

Safety Monitor

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

MARCH

05

NUMBER

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Road Safety

EU Monitor

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Editorial

Where is the Commission's road infrastructure safety package?

For many, Europe's roads are Europe's arteries, pumping people and goods into peripheral regions and back. But are these lifelines safe, are they kept and audited well, does the EU really care about how safe the roads it finances are?

For the time being there can only be one answer this question - no. Because apart from a claim to "encourage the improvement of road infrastructure" in the 3rd Road Safety Action Programme the European Commission has not come forth with the technical guidelines and harmonised road safety engineering procedure it promised Europe's road users.

If the European Union is, as it seems, not capable to achieve its Transport White Paper objective of moving road transport to safer modes, it should at least ensure that European road infrastructure is providing for a safer distribution of goods and people. The way forward would be an infrastructure safety package that really deserves its name.

This package should require Member States to carry out safety audits and safety impact assessments for EU-funded infrastructure. It should also include guidelines in the fields of urban safety management, speed reduction, low cost measures and safety audits. It should encourage Member States to take pride in their roads and implement Best Practices. Europe's road users will certainly appreciate that their "arteries" are well-kept and looked after and thus may also be more willing to pay the price for using them.

Jörg Beckmann
ETSC Executive Director

Road Safety

EU MONITOR

Driving licence

BACKGROUND. The proposed new driving licence Directive aims to harmonise licence categories and renewal procedures, and to guarantee complete mutual recognition of driving licences among Member States.

NEWS. On 23 February 2005, the European Parliament approved the new Directive for a European driving licence. Parliament decided to introduce a deadline of 10 years for the exchange of all paper driving licences and 20 years for all other licences. Contrary to the Commission's proposal, and in line with ETSC's position on the dossier, MEPs voted that the validity of driving licences of people over 65 years of age should not be reduced. The Directive also regulates the gradual access to motorcycle licences, thereby strengthening the

safety of young motorcyclists. To prevent so-called "driving licence tourism", persons subject to driving restrictions in one Member State will not be able to apply for a new licence in another Member State.

FUTURE STEPS. The Council will discuss the proposal again in April, and possibly adopt a common position in June 2005.

First proposal: 21/10/2003

Council general approach: 07/10/2004

EP report: 19/01/2005

EP 1st reading: 23/02/2005

ETSC position paper: 19/11/2004

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. The Parliament's Transport Committee discussed gain on 16 March 2005 the draft Directive relating to seats, their anchorages and head restraints (amending Directive 74/408/EEC). Among the three proposals, this is the only text that has caused controversy in the past. As in first reading of the proposal, rapporteur Dieter Koch (Germany, EPP) rejected the Commission-proposed ban on side-facing seats in certain busses and coaches. MEPs discussed whether seat belts fitted to this type of seats could provide adequate crash protection and made reference to the results of two apparently contradictory studies on this question.

One study carried out by the Swiss Dynamic Test Center (DTC report 211BNA09, 2001) concludes on the basis of crash tests that lap belts are an appropriate means of mitigating the impact of a frontal collision on occupants of side-facing seats. Another study conducted by the Cranfield Impact Centre for the European Commission (*Safety Consideration of Longitudinal Seating Arrangements in Buses and Coaches*, 2001) supports the results of previous UK research (*Study to Further Enhance the Safety of Passengers in Motor Vehicles*, 1997) which has found that no type of safety belt can offer sufficient protection in side-facing seats. It concluded that side-facing seats should therefore not, as far as possible, be allowed for M2 and M3 vehicles with no standing passengers.

FUTURE STEPS. The TRAN Committee is expected to vote on all three proposals on 19 April 2005.

First proposal: 20/06/2003

EP report: 25/11/2003

EP 1st reading: 17/12/2003

Council position: 24/01/2005

EP draft report: 24/02/2005 (in French)

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 to the Regulation to the Working Time Directive (2002/15/EC), which comes into force in March this year.

