

Safety Monitor

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

April

2010

NUMBER

80

Editorial

'Road Safety at Work' on the Spanish Presidency's Agenda

A large percentage of the 36,000 lives which were lost in 2009 on Europe's roads were people who were driving for work or to work whilst commuting. Improving work related road safety would also contribute to higher levels of road safety as a whole. In Europe six out of ten work accidents resulting in death are road collisions, including both collisions while driving for work and commuting collisions. Spain has declared this as one of the priorities of their Presidency and will include this issue as a point of information at the Transport Council. In Spain itself 40% of the work related accidents resulting in deaths occurred on the roads.

The starting point for any employer should always be to undertake a risk assessment and draw up a road safety action plan, based on priorities identified in the assessment and as part of occupational health responsibilities (a European Directive requires every employer in Europe to undertake a risk assessment). But equally important, it most often makes sound business sense to draw up and implement a road safety action plan.

It is also hoped that the European Commission will consider this as one of the areas for priority in the new Road Safety Action Programme which is due to be published in the coming months. Here the EU institutions and EU Member State public authorities should lead by example and adopt work related road safety management programmes for the EU institutions and their vehicle fleets including vehicle safety into public procurement.

ETSC's PRAISE project on Preventing Road Accidents and Injuries for the Safety of Employees aims to advance work-related Road Safety Management and provide the know-how to employers who have to take on that challenge. Two ETSC seminars in the coming months, one in Brussels and one in Barcelona, will put this issue in the spotlight.

Contents

Road safety	2
Aviation, Rail & Maritime Safety	4

ETSC and Partner Organisations News	6
-------------------------------------	---

Road Safety

Cross Border Enforcement Directive is priority for Belgian Presidency

The Belgian Transport Minister Mr. Schouppe announced that the Cross Border Enforcement Directive would feature as one of the priorities of the Belgian EU Presidency. This is in line with the joint Presidency priorities set out by the Spanish, Belgian and Hungarian Trio. Following a statement by Commissioner Kallas at his hearing in the European Parliament in January the European Commission is set to present a new proposal for following up traffic law offences across Member States later this year.

Parliament's Future of Transport Report

The European Parliament is preparing an Own Initiative Report on the Future of Transport. This follows on from the Consultation undertaken by the European Commission last year on its future Transport White Paper for 2011-2020. The Parliament's Rapporteur Mr. Grosch has included in his draft report the importance of setting clear measurable targets to achieve transport objectives. One of the measurable targets he proposes is that the EU should reduce road deaths and serious injuries by 40% between 2010 and 2020. He also supports the need for a new Road Safety Action Plan. His report also includes emphasis on investing in infrastructure, research and technology to promote safe and clean transport. Tackling the social, demographical, environmental and economic challenges of the future are also considered. The Transport Committee is due to vote on amendments at the end of May with an adoption of the Report by the European Parliament's plenary due in June. The European Commission stated recently that the new White Paper on Transport would be published in the autumn.

Parliament's Report on penalties for infringements against social rules

The Rapporteur of the Transport Committee Hella Ranner presented her draft report on the penalties for serious infringements against the social rules in road transport, at the Transport Committee in March. This follows the publication of a report by the European Commission in May 2009. Mrs. Ranner underlined the great divergences between all national legislations on the level of fines and the type of sanctions. She said that a European system of sanctions should provide fair, comparable and transparent implementation conditions between Member States. For Ms Ranner, existing divergences are causing significant cross-border problems impacting on the fair functioning of the internal market and on road safety. She proposes in her report to harmonise the sanctions and the category of infringements. This could now be possible especially given changes brought about by the new European Treaty. Article 83.2 allows for the harmonisation of national legislation on penalties for infringements defined at the European level. Ms Ranner also proposes that the system of controls should be reinforced at the European level by the creation of a European Agency for Road Transport. This Agency should improve the coordination and the cooperation of the implementation of social rules between Member States and the training of officers in charge of the enforcement of the legislation. The report is due to be adopted by the Transport Committee in April and by the plenary in May.

