

# Safety Monitor

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

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## Editorial

### Czech EU Presidency faces challenge to kick-start road safety progress

Following a disappointing 2007 when the number of road deaths increased across the EU, preliminary positive results for 2008 show a reduction in deaths. This gives cause for cautious optimism, especially after recent widespread doubts about the EU ability to reach its self-imposed target of halving road deaths by 2010. However, without strong leadership and renewed concerted efforts from all EU Member States we are unlikely to see any improvements ahead of 2010.

Road safety must become a top priority on the agenda of the incoming Czech Presidency of the EU. Taking over from the French, the strong momentum must be maintained in pushing forward with two important road safety dossiers: the Cross Border Enforcement Directive and the EU's 4th Road Safety Action Programme.

The Czechs must now grasp with renewed vigour the challenge of finding agreement on the Cross Border Enforcement Directive. The proposed legislation would allow drivers to be identified and prosecuted for offences committed in other EU countries. Non-resident drivers make up an ever growing share of the traffic flow in an increasingly mobile and integrated EU. The current deadlock at the EU Council over which pillar – transport or justice and home affairs – this legislative instrument should be adopted under must be resolved as soon as possible. The European Parliament gave their overwhelming support to the proposed Directive with the adoption of their Report in the Plenary on the 17th of December. It is the Czech government, leading the EU Council in the next six months, which must now take the lead in trying to find a solution which all Member States would support.

The second priority for the Czech Presidency would be participating in the European Commission's preparations for the adoption of the new 4th Road Safety Action Programme (RSAP) in 2009. Guided by the vision *Road Safety as a right and responsibility for all*, ETSC proposes to adopt a shared target of 40% reduction of deaths and 20% reduction of severe injuries in each Member State, and a separate target of 60% reduction of child deaths between 2011 and 2020.

In addition to addressing the problems of badly designed infrastructure and vehicles, the 4th RSAP should focus upon the main behavioural causes of death and injuries: speeding, drink driving and non use of seat belt and child safety restraints. The Programme should also tackle new emerging trends such as the increasing numbers of motorcyclists' deaths and injuries and the demographic challenge of an ageing society.

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# Road Safety

## ITS action plan looks to 2014

The European Commission adopted on 16 December the "Action plan for the deployment of intelligent transport systems in Europe". ITS technologies range from distance road charging systems to traffic planning, itinerary planning, driver assistance systems, electronic stability control, speed regulators, anti-collision radar or emergency braking assistance. Their deployment across the whole of the EU will contribute to improving road safety, reducing traffic jams and improving the management of transport flows. The action plan contains political priorities and lists a number of specific measures matched with a precise implementation schedule in 2009-2014. By 2010 the Commission will develop guidelines for the financing of ITS installations and services by both the EU and the Member States. Also, by 2012 the specifications for the free provision of minimum traffic information services must be defined.

## Consultation on 2-wheelers opened

The European Commission's Directorate General on Transport and Energy has opened a consultation on two- and three-wheel motor vehicles as well as quadricycles until the end of February 2009. The consultation seeks to gather the views of all interested parties on the overall proposal for an integrated Regulation, on the specific proposals concerning technical aspects relating to road safety, and environmental aspects for all categories of two- or three-wheelers and quadricycles, and on the timing and feasibility issues concerning their introduction. For more details click [here](#)

## Proposal to enhance bus passenger insurance cover

On 4 November the European Commission presented a Proposal for a Regulation on the rights of passengers in bus and coach transport and amending [Regulation \(EC\) No 2006/2004](#). Among other things, the Regulation establishes rules concerning bus and coach companies' liability in

the event of passengers' injury or death in an accident. The proposed legislation states that bus and coach companies will not be able to exclude or limit their liability for any compensation under 220,000 EUR.

## CARS 21 publishes safety report

The Report by the CARS 21 Group was published on 29 October 2008 which gives experts' and regulators' views on what has been done and should be done mostly on vehicle safety. The need for more action on infrastructure and user behavior is also stressed. The document has covered the areas of integrated approach to road safety, implementation of vehicle technology measures (Electronic Stability Control, seatbelt reminders, brake assist systems, heavy-duty vehicle rear vision and conspicuity, Isofix, day-time running lights), other elements of the integrated approach (infrastructure and users), active safety (Regulation on the General Safety of Motor Vehicles), and pedestrian protection. The text may be consulted [here](#).

