: 1) a proposal for a Directive on the responsibility of Flag States; 2) a proposal for Directive on post accident enquiries, 3) a proposal for Directive on the liability and indemnity for passengers having suffered damages, and 4) a proposal for a Directive on shipowners' civil responsibility. Erika III also proposes three amendments to the following legislation: 5) a Directive on classification companies, 6) a Directive on port state control (Directive 95/21/EC), and 7) a Directive on traffic monitoring (Directive 2002/59/EC). These measures will improve the quality of ships passing through Europe and the quality of European

flagged ships. They will increase checks (from only 25% up to 100%) and substandard vessels will be towed to the nearest "safe harbour" which will be equipped with specific apparatus. Member States' obligations to provide such a safe place will be clarified. Companies sailing substandard vessels will be blacklisted and gradual sanctions applied, eventually leading to a ban. The third maritime safety package also foresees integrating the international Convention on Limitation of Liability for Maritime Claims (LLMC) into EU law. The SafeSeaNet platform to exchange data between Member States will be reinforced. Lastly, Erika III offers indemnity to passengers in case of an accident, the civil responsibility of ship-owners and the implementation of a common methodology for handling accident inquiries. As for the creation of a European coastguard, the European Commission decided to first do a feasibility study and a cost/benefit analysis.

**FUTURE STEPS.** The new draft rules need approval by the EU Council of Ministers and Parliament before they become law, a process which usually takes about two years.

[First proposal \(in French\)](#)

### Brief news

#### Green Paper on maritime safety

The Maritime Task force is preparing to finalise stakeholder contributions to the development of a Green paper on a European Maritime Policy. On that basis, EU stakeholders from the shipping industry, energy industry, Trade Unions, research organisations and environmental NGOs gathered for a conference on the 17 November 2005 to discuss the future European Maritime policy perspective. President Barroso presented his vision for "an all embracing maritime policy aimed at developing a thriving maritime economy and the full potential of sea-based activity in an environmentally sustainable manner." This vision aims to combine the competitive European maritime industry such as shipping, tourism, energy production, fishing with sustainability, hence finding synergies in managing Europe's oceans and coastlines in a safe and sustainable manner. The Green Paper is due to be published in the first half of 2006.

[More information](#) and [Speeches by President Barroso and Commissioner Borg](#)

# Aviation Safety

## EU MONITOR

### Passenger information

**BACKGROUND.** Learning the key lessons from last year's crash in Sharm-el-Sheikh in Egypt, the Commission tabled a new draft Regulation on 16 February 2005. This Regulation ensures that passengers are well informed of the identity and of the level of safety of the operating air carrier they choose to travel with. The Sharm-el-Sheikh crash had demonstrated the lack of EU coordination. Switzerland had banned the company "Flash Airlines" from Swiss air space, but neither passengers nor the travel agency involved in the Sharm-el-Sheikh crash were aware. In addition to this measure, following the ban of Onur AIR and the number of serious air crashes which occurred over the summer, the Commission supports the adoption of an EU-wide blacklist of unsafe airlines as proposed by the Transport Committee report prepared by Rapporteur Christine de Veyrac.

**NEWS.** Under co-decision procedure MEPs voted almost unanimously (577 to 16) on 16 November 2005 in favour of the legislative proposal to establish and publicise a blacklist, which will allow the banning of airlines or to restrict traffic authorisations on safety grounds, regardless whether airlines are EU or foreign carriers. The Council of EU Transport Ministers officially adopted the proposal tool on the 5 December 2005. Under this regime, non-EU airlines will be required to obtain EU certification in order to fly to the EU. The blacklist will require charter companies to keep passengers informed about the identities of carriers operating their flights. The Parliament report significantly enhanced the European Commission's initial proposal (COM(2005)48) first and foremost by extending the right to information under certain conditions also to flights outside the EU. Moreover,

it opens up scope for the reimbursement of passengers if the carrier operating a flight is included on the EU blacklist after a reservation is made, or if it is replaced by a carrier on the list.

**FUTURE STEPS.** The regulation will enter into force at the beginning of 2006 and the first blacklist should be publicly published in February 2006. In future, it will be updated at least every three months on the initiative of the European Commission or a Member State. It will be drafted by the Commission on the basis of information submitted by the Member States and according to common criteria established by the European Commission (see [Safety Monitor 61](#)). Member States will remain free to introduce safety restrictions with regard to carriers not included by the Commission on the EU blacklist if safety problems only exist in that particular Member State.