Common standards for electric vehicles

A new regulation on the certification of electric and hybrid vehicles has been adopted on 10 March by the UN Economic Commission for Eu-

CIECA-NTA Congress on Assessment for Novice Driver Safety

Hotel Novotel Budapest Centrum, 088 Budapest, Rákóczi Út 43-45

3-4 June 2010

On 3 and 4 June 2010, the Hungarian National Transport Authority (NTA) will be hosting CIECA's 42nd General Assembly and Congress in Budapest, Hungary. More information about the event and its programme is available on www.cieca.be

Road Safety

rope (UNECE), setting common certification requirements for vehicles. In addition to the 27 member states, countries like Turkey, Russia and the Balkan states also signed up to the UN regulation. Japan and South Korea are also expected to incorporate it into their legislation.

On its part, the EU plans to propose a new Regulation for the Type Approval appraisal of electric vehicles this summer.

ITS Directive close to final adoption

Following dialogue discussions an early second reading agreement has been reached between the European Parliament and Council on the Commission's Directive on ITS. The Directive proposed a framework for coordinated and coherent ITS use and deployment including ITS applications to promote road safety. This adoption is following a delay brought about by changes through the Lisbon Treaty. Formal adoption of Council and the European Parliament is expected in May. The Directive will then enter into force following publication in the Official Journal in the autumn. The EU ITS Action Plan which was also proposed by the European Commission in December 2008 is due to be launched with a kick off conference scheduled for June.

Self-employed drivers divide MEPs

The new Commissioner is likely to follow his predecessor in his position of excluding self-employed drivers from the Directive on working time for persons performing road transport activities (Directive 2002/15/EC). MEPs are divided on the issue, as the debate in the TRAN Committee on 27 January demonstrated, with Liberals and Christian Democrats generally against and the Socialists and the Greens in favour of including self-employed drivers in the legislation.

New car safety rankings published

The 2010 Voiture Citoyenne ranking was published in February by the French Ligue Contre la Violence Routière. Over 1,151 cars of 184 models manufactured under 36 brands have been studied in respect of their occupant and pedestrian safety and ecological criteria. The three highest

marks have been given to Honda Insight Hybride, Toyota IQ and Toyota Prius Hybride. The top ten also includes Ford Fiesta and Toyota Yaris and Auris. Smart, which was 2009 winner, has moved to 11th place now. Toyota, Volkswagen and Fiat have also been chosen the best car manufacturers in terms of people and environmental protection.

The following month, on 3 March, Euro NCAP released its crash test results for five new cars the Citroen Nemo, the Kia Venga, the Nissan Cube, the Seat Exeo and the Toyota Verso.

2010 has seen new Euro NCAP rules and tougher European legislation in car safety. To achieve five stars across three areas of safety protection, performance thresholds for Adult Occupant Protection rise from 75% to 80%, for Child Occupant Protection from 70% to a 75%, and for Pedestrian Protection from 25% to 40%. The Toyota Verso was the only car to receive a maximum five star award in the results, with good scores achieved in all areas and a worthy 69% in pedestrian protection. Data on all cars tested in 2009 are now available on www.euroncap.com/results

Police optimistic about drug testing devices for drivers

Increased use of oral fluid screening devices to test drivers under the influence of drugs was encouraged by a recent positive TISPOL report, published as part of the DRUID Project, and materials from a related workshop.

The evaluation of these devices from an operational point of view was carried out in Belgium, Ireland, Spain, Germany, Finland and the Netherlands. Eight out of 13 oral fluid devices have been qualified as "promising" by police officers. The police also supports the adoption of a zero tolerance approach, i.e. a legal ban on driving under the influence of a specific psychoactive drug unless the drivers can show a prescription of a medical doctor and they are not in a state of impairment.

The report, which represents an important step forward towards the establishment of an effective and efficient traffic law enforcement of drug-driving, was published on the DRUID Project website www.druid-project.eu

Aviation, Rail & Maritime Safety

Ministers agree to tighten cooperation in investigating air crashes

In a bid to tighten co-operation between authorities in charge of technical investigations of aviation accidents, the Transport Council on 11 March approved the creation of a European network of civil aviation safety investigation authorities, as proposed in a draft regulation presented by the European Commission last October. The network will facilitate sharing advanced expertise and organise training activities between members.