## Dutch Road Safety Plan 2008-2020

A new Strategic Road Safety Plan for 2008 - 2020 was adopted late last year in the Netherlands. In addition to the responsibility of the central government, the plan also stresses the important role of regional and local authorities as well as of police, NGOs and private companies.

The plan envisages integrating transport policies with environmental, and rural and urban planning objectives.

The document contains a list of 12 target groups, including cyclists, elderly, young drivers, intoxicated drivers, speed offenders, main rural and urban roads' users. For each of them specific measures will be implemented: accompanied driving for novice drivers, ISA introduction for repeat speed offenders and possibly alcolocks for recidivist drink drivers.

The plan has been worked out on the basis of research and data provided by the Dutch Road Safety Institute SWOV.

# Road Safety

## Euro NCAP raises concern with seats

On 26 November Euro NCAP released the results for seats put through the organisation's first ever round of rear impact testing. Euro NCAP carried out whiplash tests on the front seats of 25 passenger cars crash-tested by the organisation during 2008. The results clearly reveal that most manufacturers still have a long way to go in improving seat design that will protect consumers from whiplash injury.

Only five out of the 25 seats tested and taken from new cars received Euro NCAP's best score with a 'good' or green result. These five cars were the Volvo XC60, Alfa Romeo Mito, Volkswagen Golf VI, Audi A4 and Opel Insignia.

Euro NCAP notes the good development strategies that these carmakers have adopted to prevent whiplash, but is concerned by the surprisingly low number of seats receiving a good result, when these cars are newly available on the market. Of the 25 seats, 12 models received a 'marginal' or 'orange' result, indicating that although these seats incorporated some beneficial qualities, additional improvement was necessary. Eight more seats were rated as 'poor' or 'red' meaning that the seat occupant has a significantly higher risk of developing a long term injury in the case of a low speed rear end collision.

Three of the eight seats that achieved a 'red' result were from cars that were awarded five stars in Euro NCAP's Adult Occupant protection rating during 2008. If judged under Euro NCAP's new

rating scheme in 2009, the overall rating for these vehicles would be significantly affected by the low scores received in this test. As from 2009, the new Rear Impact (Whiplash) test will automatically be included as part of Euro NCAP's first area of assessment Adult Occupant Protection. More information at [www.euroncap.com](http://www.euroncap.com)

## Research project launched in Berlin

A cooperative vehicle infrastructure system (CVIS), which could help to reduce traffic jams, has been launched in Berlin in December. The CVIS system allows drivers to interact directly with local traffic management systems, and receive recommendations on the quickest route. It uses a range of communication technologies including mobile cellular and wireless local area networks, short-range microwave and infrared to ensure that drivers avoid congestion. Among other things, the CVIS project is expected to allow vehicles to share and verify their data with other vehicles or infrastructure nearby, and with a roadside service centre.

## EU safety experience spreads beyond

Following on from the positive EU example, Moscow city authorities in Russia installed the first seven safety cameras on Moscow roads in 2008. By the end of the year they registered over 415,000 traffic offences for which 4.5 mln EUR worth of fines have been issued. The authorities plan to install fifteen more cameras on the Moscow ring road shortly.

### 4th IRTAD CONFERENCE: Seoul, 16-17 September 2009

[www.internationaltransportforum.org](http://www.internationaltransportforum.org)

The **4th IRTAD Conference** is jointly organised by the **Korean Ministry of Land, Transport and Maritime Affairs**, the **Korean Transportation Safety Authority** and the **IRTAD Group of the Joint Transport Research Centre** of the **OECD/ITF**.

The focus of the Conference will be on Road safety data: collection and analysis for target setting and monitoring performances and progress.

The Organising Committee **welcomes the submission of abstracts for conference papers**. Instructions on how to submit an abstract are explained in the attached document. The deadline for submitting an abstract is 15 March 2009.

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# Aviation, Rail & Maritime Safety

## Transport agenda for Czech Presidency

The Czech EU Presidency will have to deal with a number of dossiers passed to them by the French. One of them is the overhaul of the legislation liberalising the rail sector in the EU (the so called 'first rail package'). The Commission received late in 2008 a report which lists dozens of potential measures. Various parties expect different things from this overhaul, with infrastructure operators hoping to see new rules on infrastructure financing, while new railway companies are more interested in non-discriminatory access to rail networks.

