

Safety Monitor

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

March

07

NUMBER

68

Editorial

Road infrastructure holds key to safe travel

Both the European Parliament and the European Commission turned their attention to important infrastructure issues at the beginning of the year, focusing on critical infrastructure across the EU and growing imbalances between Member States (see p.6 for more details). However, the draft Directive on the safety of road infrastructure, which is probably the main instrument to ensure the safety of the vital Trans-European Networks, failed to go on the agenda of the EU Transport Council meeting in Brussels on 22-23 March. Too few Member States apply stringent safety requirements across their road networks today, and ETSC has long called for an EU Directive in this area.

Present road design results from many decades of construction and maintenance at a time when safety issues were diluted among other considerations. Many roads do not meet latest safety requirements dictated by dramatically changed traffic conditions. Therefore improved road safety features, a well-defined sign system and properly managed infrastructure are essential to enforce desired traffic behaviour by assisting the driver to cope with the limitations of human capacity.

In March 2007 ETSC, in cooperation with Toyota Motor Europe and 3M, started a "Roads to Respect" Infrastructure Programme which focuses on young people and the treatment of high risk sites in Spain, Italy and Poland. ETSC staff will give lectures at universities in these three countries and later convene students for a five-day road safety training course in Brussels. After returning to their countries the students should identify a high risk site and develop their own campaign plan to get it treated. The best contributions will be presented to road safety scientists, policy makers and private companies. If successful, the programme will be extended to other EU countries.

By improving road infrastructure, in particular by eliminating high risk sites, substantial and sustainable casualty reductions can be achieved in relatively short time and at relatively low cost. Hopefully, with EU legislators and regulators coming to the same conclusion, and new grassroots initiatives like ETSC's Roads to Respect programme mobilizing transport authorities across the EU, more lives can be saved through routine day-to-day improvements to the vital transport infrastructure we all use.

Jörg Beckmann
ETSC Executive Director

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Road Safety

First European Road Safety Day

The EU is launching its first Road Safety Day on 27 April 2007, which will be tied up to the first Global Road Safety Week organised by the UNO and WHO on 23 April - 29 April 2007. Interested parties and organisations around the EU are invited to either attend the European Road Safety Event organised by the European Commission in Brussels, which will be attended by Transport Commissioner Jacques Barrot, or hold their own Road Safety event in their country on the same date, with the political support of the European Commission.

[More details and registration form](#)

Parliament demands more on road safety

In a report produced in response to the Commission's Mid-term Review of the EU Road Safety Action Programme in January 2007, the European Parliament voices disappointment at the lack of progress in reaching the target of halving the number of road fatalities in the EU by 2010. Besides the invaluable loss of more than 40,000 lives every year, the associated direct and indirect economic costs of road accidents are estimated at 180 billion EUR, or 2% of EU GDP. MEPs urge Member States to enforce existing legislation, which would greatly improve road safety if it were fully observed by road users. The Parliament made a number of other recommendations - on a more stringent alcohol limit, harmonising road

signs, rules and standards for driving instructors in Europe, compulsory use of hands-free sets by drivers speaking on their mobile phone, increased use of seat belts, promoting state-of-the art safety technologies, and cross-border enforcement of penalties for driving offences.

Commission funds safety programmes

The European Commission will support 13 European road safety projects with a total budget of 8.1 million EUR, it was announced on 21 December 2006, six months after an open call for road safety subsidies was launched. Five projects deal with training and education, four projects concern road safety campaigns and another four are related to control and enforcement. A total of 65 companies and associations from 19 member states will be involved in their realisation.

[The list of projects](#)

Council adopts driving licence Directive

Further to the ratification by the European Parliament of the EU Council of Ministers' common position, the Council of Ministers formally adopted the new Directive on a European driving licence on 19 December. The new credit card-size licences should be issued from 2013 at the latest. Licences already in circulation to be exchanged by 2033 at the latest.