Replacing the current Directive 94/56/EC, the new regulation re-establishes the obligations of investigation by an independent authority in case of an accident or serious incident and reinforces the role of investigators. However, the Council chose to limit the obligation to investigate serious incidents to cases involving only the largest aircraft, leaving the remaining accidents to the discretion of the Member States. A representative of the European Aviation Safety Agency (EASA) may be invited to participate in investigations as an "advisor" under the control of the investigator-in-charge.

ETSC believes that the relation between safety and judicial investigations represents a key issue deserving further discussion and careful consideration. In its **Position Paper**, issued on 15 March, ETSC stressed, among other things, the importance to guarantee priority to safety investigations, to protect safety information, to keep roles of different authorities separate and to have a code of conduct adopted for them.

Meanwhile, in February the European Data Protection Supervisor, Peter Hustinx, advised the European Commission to reinforce the data protection measures contained in the draft regulation and recommended "additional guarantees" to ensure confidentiality. He proposed to include specific provisions on, for example, the deletion of data no longer needed for the investigation, limited data storage periods, conditions for data transfer to third countries, etc.

The Rapporteur at the European Parliament, Christine De Veyrac (EPP – FR) is expected to present her draft report by the end of April.

New rules improve aviation safety

On 26 January new rules were adopted by the European Commission to improve the quality

of aeronautical data and information in order to schedule more flights and enhance aviation safety within the Single European Sky, the Commission's ambitious plan to harmonise air traffic management throughout the Union. Better quality aeronautical data and information, such as terrain and obstacle data or aerodrome mapping data, will allow more accurate ATM procedures and support new types of operations, such as precision-area navigation (P-RNAV). The legislation is also necessary for the deployment of the Single European Sky Air Traffic Management Research (SESAR) programme.

EASA holds International workshop on Runway Safety

The European Aviation Safety Agency (EASA) organised an international workshop on runway friction and aircraft braking in Paris on 11-12 March 2010. Recent incident or accident reports worldwide have highlighted the significant importance of this parameter and its role in airport safety. The workshop provided an opportunity to assess the current state of knowledge on the issue and measure the progress achieved through the implementation of regulations. Apart from sharing experience by researchers, pilots, airline and airport operators, aircraft manufacturers and civil aviation authorities, the workshop also saw the presentation of results and recommendations of the EASA-funded research project "Runway Friction Characteristics Measurement and Aircraft Braking".

EU calls for safety check on airport body scanners

While body scanners were introduced in February and March at the biggest UK, Italian and Dutch airports as a precaution against terror attacks, other EU countries were waiting for the common EU position on their safety for passenger health. Both the European Commission and the European Parliament stress that their impact on health and privacy protection needs to be fully assessed before such a position can be formulated. Commission Vice-President Kallas stressed that before moving forward with EU regulation on the issue, health and privacy issues need to be looked at very seriously. At the Parliament's request, Vice-President Kallas will present in April

Aviation, Rail & Maritime Safety

an evaluation report assessing both security and health and privacy benefits of the new technology. The final decision on whether the scanners' use should be regulated by the EU or left to the Member States will be made on the basis of the scientific evidence the report will contain.

Belgian train crash causes debate on EU rail restructuring

Speaking after the deadly train accident in Belgium on 15 February that caused 18 deaths, Marc Descheemaeker, director of the Belgian national railway company SNCB, said that the trains were not fitted with an automatic braking system reacting to a red light because the EU authorities have been slow to define interoperability technical standards. The European Commission called this accusation "unfounded" and said that EU interoperability technical standards were defined back in 2001 for the high-speed network and in 2006 for the conventional rail network. However, this did not prevent rail companies from equipping trains with an automatic braking system, said the Commission, and countries like France and Luxembourg did this on a larger scale than Belgium.

Speaking during the European Parliament's plenary session on 25 February, the Belgian MEP Dirk Sterckx stated that the two countries that have opened up their markets, the Netherlands and the UK, had the best safety records in 2008 (latest available data).