Postponed dossiers include the Action plan on urban mobility which would propose European, national, regional and local action to improve mobility in cities. A green paper on the Trans-European Transport Network is also only set to be published during the first half-year, along with a communication on the future of European maritime transport policy (accompanied with a legislative proposal on a European maritime space without borders) and an action plan on the applications of the European satellite-based navigation system, Galileo. The award of public contracts for the installation of Galileo satellites is also expected to be addressed in the coming months.

## Single Sky reform advances

On 9 December the Transport Council agreed on the outline of the revision of the Single European Sky legislation. One of the goals is creating 'functional airspace blocks' in the EU which would divide the sky according to the flow of traffic and not national borders as now.

The extension of the competence of the European Aviation Safety Agency (EASA) to airfield safety, air traffic management (ATM) and navigation services also received a partial general approach at the Council. Both dossiers will be concluded under the Czech Presidency.

In a separate development, the SESAR project,

intended to modernise Europe's ATM through R&D by public and private partners, was inaugurated on 8 December in Brussels.

## EASA updates safety checks

On 29 October the European Aviation Safety Agency (EASA) published an Airworthiness Directive (AD) concerning the DC-9/MD-80 family of aircraft following the accident on the 20 August 2008 of a Spanair McDonnell Douglas DC-9-82 at Madrid's Barajas International Airport. The accident was the result of the non-functionality of the Take-Off Warning system (TOW) which alerts the crew of an improper take-off configuration. The Directive therefore required an update of the Airplane Flight Manual (AFM) to include a mandatory check of the functionality of the TOW before engine start prior to every flight as a precautionary measure to improve the consistency of pre-flight safety drills. To ensure that the TOW check is a part of all operators' pre-start checks for every flight, a recommendation for an Operational Directive (OD) affecting the same aircraft types is simultaneously being issued by the Joint Aviation Authorities (JAA) to their members.

## Updates for EU airlines black list

On 14 November the European Commission has updated its blacklist of unsafe airlines refused access to the EU, which now includes all airlines from Angola, Equatorial Guinea, Indonesia, the Kyrgyz Republic, Liberia, Sierra Leone, Swaziland and the Democratic Republic of Congo (DRC) and Gabon (with the exception of Gabon Airlines and Afrijet). The carrier Siem Reap Airways International from Cambodia is added to the list of seven individual carriers whose operations remain fully banned in the European Union: Air Koryo from the Democratic People's Republic of Korea; Air West from Sudan; Ariana Afghan Airlines from Afghanistan; Silverback

# Aviation, Rail & Maritime Safety

Cargo Freighters from Rwanda; Ukraine Cargo Airways, Ukraine Mediterranean Airlines and Volare Aviation from Ukraine.

## EU air talks with third countries

European Commission was mandated by the Transport Council to start negotiations with Tunisia and Algeria on air services. The agreements would aim to establish cooperation on safety, security, air traffic management and environmental norms in view of progressive opening of markets between the EU and the two countries. Georgia and Moldova could be the next on the list.

## Freight may be prioritised over passenger trains

On 11 December the European Commission presented a proposal for a regulation aimed at enhancing freight trains' punctuality by giving them priority over passenger services on certain "international railway corridors". Stretching over the territory of at least two Member States and linking strategic freight hubs, the corridors would be part of the Trans-European Transport Network. The territory of each Member State will have to host one to three freight corridors, according to their traffic density.

## Rail infrastructure to get 1.7 bn EUR

On 5 December the European Commission announced it had signed 11 decisions to fund railway projects within the framework of the Trans-European Transport Networks (TEN-T) for a total sum of 1.7 billion EUR. The projects will be implemented in Italy, Austria, France, Germany, Slovenia and Hungary. The bulk of the funding will go to the realisation of the TEN-T corridors at the Brenner Tunnel and the Mont Cenis Tunnel, between Torino and Lyon, two of the network's main projects.