NEWS. The Parliament's Transport Committee passed the modified proposal on 15 March 2005. MEPs disagreed with the Council's common position on a number of points. Key issues were rest times and driving hours, penalties for violations of the new rules, roadside checks and inspections of transport firms, the minimum age of drivers, courier and express services and the deadline for the introduction of digital tachographs. The Transport Committee demanded, among others, that drivers of passenger vehicles should be at least 21 years old. Vehicles used by courier and express services should not come under the

new Regulation, and the compulsory fitting of new lorries with a digital tachograph should be postponed to 5 August 2006. The Council had set a deadline of 5 August 2005.

FUTURE STEPS. The European Parliament will vote on the report at its plenary session of 11-14 April 2005. The Parliament's rapporteur, Helmuth Markov (GUE/NGL, Germany) will start informal talks with Council representatives in the hope of avoiding a conciliation procedure.

First proposal: 12/10/2001

EP report: 05/11/2003

EP 1st reading: 14/01/2003

Modified proposal: 11/08/2003

Council agreement: 11/06/2004

Council position: 09/12/2005

EP draft report: 12/01/2005

Brief news

3rd Road Safety Action Programme

The European Parliament report on the 3rd RSAP was presented to the TRAN Committee on 16 March 2005. The report by Ari Vatanen (France, EPP) welcomes the Commission Communication and the ambitious objective of halving the number of road fatalities by 2010. It underlines that only an integrated systems approach that addresses all pillars of road safety - user behaviour, road infrastructures and vehicle safety - can lead to significant and lasting results. In the discussion, MEPs agreed that traffic behaviour was a major problem and that existing traffic law should be enforced more effectively. A number of MEPs stressed that the exchange and the implementation of Best Practice should be a major priority of the EU's road safety policy. They also expressed doubts about the necessity of creating a European Road Safety Agency, saying the establishment of a European Road Safety Observatory within the Commission was sufficient. The TRAN Committee will pass the report and amendments in mid-April 2005. Adoption in plenary is foreseen for May 2005. See [EP draft report](#) and [ETSC's response to the 3rd Road Safety Action Programme](#).

Cars 21

In response to widespread criticism over limited participation, including the ETSC and T&E joint press release of 13th January, the European Commission has now launched a stakeholder consultation to assist the "Cars 21" group. The remit of this "High level Group" is to generate recommendations on how to improve the worldwide competitiveness of the European automotive industry whilst ensuring safety and environmental standards. Stakeholders are invited to formulate their views on the most appropriate regulatory framework to achieve this end. The consultation will run until 15 April 2005 and will be followed by a hearing on 26 April 2005. The high-level group, set up on 13 January 2005, will present its recommendations by the end of this year. ETSC and Transport & Environment have criticised the group for its "unbalanced membership" and "lack of expertise" to deliver its mandate. See [DG Enterprise website](#) and [ETSC and T&E press release](#).

Daytime running lights

In his response to a question by MEP Ewa Hedkvist Petersen (Sweden, ESP), Transport Commissioner Jacques Barrot has confirmed his intention to continue examining the scope for a Directive on daytime running lights until after the mid-term review of the Road Safety Action Programme, which is expected in the second half of this year. The Commissioner asked the Parliament for "a little bit of patience" so the Commission can well prepare this and other measures to enhance road safety across Europe.

road safety

A recent survey has shown that in France, where motorists have been recommended since October 2004 to use their headlights during daytime, 52% of respondents are in favour of this simple measure. The French government has published an excellent [website](#) on this matter, including an overview of other European countries' policies.

Cross-border enforcement

On 24 February 2005, European Justice Ministers formally adopted a Council Framework Decision on the Application of the Principle of Mutual Recognition to Financial Penalties (COPEN 24) (2003). The Ministers had reached a political agreement on the issue as early as May 2003, but had to overcome parliamentary reservations before finally approving the text. Under the Framework Decision, financial penalties from 70 euros will be executed across EU Member States, whether they are issued for criminal offences or infringements of law, including traffic law. Member States have to transpose the provisions within the coming two years. This means that from 2007, an authority will be able to transmit a financial penalty direct to an authority in another Member State and have that penalty recognised and executed without further formality, unless one of the grounds for non-recognition is invoked.