EMSA sets up news safety tools

On 10 March the European Maritime Safety Agency (EMSA) launched "STIRES" (SafeSeaNet Tracking Information Relay and Exchange System) which is the latest generation module of the Agency's SafeSeaNet service for global monitor-

ing of EU-flagged vessels. The system will enable users such as maritime administrations, port authorities, S&R bodies, to track and locate any ships carrying hazardous cargo, identify high-risk shipping, access ship incident reports and a full record of vessels movements.

Separately, EMSA had its preliminary work programme up to 2011 approved. The document envisages extending support to the European Commission's efforts in providing maritime surveillance and e-maritime services and assessing national safety legislation and practices.

Implementation of the third Maritime Safety Package

At the last TRAN committee meeting held on 23 March in Brussels MEP Peter Van Dalen presented the Parliament's own initiative report "Maritime Policy until 2018". Adopted by a large majority, the report urges Member States to properly enforce and implement the 3rd Maritime Safety Package adopted in March 2009, whose objective is to define guidelines on accident prevention and measures in case of accidents. Member States have the obligation to implement it by the end of 2012.

The report welcomes the Paris Memorandum of Understanding (on port state control) which permits replacing regular inspections with risk-based inspections. MEP Van Dalen also calls for closer co-operation between national inspectorates and authorities in exchanging data to increase the effectiveness of inspections.

Industry representatives stress the need to insist more on maritime surveillance in the future and urge Member States to foster information and data exchange and enhance the interoperability of surveillance systems in order to get a better view of the activities taking place in ports and on the high seas.

ERIC Information Event: *Hotel Radisson Blu, Rue d'Idalie 35, Brussels* 12h00 - 17h00, 20 May 2010

The German Road Safety Council DVR, the Motor Transport Institute from Poland, the Instituto de Tráfico y Seguridad Vial from the University of Valencia and FACTUM OHG from Austria invite you to this event which wraps up the ERIC project dealing with the adaptation of Computer Based Training programmes in the field of road safety. The availability and acceptance of the CBT tools by professional and car drivers, use of CBTs in different learning, language and cultural contexts, and other results will be made public during the event. To register please e-mail before 15 May Jacqueline Lacroix: jlacroix@dvr.de or Laura Breuer: lbreuer@dvr.de

ETSC and Partner Organisations News

More children's lives can be saved

The European Child Safety Alliance (ECSA) called for stricter child safety legislation and law enforcement practices to be adopted by the countries participating in the 5th Ministerial Conference on Environment and Health held in Parma, Italy on 10-12 March. Despite the magnitude and burden injury causes, which ECSA called 'child injury epidemic', it says many EU Member States have not yet enacted and enforced the basic measures that have been proven to reduce childhood injury. Its 2009 Child Safety Report Cards, measuring adoption and implementation of more than 100 evidence-based good practices for child safety, showed that only 8 out of 24 countries had a law requiring children to remain in the back seat of a motor vehicle until they are 12 years of age (or 150 cm in height).

To remedy the situation, 26 countries are now participating in a European Commission supported initiative led by ECSA to prepare national Child Safety Action Plans (CSAP) whereby many countries are making commitments to child injury prevention. Addressing childhood injury has multiple spin-off benefits such as increasing physical activity and reducing emissions. Finland recently adopted a combined approach to reduce injuries through creating safe and stimulating environments for kids and teen-agers. In addition to developing flexible and safe public transportation and road traffic environments for them to cycle and walk in, prevention efforts also include implementing the use of bicycle helmets and involving children and young people in planning of environments at the local level.

Seat belt video launched

The Sussex Safer Roads Partnership and the Highways Agency in the UK have recently launched a video clip Embrace Life in which they promote the benefits of using seatbelt while driving. The producers hope to generate nationwide attention to the topic of non-use of seat belts. Each year, Sussex Police issue thousands of fixed penalty notices to vehicle drivers and passengers for failing to ensure that they are correctly restrained.

Perhaps what raises most concern is that in 2008 over 100 notices were issued for drivers failing to ensure children under 14 were cor-

rectly restrained.

The clip may be viewed [here](#). More videos are scheduled for production, with the next one focusing on motorcyclists' safety.