First proposal: 16/02/2005

EP working document: 26/05/2005

Common position: 02/05/2005

Commission press release: 05/12/2005

aviation safety

## Brief news

### **EASA competences increased**

The European Commission voted in favour of a Regulation to extend the competences of the European Aviation Safety Agency. The regulation establishing EASA (1592/2002) already makes explicit provision for the Agency's new tasks. But the Commission is now initiating the anticipated second phase in the Agency's life, whereby EASA will be responsible for the certification of all aviation operations, including foreign airlines which request to operate services to the EU. The Agency may also eventually be authorised to conduct spot checks in the different Member States (precise procedures are still to be drafted). The new powers also include ensuring that pilots have the same level of training throughout the EU and that international civil aviation rules are implemented correctly. The extension of powers will be accompanied by an increase in resources. EASA will see its workforce expand from 190 staff to 300 in the course of 2006 - with some staff working directly on aspects of the extension of the Agency's powers into air traffic control and airport safety. In a third phase - scheduled for 2007- EASA will extend its responsibilities to cover air traffic control and airport safety. All aspects of air navigation in the EU will then be subject to common rules.

In the context of the blacklist, the European Aviation Safety Agency will be allowed to submit names for inclusion on the list. It is also going to be involved in the safety checks that airlines (also non-EU airlines) will want to undergo in order to demonstrate that they meet EU safety criteria. See [EASA press release](#) and [European Commission press release](#)

### **Air traffic management research**

The EU single European Sky Project was unveiled and changed name from SESAME to SESAR. The air traffic management system modernisation project – SESAR – was launched in Brussels on 25 November 2005. SESAR is to perform a complete overhaul of the European air traffic control system to enhance air transport safety as air traffic will double over the next two decades. SESAR will introduce new communications, control and computing technologies between ground and aircraft. Air traffic capacity will be increased by three and new take-off procedures should reduce the number of delays. SESAR is entering its definition phase (2005-2007). The development phase (2008-2013) will focus on systems design and producing the key systems components. The deployment phase (2014-2020) will install the system widely across Europe and in the associated countries. Legislative proposals linked to this project will be adopted by the European Commission before the end of the year. See [EC press release](#)

# 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 crew operating locomotives and trains, taking account of general qualifications and specific training aspects. The proposal covers certificates for both drivers operating on cross-border services (from 2010) and those operating on domestic services (from 2015). On the 18 April 2005, the Transport committee modified and restructured the Commission's timetable for introducing certification requirements in order to match the timetable with the one for the opening-up of the rail market on 1 January 2007 (see [Safety Monitor 59](#)). Other amendments clarified the definitions of "train driver" and "train crew" and modified the rules on periodic checks for drivers. The three other legislative proposals of the 3rd railway package concern the liberalisation of passenger transport (of international passenger by 2008 and of domestic passenger services by 2012), passengers' rights and the quality of freight services.

**NEWS.** On the 5 December 2005 the Council reached an agreement on several of the proposals, including the liberalisation of international passenger trans-

port, a critical dossier. However, as concerns the certification of train drivers, the Council agreement differs to the Commission's initial proposal. The Council agreement reflects the general guidelines as approved in December 2004 which only cover train drivers and not other rail crews. As for the rest, it includes drivers operating solely on domestic lines and provides for exemption for individual countries on the basis of a cost-benefit analysis carried out by the European Rail Safety Agency. Deadlines for implementation of these provisions vary from three to ten years according to the types of service concerned.

**FUTURE STEPS.** The draft Regulation on the quality of rail freight was not examined by the Council despite officially being part of the third European rail package. The Commission has to examine whether the voluntary agreements in place for two years are overruling the need for the legislative proposal.

First proposal: 03/03/2004

Council agreement: 09/12/2004

EP report: 18/04/2005

EP first reading: 28/09/2005

### Brief news.

#### Rail not more attractive with liberalisation

According to a recent study conducted for the Community of European Railways (CER), the current rail liberalisation policy will not make rail transport more attractive, unless it is accompanied by an ambitious EU Directive on road user charging. Rail freight will only be able to increase its share of the market if road user charges were incorporated into road transport pricing to absorb external costs generated, among others, also by accidents and pollution. For more information contact [CER](#).