## Erika III finally agreed

One of the successes of the French EU Presidency was ensuring a conciliation agreement between the Council of Ministers and the European Parliament on the Erika III package is reached during the last Council in December. The package, intended to improve the safety of maritime transport, should now be concluded around March 2009, before the end of the current legislature.

Among other provisions, the Erika package introduces a safety black list, similar to that existing in civil aviation, with a possibility of a permanent ban on substandard vessels. As of 2011, ship inspections in Community ports will be strengthened. They will focus on ships that do not conform to safety standards, which will be subject to more frequent inspections.

Maritime companies liabilities vis-à-vis passengers in the event of an accident will also be transposed into Community law. Carriers will have to pay compensation of up to 460,000 EUR in the case of physical harm or even death caused by fault or neglect.

## EU ship tracking system opens up to partners

Operational rules and access arrangements for non-EU countries in the EU's long-range identification and tracking of ships (LRIT) data centre have been defined by the Transport Council on 9 December. Managed by the European Commission and the Member States through the European Maritime Safety Agency, the system will ensure the identification and tracking of all ships flying a European flag, improve the surveillance of traffic off the coast of the EU and allow non-EU countries, depending on their financial participation, to benefit from it.



## ETSC and Partner Organisations News

### Cautious optimism over Slovenian data

After six years of continued stagnation in road safety in Slovenia, provisional data for 2008 show strong signs that this may be reversed, revealed the Road Safety PIN Talk in Ljubljana on 5 December. While in 2007 the number of road deaths in Slovenia was 5% higher than in 2001, figures for the first nine months of 2008 show a 33% drop to 157, down from 233 in the same period last year.

In 2007 the number of road deaths per million population in Slovenia was 146, 70% above the EU average of 86. However, if 2008 turns out as positive as it promises to be, Slovenia will be in the EU average range with 78 deaths per million population.

With this encouraging improvement Slovenia can also get back on track in reaching its own national target of no more than 171 deaths in 2008.

Local roads account for a higher proportion of road deaths (37%) compared to their share of traffic (28%). Effort at the local level is needed to match the positive road safety developments at the national scale.

### Tougher measures for drink drivers in France

Drink driving has become the main cause of fatal crashes in France ahead of speeding, as was revealed at the Safe and Sober Talk held in December in Paris by ETSC and the French NGO Association Prévention Routière. While overall alcohol consumption decreased by more than 10% between 2001 and 2005 in France, the percentage of drivers above the legal BAC limit (0.5 g/l) remained stable. Even though it is estimated to be quite low, between 1% and 2%, this small group of drivers is responsible for disproportionately high 25% of all road deaths in the country.

Earlier this year France set itself a new target of 3,000 road deaths by 2012 to bring it 35% down from 4,620 in 2007. Moving in this direction, the French police have recently increased the number of preventative breath tests on the roads: from 7.9 mln in 2004 to just over 9 mln in 2005 and 2006. However, police enforcement alone cannot solve the drink driving problem.

A set of new road safety legislation has been proposed by the French government earlier this year.

It includes combating drink driving through the introduction of alcolock rehabilitation programmes, installing alcolocks in all school buses from the start of 2009 school year, and car confiscation for serious and repeat offenders. In order to target the youngest driver group, it has been proposed to install 'alcotests' at night clubs and to prohibit the sale of alcohol in all petrol stations 24 hours a day. At present the sale is only allowed between 6 am and 10 pm.

### Belgium faces PTW safety crisis

Belgium has been reducing road deaths by 6.5% annually since 2001, which is the fourth best result in the EU. However, the country ranks only 15th by the number of road deaths per million inhabitants, currently at 102 compared to the EU average of 87. This lack of balance between fast progress and continued road hazards was in the spotlight at the December Road Safety PIN Talk at the Belgian Parliament held by ETSC, the Infrastructure Commission of the lower chamber of the Belgian Parliament, the Belgian Road Safety Institute (IBSR/BIVV) and Toyota Belgium.

The recent government targets, aimed at reducing road deaths from over 1,000 currently to 750 by 2010 and 500 by 2015, require effective measures. The safety of powered two wheelers is amongst the gravest concerns in Belgium. PTW riders account for 25% of all driver and rider deaths in this country, and the risk of being killed in a road accident is 20 times higher for them than for car drivers. Absolute numbers of motorcycle riders' deaths have stagnated over the past several years.