4th International Conference on Traffic & Transport Psychology

31 August - 4 September 2008

Washington DC, USA

The organisers of this major gathering for psychologists and other social scientists, held under the auspices of International Association of Applied Psychology, would welcome potential speakers to present and discuss the latest research in traffic psychology. The particular theme for ICTTP 2008 is 'Opportunities and New Challenges for Traffic and Transport Psychology'. Presentations on this theme would be particularly desirable, but any of the diverse topics currently investigated in traffic psychology are also welcome. Abstract submission deadline - September 30th, 2007.

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Aviation Safety

EASA to ensure common safety standards

The European Parliament voted on 14 March to give the European Aviation Safety Agency (EASA) the powers to impose fines on airlines or other aviation players for safety standards violations. The EASA will also be responsible for issuing, maintaining, limiting or suspending an operator's certificate, and have competence over pilots' licences ensuring they meet standards of knowledge, skill and language proficiency. It is currently responsible for certifying Community airplanes and in future will also be competent in certifying companies from non-EU countries offering flights to the EU.

MEPs concerned about new safety rules

The European Parliament held a debate on the new rules on liquids allowed in air passengers' hand luggage during its plenary session on 12-15 March. The existing rules have been in force since 6 November 2006, following the failed terrorist attack intended to blow up aircraft using explosive liquids. During the plenary session in Strasbourg on 12 February, Transport Commissioner Jacques Barrot met with heavy criticism over the way the new rules were decreed and implemented. All political groups expressed their doubts about the proportionality of the new measures, criticised their confidential nature and regretted the exclusion of the Parliament in adopting the rules. They called on the Commission to conduct an impact assessment study – which, the Commissioner said, was already in progress. The Parliament is expected to adopt a resolution at its plenary in April.

Commission considers airport safety

The European Commission has adopted on 24 January 2007 an important Airport Package that includes, among other papers, a communication on airport capacity, efficiency and safety in Europe. It is an action plan that would help to deal with the congestion expected at airports due to increasing air traffic in the coming years. The action plan does not include any legislative proposals at this stage, but rather voices intentions on what can be done to prevent bottlenecks

and lessen the environmental and safety problems that inevitably come with denser traffic in Europe's skies. It sets out five areas for action: making better use of existing capacity, improving safety, promoting co-modal transport, reducing airport noise and using new technologies to ensure traffic fluidity. European Aviation Safety Agency is expected to be granted additional responsibilities in the area of airport safety. A legislative proposal is expected for early 2008.

Better investigation to avoid accidents

In December 2006 – March 2007 the European Commission launched a consultation to review Community legislation on how accidents and incidents are followed up in civil aviation. The aim is to adapt Directive 94/56/EC establishing the obligation to conduct an inquiry after all accidents/incidents, and the subsequent Directive 2003/42 obliging Member States to store the information regarding these incidents in a database and to engage in its exchange. One of the options envisaged by the Commission is the setting up of a European authority, similar to the US National Transport Safety Board, which will be responsible for carrying out cross-mode safety investigations.

Bulgarian carriers left out of Community

Bulgaria, which along with Romania joined the EU on 1 January 2007, will not immediately see its airlines granted the status of "Community carriers" with a free and unrestricted access to the routes within or to/from the EU. Important shortcomings of the Bulgarian CAA in overseeing safety were cited as the reason for the unprecedented Commission decision taken on 20 December 2006. The number of CAA staff is insufficient and their level of training is generally inadequate to perform their duties at the required level, according to the Commission. Out of 150 passenger aircraft operated by 15 national carriers, 100 aircraft have failed to obtain flight certificates, and many are not fit for the transport of passengers at all. This decision may be lifted at any time by the Commission once the shortcomings are eliminated.

Railway Safety

Commission to give priority to freight

The EU's Transport Commissioner plans to present next summer an action plan for a rail network "giving priority to freight", as announced by Jacques Barrot at a conference sponsored by the Community of European Railways (CER) on 30 January in Brussels. It will focus on 2010 to 2015 when the major corridors should be equipped in large measure with the European Rail Traffic Management System (ERTMS).