Police co-operation

In its Work Programme for 2005, the European Commission has announced a Communication and a proposal for a Directive to improve transport safety and security on the Trans-European Transport Networks. The Commission will propose ways to increase inter-modal and international co-operation between police forces, inspectorates and judicial authorities responsible for different transport modes, including road, water and rail transport. See the [Commission Work Programme](#).

EuroRAP results

EuroRAP, EuroNCAP's sister programme to assess the safety of road infrastructure, launched on 9 March 2005 its latest results for the UK road network and published, for the first time, a risk-rate map for the island of Ireland. Comparison shows that the Irish risk rate is similar to that of the UK, which is one of the lowest in Europe. From both ratings appears that ordinary single carriageways have by far the highest collision rate, which is about six times the motorway collision rate. In Sweden, where the EuroRAP rating was first applied, similar roads have been shown to be far safer. "It is clear that there are lessons to learn from Sweden in terms of road design and management, including the more widespread provision of crash barriers and '2+1' lane roads," EuroRAP concludes in its [press release](#).

Seat belt campaign

Ten European countries have launched a campaign to encourage the more widespread use of seat belts by children. The "Euchires 2005" campaign is supported by the European Commission with 1.4 million euros. It centres on the "Goochem" or "Armadillo" gadget, a toy, which makes wearing a seatbelt more fun for children aged 4 to 12. Launched in the Netherlands in 2004, the campaign now extends to Belgium, the Czech Republic, Finland, Germany, Poland, Portugal, Slovenia, Spain and Sweden. See [European Commission press release](#).

Research news

The ARMAS project on satellite-based road management has now moved into its second development phase and started the design and implementation of a project demonstrator. ARMAS (Active Road Management Assisted by Satellite) is a system for monitoring vehicles via satellite based on the European Geostationary Navigation Overlay Service (EGNOS). Once completed, the system will allow vehicles to automatically send out emergency calls, and it will help to avoid accidents by notifying the driver of incidents ahead (tailbacks, lane changes and so on). Other uses being developed are virtual tolling, obstacle detection and intelligent speed advice. The project was initiated in 2003, and final demonstrations will take place during the autumn of 2005 in Portugal, Netherlands and Ireland/UK. See [ARMAS website](#).

A working paper on minimum requirements for driving instructors has been published for consultation on the MERIT project's website. The paper will serve as a basis for a future EU Directive on minimum requirements for driving instructors in the European Union. It was discussed during a workshop with stakeholders on 21 March 2005 in Brussels. See [MERIT website](#).

COUNTRY NEWS

Traffic law

In **Slovenia**, a new Road Safety Act came into effect on the 1 January 2005 introducing changes to the penalty system, driver training and legal blood alcohol level. Radar jamming devices which interrupt police speed checks have also been banned. To improve traffic behaviour, tougher sanctions are introduced as well as rehabilitation programmes for drivers with penalty points. A two-phase driver training model is introduced whereby drivers complete a second course two years after their first driving test. A 0.0mg/ml blood alcohol level already in force for professional drivers is extended to other groups such as drivers transporting children.

The new Road Safety Act foresees the establishment of a new public agency for road safety. The agency will have five main tasks: run road safety campaigns, conduct research, run driver improvement courses and co-ordinate the National Road Safety Programme. These new changes are also accompanied by a new act on minor violations which also came into force at the start of January 2005. See [Slovenian government website](#).

The ongoing debate on the new Road Safety Bill has led the **UK** government to promise to look into the issue of lowering the drink driving limit from 0.8 to 0.5mg/ml. As a first step, roadside surveys will be carried out and the alcohol levels of drivers involved in accidents recorded. Professor Richard Allsop of the Centre for Transport Studies at University College London estimates that a lowering of the current BAC level could lead to about 65 fewer deaths and 230 fewer serious injuries on British roads per year based on the 2003 road casualty figures. See [DfT consultation page](#).