CIECA publishes results of two projects

CIECA (International Commission for Driver Testing) has reported the end of two projects it was in charge of. The first one, HERMES (High impact approach for Enhancing Road safety through More Effective communication Skills), promoted coaching principles in driver training and developed a broad variety of different manuals for the coaches training driving instructors and for the driving instructors themselves. The training package contains a series of more than 60 coaching scenarios, illustrating practical hands-on examples of how to employ coaching techniques in driver training. All material is available in German and English. The documentation is available for download [here](#) or [here](#).

The second project, Module 'Close To', focuses on peer-education, with young traffic offenders visiting driving schools to tell about their experiences and thereby warning learner drivers. The demonstration phase took place from 2004 to 2006, followed by the implementation phase between 2007 and 2010. Currently the project partners in 11 countries are carrying out national conferences informing about the project results. The final report is expected shortly, the evaluation of the project as well as further information can be found at www.close-to.net

New Road Safety Targets for the EU in 2020

Several members of the European Parliament and numerous road safety organisations and institutions signed an ETSC letter sent to Transport Commissioner Siim Kallas asking the European Commission to set a target of 40% for reducing road deaths and serious injury for 2011-2020. Although the last 50% death reduction target adopted back in 2001 has not been fully achieved, it still helped to reduce road deaths by at least 30%. Among the MEPs who signed the letter to Commissioner Kallas are key figures from the Committee on Transport (TRAN), including its Chair, Brian Simpson (S&D, UK), Said El Khadraoui (S&D, Belgium), Dirk Sterckx

ETSC and Partner Organisations News

(ALDE, Belgium), Mathieu Grosch (EPP, Belgium) and Ines Ayala Sender (S&D, Spain). The European Commission is expected to publish its 4th Road Safety Action Programme (RSAP) this summer.

Experts discuss future directions in speed management

Excessive or inappropriate speed was the topic of an ETSC conference on 23rd of February in Brussels. Speed is the most important contributory factor to road deaths and injuries, playing a role as a contributing factor in one third of all fatal collisions. Speeding remains extremely widespread, it is estimated that at any one moment about 35% of drivers exceed speed limits outside built-up areas and as much as 50% in urban areas.

Tackling speed must be included in the upcoming 4th Road Safety Action Programme with as a matter of priority guidance to Member States on how to tackle traffic law enforcement of speed and a new Cross Border Enforcement Directive. The in vehicle Intelligent Speed Assistance (ISA) technology and their supporting digital speed maps should also be developed, as well as EU Guidelines to reduce speed via traffic calming measures.

Experts at the conference discussed best practice and future directions in speed management thanks to the presentations of topics such as driver rehabilitation, the proven safety potential of ISA (Intelligent Speed adaptation) or infrastructure improvements. The conference was also an opportunity to award students who participated in ETSC's "ShLOW! Show me How Slow" project by running local speed management activities, and who succeeded in demonstrating marked speed reductions in their local areas.

ETSC targets young drivers

With young drivers being killed in road accidents 2 to 3 times more often than more experienced drivers, ETSC is launching a new European project targeting young drivers and students through speed and infrastructure management projects. STARS – Students Acting to Reduce Speed – will focus on the work of committed young students who will be encouraged to run a local speed management or infrastructure project aimed at reducing driving speed, and/or to treat high risk infrastructure in road transport with the support of ETSC expertise and its partners across Europe. It will complement the existing Roads-to-Respect project which has entered its fourth year and has been extended to 17 countries.

PRAISE Seminars in Brussels on 6 May and in Barcelona on 14 June

In the framework of ETSC's PRAISE project the first annual PRAISE Brunch Seminar in Brussels will take place on the 6th of May from 9.00 to 13.00. ETSC is also organising an international seminar on improving fleet safety in Spain and in the EU Member States. This will be held in co-operation with the Spanish General Directorate of Traffic (DGT) on June 14th in Barcelona under the Spanish EU Presidency. ETSC's project Preventing Road Accidents and Injuries for the Safety of Employees (PRAISE) aims to increase road safety in the work context. The project is co-funded by the European Commission, the German Road Safety Council, the Swiss Council for Accident Prevention (bfu) and the MAPFRE Foundation. It aims to "praise" best practices in order to help employers secure high road safety standards for their employees.