Currently almost 80% of the use of railways in the EU 25 is by passenger trains, with freight trains accounting for the remaining 20%, according to Eurostat. Rail freight transport in the EU25 was almost stable between 2004 and 2005 at 392 billion tonne-kilometres. Germany, Poland, France, Italy and the United Kingdom accounted for almost 60% of the EU27 volume of freight transport by rail.

Parliament against national liberalisation

At the plenary session on 18 January 2007 MEPs rejected the liberalisation of national rail passenger services, disagreeing with the view of the Transport Committee, which had called for such liberalisation no later than 1 January 2017 (with an extra five years for the states having joined the EU after 2004). Although a majority of MEPs voted in favour of the liberalisation of national lines (358 for, 195 against), it was not enough to secure the qualified majority required (399). Earlier the Council of Ministers had categorically rejected the liberalisation of national traffic proposed by the EP committee, and just on the eve of the vote the German EU Presidency called the liberalisation objectives "utopian". The Council, Commission and Parliament agree on the liberalisation of international passenger service no later than 1 January 2010. Cabotage will also be recognised, but it was stressed that it should not be a disguised form of liberalisation of national lines. MEPs asked the Commission to present a report by 31 December 2012 on the state of preparation of the opening up of national lines.

EP, Council and Commission disagree on licenses

The report on the certification of train drivers was adopted by the European Parliament at the plenary session on 18 January 2007 as approved in the Transport Committee. It proposes a certification system for train crew members charged with safety-related tasks, whereas the Council preferred to speak of a licence only for train drivers. During debate, the German Presidency repeated its opposition to Parliament's approach, while Transport Commissioner Jacques Barrot expressed his support.

The plenary session also reworked the clause of the regulation on the rights and obligations of rail passengers, setting no financial limit on the company's liability for damages in case of death or physical injury to passengers, but deleting the provision whereby rail companies may not exclude their liability for damages up to 120,000 EUR. MEPs also called for the text to apply to all rail passengers, not just international rail passengers.

Member States called to Court of Justice

Ten member states - Germany, Greece, Spain, Italy, Luxembourg, the Netherlands, Portugal, Sweden, Slovenia and the Slovak Republic - were asked by the European Commission to explain to the EU Court of Justice why they have not yet communicated their national legislative measures to transpose two key Directives of the second railway package (Directive 2004/49/EC on European railway safety and Directive 2004/50/EC on interoperability). Directive 2004/49/EC aims at enhancing rail safety, laying down a procedure for granting the safety certificates necessary for operating trains on the European network. It also requires member states to set up an independent safety authority and an accident investigation body for rail transport. Directive 2004/50/EC updates legislation already in force on the technical interoperability of the conventional and high-speed networks.

Maritime and Inland Waterway Safety

MEPs for stricter maritime safety rules

On 27 February the EP Transport Committee has almost unanimously approved the seven reports of the European Commission's Third Maritime Safety Package (Erika III) intended to boost the effectiveness of existing safety measures. Despite a fall in the number of maritime accidents, the threats from failure to comply with safety standards remain, according to the Committee. The enlargement of the EU in 2004 and 2007 significantly increased the coastline and maritime fleet of the Union, and the third maritime package is an attempt to cope with the new realities.

The seven approved reports deal with the following topics:

- Flag state obligations
- Port State Control
- Ships in distress and traffic monitoring
- Carrier liability
- Ship inspections and survey organizations
- Civil liability
- Investigation of accidents.

They are scheduled to be put to a plenary vote in April.

Some 90% of external trade and 35% of intra-EU trade goes by sea. According to the European Maritime Safety Agency (EMSA), 350 million Europeans travel by ship between 600 ports every year.

Parliament supported liability convention

Furthering EU progress in harmonising and enhancing maritime safety, the European Parliament during its plenary session on 29 March voted yes to the Commission's proposal for a Directive governing civil liability of ship-owners in case of third party damage. This would be done through incorporating the 1996 International Convention on the Limitation of Liability for Maritime Claims into the EU law. The convention limits the ship-owners' liability except in cases of "gross negligence".