In the **Netherlands**, there are plans to introduce a penalty point system. The system will be rather different from what other countries have in that there will be only two levels ("two strikes and you're out"). After one serious offence, drivers will receive a "yellow card", after two serious offences a "red card", meaning they will lose their licence. Serious offences will include drink driving, speeding and causing a serious accident.

Austria will introduce a penalty point system for driving offences from 1 July 2005. The system will allow for better control of repeat and high risk offenders. If a driver commits the same traffic offence for the second time within two years, he or she will face specific measures such as driver-improvement or re-education courses, depending on the nature and severity of the offence. In case of a third offence within two years, they will lose their driving licence for at least three months. The Austrian Road Safety Board (KfV) is relieved to see this measure finally introduced after close to ten years of discussion. KfV expects that the new system will lead to a reduction of 75 road fatalities per year. See [Austrian Transport Ministry](#) and [KfV website](#).

Since 20 January 2005, the measurement of speed limits in **Ireland** has been changed from miles per hour to kilometres per hour. As a result of these changes, speed limits on rural national roads (which are mostly dual carriageway), on motorways and in built-up areas have seen a slight increase. The speed limit for rural regional and local roads has however been changed from 60 mph to 80 km/h (50 mph), representing a reduction of 20%. Recent [EuroRAP results](#) have shown that on this type of road, good for 91% of Ireland's road network, the risk of a fatal collision is highest. See [Go Metric website](#).

Safety cameras

One year on since its inception, the new speed camera scheme in **France** is undergoing a first road safety assessment. First results of a study carried out by the National Road Safety Observatory indicate that the scheme is successful in reducing both speeds and accidents for all types of traffic, even though the system cannot yet be used to enforce lorry and motorbike speeds. At camera sites, speeds decreased radically, resulting in a drop in accidents of about 85%, while on the whole of the motorway network, fatalities decreased by 50%.

At the end of 2004, there were about 290 cameras set up in France. This figure is expected to rise to around 900 by the end of this year. Most of the new cameras are planned to be installed on national and rural roads, and only 11% on motorways.

Researchers from the **UK** have conducted a comprehensive review of existing literature on speed camera effectiveness. They found that fatality reductions calculated for camera sites ranged from 17% to 71%. The review

flagged up the limitations of the existing research and suggested ways to improve the quality of the evidence. See [British Medical Journal website](#).

Police enforcement

In **Austria**, new legislation has been introduced to enable roadside screening tests in drink driving enforcement. A pilot conducted by the Austrian Road Safety Board (KfV) has shown that the use of screening devices can help multiply controls by ten without increasing human resources. According to KfV, the efficient implementation of these devices could save between 50 and 100 lives annually. The new instruments should therefore be applied in every roadside check.

The risk of being tested for drink driving is very low in Austria. There is on average one check per Austrian citizen every 33 years. A survey from 2002 shows however that 70% of Austrians support more alcohol controls, and 50% support the introduction of screening devices. See [KfV Press Release and Video Clip MPEG](#).

Maritime and Inland Waterway Safety

EU MONITOR

River Traffic Information Services

BACKGROUND. The Commission presented a draft Directive last year to ensure better cooperation between national policies on inland waterway information services. The proposed River Information Services (RIS) system will give information on the navigation conditions of waterways, the actual situation in the immediate vicinity of a vessel as well as strategic information for the planning of voyages including lock, port and terminal scheduling.

NEWS. The European Parliament has backed the Commission's proposal but came up with a series of amendments following an informal consultation with the Council of Ministers on 1 February 2005. Technical and practical aspects agreed at this meeting include a uniform European vessel number system, interoperability issues and the use of satellite positioning. Other than that, MEPs mainly requested that the RIS guidelines and technical specifications take account of preliminary work carried out by international or-

ganisations. They asked the Commission to monitor the setting up of RIS and to report within three years of the Directive's entry into force. Participation in the European system will not be mandatory as proposed by the Commission in its initial text. Member States are however expected to join because of the many economic and environmental benefits it will bring to the inland waterway sector.