# ETSC News

## ETSC Secretariat

### Austrian Presidency

ETSC called on the Austrian Presidency to show a strong leadership in pushing forward the proposals of the expected Mid-term Review of the Third Road Safety Action Programme and the legislative package on infrastructure. The press release and Memorandum are both available on [ETSC website](#)

### Alcohol interlock seminar in Brussels

An alcohol interlock seminar chaired by Swedish Minister for Communications and Regional Development, Ulrica Messing, was held in Brussels on 6 December 2005. On this occasion, ETSC backed the initiative of the Swedish government to investigate the possibility of requiring by law alcohol interlocks in all new trucks and buses from 2010, and in all new cars from 2012. Alcohol interlocks could form an important part of preventing alcohol-related road deaths, if the experience is disseminated across Europe. See [ETSC Press release](#)

### Mid-term Review Lunch "Half way to halving road deaths?"

ETSC organised a Transport Safety Lunch on the 18th October 2005 in Brussels to assess the mid-term review process of the 3rd Road Safety Action Programme. Representatives of the EU institutions, government and transport safety stakeholders took part. A report available on [ETSC website](#) summarises some of the main points addressed during this Lunch.

### ETSC Best in Europe 2006

ETSC will organise its Best in Europe 2006 conference on "eSafety that matters". The conference, which will be held on 21-22 February 2006, will look at best practice in eSafety. Experts of international reputation will highlight, from experience, the "do's and don'ts" of eSafety solutions and will outline the key ingredients of successful experiences. The programme and information on registration are available on [ETSC website](#). Registration is possible on-line on our website.

### VOICE update

ETSC published a fact sheet on the situation of child pedestrians and cyclists in the UK in the framework of the VOICE campaign aimed at improving the safety of Vulnerable Road Users across Europe. See the [fact sheet](#). Under the same campaign, ETSC and its VOICE network members focused on aggressive car fronts for its industry award. The judging of the awards was based on the pedestrian protection ratings provided by the crash tests conducted by EuroNCAP. The best overall average score was achieved by SEAT with an average star rating of 2.5 out of a possible 4 and a 50% average test score. The worst overall average score was achieved by Audi with an average star rating of 0.8 out of 4 and a 12.6% average test score. The irony is that these two car makes are part of the same group of companies. Read more under [VOICE website](#)

On 9 November 2005 the European Child Safety Alliance held a Parliament hearing on child safety hosted by Philip Whitehead, Chair of the Committee on Internal Market and Consumers. ETSC participated as the coordinator of the VOICE campaign. One in three child injury deaths in the EU are the result of road accidents. Many European countries have already introduced effective measures to reduce childhood fatalities and serious injuries. They include speed limits on urban roads, seat belts for children and child bicycle helmets. Further improvements could be made, however, by changes to car design. "Re-engineering car fronts could prevent 20% of deaths and serious injuries among pedestrians in the European Union, a third of whom are under 14 years old," Frazer Goodwin of the European Transport Safety Council stated at the meeting. More information: [www.childsafetyeurope.org](http://www.childsafetyeurope.org) or contact Frazer Goodwin: [policy@etsc.be](mailto:policy@etsc.be)

### In-car enforcement technologies

ETSC published a report presenting how three in-car enforcement technologies can contribute to saving lives on roads in Europe: Intelligent Speed Adaptation, alcohol interlocks and seat belt reminders. The report shows that much more could be done to tackle main causes of road traffic deaths in the three areas of speeding, drink driving and the non seat belt use, whereas the introduction of these technologies could make an important contribution to achieving this goal.

Download the [publication](#) here. Also see [press release](#)

### Yearbook 2005 "Safety and Sustainability"

ETSC's first Yearbook 2005 was published recently. It launches a new series addressing contemporary problems in transport safety policy and intends to facilitate an integrated and systemic perspective on transport risks to life, limb, health and the environment. The individual papers identify synergies between safe and sustainable transport measures in order to help significantly reduce all transport risks alike. The Yearbook is available on [ETSC website](#)

### ETSC's working parties

#### Injuries Working Party:

The new ETSC Working Party dealing with socio-cultural and politico-economical dimensions of transport injuries in Europe has met for the first meeting in Brussels on 4 October 2005. The meeting was an occasion to discuss the scope and first outline of the Review, which is expected to be published by the end of next year. The yearly death toll of road traffic accidents represents only the tip of the iceberg of the total waste of human and societal resources from road injuries. The review intends to identify recommendations for European road safety action to strongly address the burden of injuries.