The Commission's proposal also calls on the Member States to ratify international conventions on liability and compensation in case of toxic products pollution: the 2001 International Convention on Civil Li-

ability for Bunker Oil Pollution Damage and the 1996 Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea.

MEPs also backed the right and the authority of the European Commission to propose new flag state requirements legislation. The legislative proposal requires Member States to control effectively ships flying their flags, and MEPs are convinced that it falls under the EU legislative competence.

Maritime Safety Agency budget set

On 18 December 2006 the EU Council of Ministers formally adopted the new regulation on the European Maritime Safety Agency (amending Regulation 1406/2002). It allocates the agency an overall budget of 154 million EUR for the period 2007-2013.

Single hull oil tankers banned

Further to the Parliament's backing in December, Transport Council on 22 March adopted a Regulation introducing a blanket ban on the transport of heavy fuel oil in single hull tankers flying the flag of a Member State. Currently Regulation 417/2002 forbids Community-flag single hull tankers to transport heavy fuel oil when "sailing to or from ports in the EU", but allows them to do so outside of Community waters. In addition, no single-hull oil tankers transporting heavy grades of oil, irrespective of their flags, will be allowed to enter or leave EU ports and offshore terminals.

Aid for scrapping tankers approved

On 7 February, the European Commission approved an annual state aid scheme of 12 million EUR for scrapping old oil tankers in Italy during the next three years. Single hull oil tankers, which were over 15 years old on 31 December 2004, will be broken up for scrap in anticipation of Community regulation on the issue. Demolishing small single hull vessels as well as a small number of larger single hull ships will get them altogether out of circulation instead of transferring them to less strict non-Community registers.

Multimodal and Transport Infrastructure

Presidency priorities: logistics and freight

Freight transport logistics was selected by Germany as one of its top priorities for its Presidency in the first half of 2007. A number of important dossiers are also going to be wrapped up by the German Presidency: the third European 'rail package', including the delicate issue of liberalisation of passenger transport and the regulation on public passenger transport services. On the contrary, the Council's work on the Third Maritime Safety Package will almost certainly not be completed during the next six months. The Council has thus far only reached a political agreement on two of the seven proposals making up the package - those on maritime traffic monitoring and on port state control.

Critical infrastructure protection

The European Commission published in February the initial results of its consultation with Member States and stakeholders on the protection of critical infrastructure in energy and transport, setting out a set of criteria which will ensure its harmonisation across the EU. The Communication is the first sector-based contribution towards implementing the recently adopted European Programme for Critical Infrastructure Protection. Once the proposal for a Directive on the identification and designation of European critical infrastructure aimed at improving its protection has been adopted by the Council, the criteria laid down in the Communication can be applied. Due to the sensitive nature of its contents the Communication was not made public.

Enlargement puts strain on infrastructure

The EU's Committee of the Regions is calling on the European Commission to improve the transport infrastructure of the new EU Member States. In an opinion on the White Paper on Transport, adopted at its plenary session of 14 February, the Committee highlights the widening gap in quality between the transport infrastructures of the new and old EU members, which is the result of the traffic increase after the enlargement. The situation in the new EU members will continue to worsen unless specific regional projects are implemented, the opinion states.

Dangerous goods rules to be harmonised

On 22 December 2006 the European Commission proposed to harmonise the rules for the transport of dangerous goods by making them as user-friendly as possible. The new proposal integrates the existing rules into one piece of EU law, which covers all three land transport modes: road, rail and inland waterway. The new uniform format will be much easier to understand and apply and is intended to achieve better safety through more simplicity.

Slow progress on Galileo

No decision on the headquarters for the Galileo European satellite radio navigation programme's Surveillance Authority was taken by EU Transport Council on 12 December. Altogether eleven cities have proposed to host the body, including three from the new EU member countries (Valetta, Ljubljana and Prague).