FUTURE STEPS. The Directive still has to be formally adopted by the Council. As agreement has already been reached between the Parliament and the Council, it is expected that it will be adopted at first reading.

First proposal: 25/05/2004

Council general approach: 07/10/2004

EP report: 23/11/2004

EP 1st reading: 23/02/2005

Seafarers' certificates

BACKGROUND. This proposal for a Directive aims to simplify the mutual recognition of seafarers' certificates issued by Member States. It also looks into ways to prevent fraud involving the certification process or the certificates themselves.

NEWS. On 22 February the European Parliament approved the Commission proposal by a large majority (619 of 642 votes cast). Parliament requested that

Member States pursue their efforts within the International Maritime Organisation to combat world-wide fraud of certificates, as this impacts on the EU maritime safety when vessels enter EU ports and waters. MEPs also demand that Member States should designate competent authorities at national level to detect and punish fraudulent practices of certificates, as well as improve cross-border cooperation in the exchange of information.

FUTURE STEPS. The Council is expected to formally adopt the proposal at one of its forthcoming meetings.

First proposal: 25/04/2004
EP report: 28/11/2004
Council general approach: 09/12/2004
EP 1st reading: 23/02/2005

Brief news

Seafarers' training

The European Commission has incorporated into EU law the amended IMO Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). This Convention lays down minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on board passenger ships. See [Commission Directive 2005/23/EC on minimum standards for seafarers' training](#).

Civil liability for pollution at sea

In its vote on a European Directive on ship-source pollution, which was tabled after the loss of the Prestige tanker off the Spanish coast in 2002, the European Parliament has finally decided not to regard ship-source pollution committed with intent, recklessly or as a result of serious negligence criminal offences. The Council had rejected this notion in June 2004 claiming that the text's legal basis (article 80§2 of the Treaty) was inappropriate for including criminal matters. National governments preferred to settle all issues concerning criminal offences in a separate Council Framework Decision on which the Parliament does not have to be consulted. This Decision was agreed in December 2004, after Greece, Cyprus and Malta had achieved a considerable weakening of the original proposal.

In adopting the Directive, the European Parliament specified the chain of responsibility to ensure that all those responsible for pollution, including captain, owner, operator, manager, charterer and classification company, can be prosecuted, at least in respect of inland and territorial waters. Other amendments provide for the European Maritime Safety Agency (EMSA) working with the Member States to develop technical solutions and provide technical assistance in pursuing polluters, notably by means of satellite tracking and surveillance. Parliament also asked the European Commission to undertake a feasibility study to look into the issue of setting up a European coastguard service dedicated to pollution prevention and response. This study should, if appropriate, be followed up by a legislative proposal. See [EP resolution on ship-source pollution](#).

Consultation on EU maritime policy

On 2 March 2003, EU Fisheries Commissioner Joe Borg announced the launch of a broad consultation process on a future European maritime policy. The goal is to better coordinate the EU's various - and occasionally conflicting - sea-based activities, including fisheries, tourism, energy and transport. As a first step, a special task force will be set up to formulate by mid-2006 a consultation paper on integrating the EU's sea-related policies. The group will be led by Mr Borg and consist of six other Commissioners with sea-related portfolios: Enterprise Commissioner Günther Verheugen, Transport Commissioner Jacques Barrot, Environment Commissioner Stavros Dimas, Regional Policy Commissioner Danuta Hübner, Research Commissioner Janez Potocnik, and Energy Commissioner Andris Piebalgs. On the basis of an extensive consultation exercise, the Commission will then make proposals for an integrated EU maritime policy. See [European Commission press release](#).

Aviation Safety

EU MONITOR

Air Traffic Controller Licence

BACKGROUND. The draft Directive introduces a harmonised EU licensing system and common standards for the training of air traffic controllers. The TRAN Committee introduced a few amendments including extended timelines for transposition as some Member States feel the Directive is too problematic and burdensome.