#### Road safety Policy Integration Working Party :

The first meeting of the new ETSC Working Party on Barriers and Pathways for road safety policy integration across Europe was held in Brussels on 22 November 2005. A major barrier to effective road safety work across Europe is often an insufficient transfer of measures and programmes from the European to the local level – and vice versa. Despite the acknowledgement of the importance of local level, where road safety work is eventually being implemented, under the 3rd RSAP, there remains a series of unresolved problems posing a barrier to an effective translation of European targets into urban safety management schemes. During this meeting, recommendations to help the European Commission in "maintaining a link" with the local authorities, which will form the heart of the expected Review, were discussed.

### ETSC's participation at conferences

#### Conference on the mid-term review of the White Paper on European Transport policy:

ETSC was invited by the European Commission to make a presentation on the occasion of the mid-term review of the White Paper. Graziella Jost presented ETSC's recommendations to Vice-President Barrot on how to accelerate the trend in the reduction of road accident victims. The emphasis was put on the need for a "systems approach" bringing in the driver, the car and the road to create forgiving roads, so that human errors are not followed by a death sentence. See [ETSC presentation](#)

#### PACTS Conference:

ETSC participated in the U.K. PACTS conference "Road Traffic Law and Enforcement: have we got it right?" which took place in London on the 12 October 2005. ETSC gave a presentation on "Enforcement in the EU: where does the U.K. fit in?". See the [presentation](#).

## Members activities

### Belgian Road Safety Council

The Belgian Road Safety Council launched its tenth 'Bob' designated driver campaign with extra alcohol checks, which will run from the 1 December 2005 to the 15 January 2006. Belgian Transport Minister Renaat Landuyt stressed the positive message of the campaign that "we are not against celebrating but a non-drinking driver should be designated." Jean-Paul Repussard of the European Commission announced that Hungary, Poland and the Czech Republic will join the other Member States to make up 17 countries in total running a Bob campaign in 2006. The "Euro-Bob" campaign is co-financed by the European Commission. He cited the snowball effect of successful campaigns in Belgium and other EU countries joining them. Mr. Ricour of the Federal Police stressed that Bob should apply all the year round and added the commitment to his police forces to realising these checks. During the campaign, police aim to test at least 25,000 drivers. See [www.ibsr.be](http://www.ibsr.be).

### Report published by PACTS

A new report was published by the Parliamentary Advisory Council for Transport Safety (PACTS) on "Policing Road Risk: Enforcement, Technologies and Road Safety ". Over the last 18 months, PACTS has been researching into road traffic law enforcement and the role of technology. Its new report gives an independent analysis of the changing role of the U.K. police service in the context of rapid and accelerating technological change and emerging operational developments. It gives an overview of roads policing, information and technology, surveillance impairment technologies as well as in-vehicle compliance technologies. PACTS 's Director Rob Gifford stated: "We hope it will contribute to reaching the current target set for 2010 and help to shape our next challenge: what target for casualty reduction after that date." Recommendations directed to the U.K. government also include promoting the EC Recommendation on Enforcement in the Field of Road Safety and pressing for a Directive on enforcement. See [PACTS website](#)

### Road and Safety (Poland)

The Road and Safety Association, dedicated to concrete improvements on Polish roads, recently set up a website in English, providing a full series of information on their current preventive and educational activities. At the heart of their actions, Road and Safety implements for the fifth consecutive years, a long-term assistance programme to the road accident victims providing psychological support, medical and legal assistance. Road and Safety was also giving life aid medical equipment to medical services such as hospitals, regional ambulance stations, and fire Departments. More [information](#).

### Prévention Routière Française

A colloquium "Parents, teachers and the media: what role do they play in face of the terrible number of road deaths among young people?" was held in Paris on 3 October 2005. The event was co-organised by the Prévention Routière Française and the French Federation of Insurance Companies. One of the conference outcomes was that parents generally misunderstand the danger, assessing that risks come mainly from others. In fact, the majority of children adopt the same behaviour as their parents. Even if a third of the parents change their behaviour when their child is in the car, only 5% state that they never act recklessly. Although road accidents are the first cause of death for children between 8 and 13 years old, road safety ranks only second in parental concerns.