4th Road Safety PIN Conference

22 June 2010, Crowne Plaza hotel Brussels-Europa, Rue de la Loi 107, 1040 Brussels

After France, Portugal, Spain and Latvia, who will receive the Road Safety PIN Award 2010 for its outstanding progress in reducing road deaths since 2001? The PIN Report 2010 will be launched at the Conference revealing the EU27 2009 road deaths and the countries' progress in reaching the European road safety target based on 2001-2009 trends. The Conference will also focus on the countries' progress in tackling the three main killers (speeding, drink and driving and not using a seat belt), as well as progress in reducing serious injuries. The Conference programme will soon be available at www.etsc.eu



European Transport Safety Council

Members

Accident Research Unit - Medical University Hannover (D)
Association Prévention Routière (F)
Austrian Road Safety Board (KfV)(A)
Automobile and Travel Club Germany (ARCD)(D)
Automotive safety centre (UK)
Belgian Road Safety Institute (IBSR/BIVV)(B)
"Centro di ricerca per il Trasporto e la Logistica", Università degli studi di Roma
"La Sapienza" (I)
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)
Danish Road Safety Council (DK)
Dutch Safety Board (OVV)(NL)
European Federation of Road Traffic Victims (Int)
Fédération Internationale de Motocyclisme (FIM)(Int)
Finnish Motor Insurers' Centre, Traffic Safety Committee of Insurance Companies
(VALT) (FIN)
Finnish Traffic Safety Agency (Trafi) (FIN)
Folksam Research (S)
Fondazione ANIA (I)
Foundation for the Development of Civil Engineering (PL)
German Road Safety Council (DVR) (D)
Hellenic Institute of Transport (HIT) (GR)
Institute for Transport Studies (ITS), University of Leeds (UK)
INTRAS - Institute of Traffic and Road Safety, University of Valencia (E)
Liikenneturva (FIN)
Motor Transport Institute (ITS)(PL)
Netherlands Research School for Transport, Infrastructure and Logistics
(TRAIL)(NL)
Parliamentary Advisory Council for Transport Safety (PACTS)(UK)
Provincia di Crotone, Direzione Generale - Servizio Sicurezza Stradale (I)
Road and Safety (PL)
Road Safety Authority (IE)
Road Safety Institute Panos Mylonas (GR)
Safer Roads Foundation (UK)
Swedish National Road and Transport Research Institute (VTI)(S)
Swiss Council for Accident Prevention (bfu)(CH)
Transport Infrastructure Systems and Policy Group (TISPG) (PT)
Trygg Trafikk - The Norwegian Council for Road Safety (NO)
University of Lund (S)
Vehicle Safety Research Centre, University of Loughborough (UK)

Board of directors

Professor Herman De Croo
Professor Richard Allsop
Dr. Walter Eichendorf
Professor Pieter van Vollenhoven
Professor G. Murray Mackay
Brian Simpson, MEP
Ines Ayala Sender, MEP
Dieter-Lebrecht Koch, MEP
Dirk Sterckx, MEP
Corien Wortmann-Kool, MEP

Executive director

Antonio Avenoso

Secretariat

Ellen Townsend, Policy Director
Ilyas Daoud, Project Officer
Vojtech Eksler, Policy Analyst
Paolo Ferraresi, Financial Officer
Graziella Jost, PIN Programme Manager
Francesca Podda, Project Officer
Evgueni Pogorelov, Communications Officer
Marco Popolizio, Project Officer
Gabriel Simcic, Project Officer

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

ETSC
Avenue des Celtes 20
B-1040 Brussels
Tel. + 32 2 230 4106
Fax. +32 2 230 4215
E-mail: evgueni.pogorelov@etsc.eu
Internet: www.etsc.eu

ETSC is grateful for the financial support provided for the Safety Monitor by

European Commission Olympus KeyMed Shell International Volvo Group Toyota Motor Europe 3M Diageo