NEWS. On 8 March 2005 the European Parliament adopted in plenary the proposal to introduce a single licence for air traffic controllers in the EU. A series of amendments concerns traffic controllers' right of mobility, where Parliament feels special requirements can only be imposed under exceptional circumstances and if they are objective, non-discriminatory and transpar-

ent. They also specify that licences awarded before the entry into force of the Directive will remain valid. MEPs also demand a high level of English and/or the local tongue. The Parliament called on the European Commission to have the Directive apply to all the professions involved in the safety of air traffic management. Moreover it insists that the sanctions applied in case of infringement be harmonised at EU level.

FUTURE STEPS. The Council is likely to vote in favour of the modified proposal at its next meeting in April.

First proposal: 12/07/2004
EP report: 02/02/2004
EP first reading: 08/03/2005

Passenger information

BACKGROUND. A new draft Regulation tabled on 16 February 2005 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.

NEWS. Under the Commission's draft, passengers booking a package holiday will have a right to be informed about the airline they will travel with, as well as the safety record of this airline. They will however not have the right to be reimbursed in case the carrier should change between the time of the reservation and the beginning of their trip, if they decide against boarding the second carrier for safety reasons. An evaluation system will be set up to establish the safety level of a carrier. Evaluation criteria include bans or re-

strictions issued by a Member State on safety grounds, as well as serious defects detected during checks at a Community airport. To inform passengers on unsafe companies, a blacklist will be published by the European Commission including airlines with dubious safety records.

FUTURE STEPS. The Commission is expected to present further regulation to reinforce also the rights of passengers travelling by coach or sea, drawing inspiration from the example of the aviation sector.

First proposal: 16/02/2005

Railway Safety

EU MONITOR

Working time for cross-border drivers

BACKGROUND. The existing EU legislation on working time (Directive 2003/88/EC) applies also to the rail sector but provides explicit scope for more specific provisions for certain professional activities. In an agreement signed in January 2004, the European Transport Workers Federation (ETF) and the Community of European Railways (CER) have set out such provisions for rail transport.

NEWS. The European Commission has presented a proposal for a Directive on working time for train drivers operating cross border services, based on an agreement between the social partners in the rail sector. Regarding daily and weekly rest periods, the agreement

is more generous than the existing Directive, though it also introduces greater flexibility to respond more promptly to the sector's requirements.

FUTURE STEPS. The draft has to be adopted by the Council of Ministers only, as stipulated under the rules of the European social dialogue. The European Parliament does not have a say on the transposition of social agreements, but has nevertheless been asked to submit its opinion.

First proposal: 08/02/2005

Brief news

Train drivers' certification

European transport unions have called for a break-up of the 3rd railway package in order not to delay EU legislation on the certification of train drivers. The Council of Ministers has already agreed to this proposal, but both Parliament and Commission refuse to "unpack" the package to ensure that other texts including a proposal on the liberalisation of passenger services have a chance of being passed as well. The Parliament's Transport Committee is expected to vote on all four proposals on 19 April 2005.

European Rail Traffic Management System (ERMTS)

The European Commission and the rail industry (manufacturers, infrastructure managers and undertakings) have signed a Memorandum of Understanding on setting up a European Rail Traffic Management System (ERMTS) on part of the European network. The European system will transmit information from the ground to the train, where an on-board computer uses it to calculate the maximum authorised speed and then automatically slows down the train if necessary. It will be suited to high-speed and conventional railway lines, and thus significantly enhance network safety.

Currently, there are more than 20 different systems sending this information from the ground, generating extra costs and an increased risk of breakdowns. The MoU sets out a strategy of coordinated migration, with the existing systems to be phased out as soon as possible. The EU system should be operable on 20,000 km of priority trans-European rail network lines within 10 to 12 years, and on the entire European rail network within 25 years from now.