More on the PR Newsletter [Circuler autrement n°130](#) or contact: Macha Obradovic [m.obradovic@preventionroutiere.asso.fr](mailto:m.obradovic@preventionroutiere.asso.fr)

# International Events Diary

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15 December 2005 **1st EuroRAP Pan-European Report – From Arctic to Mediterranean**  
Brussels, Belgium Contact: EuroRAP, Tel: 00 44 1256 345598 E-mail: [brenda.king@eurorap.net](mailto:brenda.king@eurorap.net),  
website: [www.http://www.polis-online.org/news/NEW5.html](http://www.polis-online.org/news/NEW5.html)

24-25 January 2006 **Infrastructure Safety**  
Vienna, Austria Contact: Austrian Presidency, Tel: +00972396 34302, E-mail: [road.safety@bmvit.gv.at](mailto:road.safety@bmvit.gv.at)

8-9 February 2006 **Together we'll Make a Safer World**  
Rishon Lezion, Israel Contact: The Research Institute of Human Factors in Road Safety,  
Tel: +00972396 34302, E-mail: [hamachon@colman.ac.il](mailto:hamachon@colman.ac.il),  
website: [http://www2.colman.ac.il/road\\_safety/index.html](http://www2.colman.ac.il/road_safety/index.html)

21-22 February 2006 **ETSC Best in Europe Conference - eSafety that matters**  
Bruxelles, Belgium Contact: ETSC Fax : +32 (0)2 230 4215, E-mail: [liaison@etsc.be](mailto:liaison@etsc.be),  
website: [www.etsc.be](http://www.etsc.be)

27-29 March 2006 **10th PRI World Congress "Think Global - Act Local" Road Safety Strategies**  
Abu Dhabi, U.A.E Contact: Etss, Tel: 009712 4466606, Fax: 009712 4466022,  
website: <http://www.pri.ae/>

3-5 May 2006 **Fit to drive - 1st International Traffic Expert Congress**  
Berlin, Germany Contact: Vd TUV, Berlin, Tel: +49 (0)30 760095-34, Fax: +49 (0)30 760095-40, E-mail: [info@fit-to-drive.com](mailto:info@fit-to-drive.com), website: <http://www.fit-to-drive.com/index.html>

10-11 May 2006 **SafetyNet Conference**  
Prague, Czech Republic Contact: Loughborough University, Tel: +44 (0) 1509 22 6900, E-mail: [safetynet@lboro.ac.uk](mailto:safetynet@lboro.ac.uk) , website: <http://safetynet.swov.nl/>



European Transport Safety Council

## Members

Austrian Road Safety Board (KfV) (A)  
Automobile and Travel Club Germany (ARCD) (D)  
Belgian Road Safety Institute (IBSR/BIVV) (B)  
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Centro Studi Città Amica (CeSCAm), University of Brescia (I)  
Chalmers University of Technology (S)  
Comité Européen des Assurances (CEA) (Int)  
Commission Internationale des Examens de Conduite Automobile (CIECA) (Int)  
Confederation of Organisations in Road Transport Enforcement (CORTE) (Int)  
Czech Transport Research Centre (CDV) (CZ)  
German Transport Safety Council (DVR) (D)  
Dutch Safety Investigation Board (OVV) (NL)  
European Federation of Road Accident Victims (FEVR) (Int)  
Fédération Internationale de Motocyclisme (FIM) (Int)  
Finnish Vehicle Administration Centre (AKE) (Fin)  
Folksam Research (S)  
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA) (E)  
Institute for Transport Studies (ITS), University of Leeds (UK)  
Irish National Safety Council (NSC) (IE)  
Motor Transport Institute (ITS) (PL)  
Nordic Traffic Safety Council (Int)  
Parliamentary Advisory Council for Transport Safety (PACTS) (UK)  
Prévention Routière (F)  
Road and Safety (PL)  
Swedish National Society for Road Safety (NTF) (S)  
Swiss Council for Accident Prevention (bfu) (CH)  
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Vehicle Safety Research Centre, University of Loughborough (UK)

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