### Six TISPOL countries join Lifesaver project

TISPOL's project Lifesaver was launched earlier this year to promote greater exchange of road safety and enforcement practices to reduce road deaths in Europe.

The project will focus on six TISPOL member countries (Hungary, Poland, Portugal, Romania, Slovenia and Spain) to support and encourage their road traffic enforcement activities. The aim of Lifesaver is the sharing of information and knowledge and the project includes seminars at the strategic, middle management and operational levels, with benefits for all TISPOL member countries.

## ETSC and Partner Organisations News

One key part of Lifesaver will be the exchange of 600 Officers from the six countries to other TISPOL member countries such as Belgium, France, Germany, Netherlands, Norway and the UK to learn and experience at first hand good practice. More information at [www.tispol.org/lifesaver](http://www.tispol.org/lifesaver)

### Apollo projects available on-line

EU-funded Apollo initiative has published on-line several new projects in the area of road safety. One of them, entitled *Atlas*, measures the burden of injuries in terms of hospitalisation episodes in seventeen EU countries based on data derived from a newly developed web-query system for Hospital discharge data. In order to better approximate discharge events with incidence, a number of indicators related to urgent hospital admissions due to injuries are presented.

Another report: *Success Factors and Barriers to Implementation of Prevention Interventions*, aims to serve as a useful guide targeting mainly injury prevention experts and safety practitioners working with road traffic injuries, alcohol related injuries, occupational and drowning related injuries.

### Behavioural Change Report by PACTS

UK's Parliamentary Advisory Council for Transport Safety (PACTS) published a major new report looking at how effectively road casualties have been reduced through behavioural change and whether lessons can be learnt from other policy areas such as smoking in public places, recycling and sustainable travel towns. The report includes recommendations to ensure the involvement of the policy recipients in the policy creation process, as well as the participation of influential road safety advocates from politics and business. A database of publicity projects should also be set up for wider access of road safety professionals. More information at [www.pacts.org.uk](http://www.pacts.org.uk)

### PACTS Conference to be held in London

A conference on improving safety and increasing sustainability is being organised by the UK's Parliamentary Advisory Council for Transport Safety (PACTS). Combining these two pressing priorities in developing transport further is a challenge for the industry,

and the conference aims to explore the opportunities to make safety and sustainability complementary approaches: creating environments that will encourage people to walk and cycle; making business travel both safe and sustainable; identifying the affordable policy trade-offs between these two pressing priorities. More information at [www.pacts.org.uk](http://www.pacts.org.uk)

### Road Safety Awards ceremony

On 12 November 2008 Transport Commissioner Antonio Tajani chaired the Road Safety Awards ceremony, in which six European Road Safety Charter signatories received a distinction for their contribution to safer roads in Europe. They are: FirstGroup plc (United Kingdom - for the category 'Large companies and multinationals'), A.E.K. Football Club (Greece - for the category 'Small and medium-sized enterprises'), Madrid Association of Roadside Assistance Companies (Spain - for the category 'Federations and associations'), Faculty of Civil and Geodetic Engineering, University of Ljubljana (Slovenia - for the category 'Institutions'), Qrendi Scout Group (Malta - for the category 'Non-governmental organisations') and Brasov City Hall (Romania - for the category 'Regions and cities'). During the ceremony, sixteen new partners signed the charter, which today has more than 1,200 signatories.

### New car sales data show record drop

New car sales in the EU fell by 14.5% in October 2008 year-on-year, according to the European Automobile Manufacturers' Association (ACEA). In some countries, such as Ireland and Latvia, the drop even exceeded 50%; it is 40% in Spain, 23% in the UK, almost 19% in Italy, 10.6% in Romania, 8.2% in Germany and 7.4% in France. However, some countries in Eastern Europe fared much better: an increase by 18.5% in Slovakia was registered, 12.3% in Poland and 7% in the Czech Republic.

Safety implications of this trend are unclear. On the one hand, a number of *studies* claim that new cars are more at risk of accidents than older cars, the reason probably being that during the time necessary for any driver to adapt to a new vehicle they are more prone to committing driving errors. On the other hand, technically new cars are usually considered safer both due to the absence of tear and wear and to a larger number of modern safety features installed on them.



European Transport Safety Council

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