ETSC News

ETSC Secretariat

Policy Paper on vulnerable road users

On 25 February 2005, ETSC published a report on strengthening the safety of vulnerable road users. In the report, leading independent transport safety experts from across Europe make more than 60 recommendations on how to effectively improve the safety of pedestrians, cyclists and users of motorised two wheelers. The paper is the result of studying the safety situation in those countries of Southern, Eastern and Central Europe where the road risk is higher than the European average (the so-called "SEC Belt" countries). It is available from the ETSC Secretariat or can be downloaded from [ETSC website](#).

European Transport Safety Lecture - 2 June 2005 in Copenhagen

Prof Claes Tingvall, Director of Traffic Safety at the Swedish National Road Administration and Chairman of EuroNCAP will speak at ETSC's 7th European Transport Safety Lecture on 2 June 2005 in Copenhagen (Denmark). Mr Tingvall will look into the "Europe and its road safety vision - how far to zero?". More information will be available shortly on [ETSC website](#).

European Transport Safety Lunch

A panel of experts gathered on 2 March 2005 to discuss the introduction of alcohol interlocks in Europe at ETSC's first Transport Safety Lunch. The debate demonstrated the existence of important psychological barriers in society, despite higher reliability and technical improvements of most recent alcolocks. But as Jörg Beckmann, Executive Director of ETSC pointed out, "the introduction of alcohol interlocks should be seen as a solution, not a problem. Alcolocks effectively cut the risk of drink driving accidents but still lack the strong political support needed to create wider public acceptance". The full report of the lunch is available on ETSC's website.

The next Transport Safety Lunch will deal with the issue of seat belt reminders. It will take place on the 3 May 2005 in Brussels. For information on topics, dates and registration, please visit the [Transport Safety Lunches page](#).

New staff members

The ETSC Secretariat has welcomed two new colleagues. In February 2005, Jolanda Crettaz started work as ETSC's new Communications Officer. In March 2005, Graziella Jost joined the office as a trainee.

ETSC Members

New members

Two organisations have joined ETSC's Main Council: "Road and Safety" from Poland and the Brussels-based international organisation CORTE.

The Polish organisation "Road and Safety" (Droga i Bezpieczeństwo) was created in 1998 and aims at mak-

ing Polish roads safer through activities targeted at both politicians and the wider public. Cooperating closely with the public authorities dealing with this issue, "Road and Safety" disseminates information and findings of scientific research that are carried out both in Poland and abroad, and actively increases public awareness. Its members include more than 200 experts, associates and friends. See [Road and Safety website](#).

CORTE, the "Confederation of Organisations in Road Transport Enforcement" is an initiative of several governmental agencies entrusted with the enforcement of European law in the field of road transport. CORTE offers a platform for mutual consultation with regulatory bodies but also with all actors involved in the European road transport. It aims at raising awareness of enforcement issues and developing either legislative or technical solutions to improve road safety. It also collaborates with the automotive industry to develop new enforcement technologies and equipment. Its founding members include the Danish National Police, the Irish Department of Transport, the Swedish Road Administration (SRA) and the Vehicle and Operator Services Agency (VOSA). See [CORTE website](#).

Members' activities

The **Comité Européen des Assurances (CEA)** held its meeting of the Subcommittee on Prevention and Road Safety on 14 March 2005 in Paris. ETSC was invited to present its work objectives and programme for 2005. Following the presentation, CEA and ETSC used the opportunity to identify future cooperation possibilities to improve drivers' behaviour. The meeting was the second in a series of CEA meetings to discuss road safety. The first meeting, a plenary session of the Motor Insurance Committee, was held on 25 June 2004. It was directly related to [CEA's commitment](#) under the European Road Safety Charter. Also in relation to the Charter, CEA is in the process of compiling an overview of current road safety initiatives undertaken by insurers in the various Member States. This compendium will serve as a basis for an event organised before the end of this year, during which CEA and the European Commission will present the best initiatives launched by European companies or markets.

The **German Road Safety Council (DVR)** has called upon associations, politicians and industry to jointly organise a national Road Safety Day on 18 June 2005. DVR members and partners warmly welcomed the proposal. As a result, a variety of actions and measures are being organised for that day across Germany. It is planned that the Road Safety Day will take place on the third Saturday in June every year from now. See [DVR website](#).

All ongoing activities of the former **Dutch Transport Safety Board (RvTV)** have been taken over by a new organisation called **Dutch Safety Investigation Board (OVV)**. While the former RvTV has been responsible for investigating the causes of accidents and incidents in the transport sector, the new organisation carries the responsibility for disasters, accidents and incidents in a broad range of sectors including transport, defence, industry, nuclear energy, environment, health, natural disasters, and the collapse of buildings. See [OVV website](#).

Following a conference on 10 February 2005, the **Parliamentary Advisory Council on Transport Safety (PACTS)** has published a four page briefing on Community Policing and Road Safety. The paper concludes that community-based policing can contribute significantly to reducing road casualties provided that roads policing is treated as an integral aspect of local policing and community safety. See [PACTS Conference Briefing](#).

International Events Diary

12 May 2005 London, UK	Drink and Drug Driving Contact: Brake, Tel: +41 (0) 1484 559909, Email: admin@brake.org.uk
30 May - 1 June 2005 Belgrade, Serbia	10th EAEC European Automotive Congress Contact: JUMV - Yugoslav Society of Automotive Engineers, Tel: +381 11 3370-358 / 3370-652 / 3370-349, Fax: +381 11 3228079, Email: cduboka@eunet.vu
1-3 June 2005 Hannover, Germany	5th European Congress and Exhibition on ITS Contact: Kerri Underdown Brintex, Tel: +44 (0) 20 7973 4603, Fax: +44 (0) 20 7233 5054, E-mail: k.underdown@hgluk.com
24-26 August 2005 Delft, Netherlands	Childstreet 2005 Contact: Donald Boyd, IIUE, E-mail: childstreet2005@urban.nl
6 September 2005 Bergisch Gladbach, Germany	ROSEBUD Final Conference Contact: Dr. Karl-Josef Höhnscheid, Tel. +49 (0)2204 43 415, Email: hoehnscheid@bast.de
22-24 September 2005 Bari, Italy	3rd International SIIV Congress on "People, Land, Environment and Transport Infrastructures" Contact: Vittorio Ranieri, Department of Highways and Transportation, Polytechnic University of Bari, E-mail: oc@siiv2005.com
25-27 September 2005 Annecy, France	6th Annual Ignition Interlock Symposium Contact: Barbara Koppe, TIRF Communications Manager, Email: barbarak@trafficingjuryresearch.com
4-7 October 2005 Madrid, Spain	Traffic 2005 Contact: Spanish Ministry of Interior and Ministry of Public Works, Tel: +34 (0)917225790, E-mail: traffic@ifema.es
10-12 October 2005 Paris, France	Tunneling for a Sustainable Europe Contact: Association Française des Travaux en Souterrain (AFTES), Tel: +33.1.53.42.94.69, E-mail: contact@aftes.asso.fr
12-13 November 2005 Edinburgh, UK	7th International ITAI Conference 2005 Contact: Institute of Traffic Accident Investigators (ITAI), Tel: +44 (0)121 603 0061, Fax: +44 (0)870 124 7626, E-mail: conference@itai.org
15-17 November 2005 Edinburgh, UK	Second International Conference on Driver Behaviour and Training For the Call for Papers, visit the PACTS website or contact Dr Lisa Dorn, Tel +44 (0)1234 750111 ext 5232, E-mail l.dorn@cranfield.ac.uk For general information regarding the conference, contact Mrs Tricia Jolly, Tel: +44 (1)1234 750192, E-mail: t.jolly@cranfield.ac.uk
27 November 2005 Lisbon, Portugal	Intelligent Transportation System Workshop Contact: ESA Conference Bureau, Tel: + 31 71 565 5005, Fax: + 31 71 565 5658, Email: esa.conference.bureau@esa.int



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