Also, the programme's partner companies (EADS, Alcatel-Lucent, Thales, Finmeccanica, Inmarsat, Hispasat, AENA and TeleOp) were criticized for delays in negotiating concession contracts for Galileo by both the German Presidency and the Commission. Transport Commissioner Jacques Barrot called for the incorporation of the Galileo Operating Company and the appointment of a chief executive by 10 May 2007, and for the draft concession contract to be signed by 15 September 2007 at the latest. On 22 March Transport Council reiterated this demand, requesting the consortium partners to resume the concession negotiations by 10 May 2007 and expecting substantial progress to be achieved by June 2007.

Concern about Single European Sky

National air traffic management systems must become integrated across EU borders through functional airspace blocks based on traffic flows rather than existing national borders. This was the opinion expressed by the European Commission in its report on the Single European Sky adopted on 16 December. According to the report, the annual bill of the current fragmentation in the system is around 1 billion EUR in a 7 billion EUR market.

ETSC News

Wider seat belt use could save 2,400 lives

On 22 February ETSC presented the results of the fourth ranking Road Safety Performance Index (PIN) showing that seat belt use in the front seats of cars varies among European countries from less than 70% (in Hungary, Italy, Belgium) to more than 95% (in France, Germany, Malta). Sweden, Norway, the U.K. and the Netherlands show levels of 90-95%. No rates at all are available from Greece, Lithuania and Slovakia. ETSC has estimated that across Europe, more than 11,500 drivers' lives are saved every year through the use of this simple but effective device, and at least 2,400 lives more could be saved if seat belts were used by 99% of car occupants.

[Press release, report](#)

PIN Talks held in six countries

ETSC continued to tour the European capitals with PIN Talks, visiting Nicosia on 15 December 2006, Bern on 19 January, Bratislava on 25 January, Berlin on 27 February, Madrid on 1 March and Warsaw on 19 March 2007. Some of these countries, notably Cyprus, Slovakia, Poland and Spain, face enormous challenges in achieving national targets of traffic death reduction.

The debates, which were attended by leading national safety experts and high-ranking politicians and government officials, should facilitate data and best practices collection and exchange.

For more information on these and other PIN events, [click here](#)

ETSC targets drink driving

A new ETSC "Safe & Sober" campaign, which will be officially launched on 25 April, during the Global Road Safety Week, is designed to deal with alcohol-related road accidents in commercial transport, providing, among other measures, information and hands-on advice to fleet managers for the implementation of alcohol interlocks. Another campaign – ETSC's Drink Driving Policy Network – focuses on strategies to address the issue of high-BAC recidivist drunk drivers and young and novice drivers. Both of these groups are responsible for a disproportionately high share of alcohol-related road accidents. The pro-

grammes are intended to facilitate the cross-country exchange and use of best practices by the authorities in Member States.

"Roads to Respect" programme launched

In the framework of its new "Roads to Respect" infrastructure programme ETSC will organise lectures on improving road infrastructure safety at universities in Italy, Poland, and Spain. Selected students from each country will then be invited to attend a road safety training course in Brussels. After returning to their countries they would identify a high risk site and develop their own science-based campaign to get the site treated. The best students will be invited to Brussels to attend an Award Ceremony and present their project results to road safety scientists, policy makers and private companies.

Students in Italy, Poland, or Spain wishing to sign up for the R2R programme, should [click here](#) to fill in an application form. Deadline for Application is 30/06/2007.

VOICE Awards for mobility and speed

The Vulnerable road users Organisations In Cooperation across Europe (VOICE) network presented in December 2006 its award to the partners of the Austrian Mobility Management for their School project which encourages more children to walk or cycle to school by improving road safety around residential and school areas. The successful pilot project implemented in the city of Graz led to a nationwide campaign at 50 schools funded by the Austrian Ministry of Environment.

On 22 March the VOICE network presented two additional awards focusing on speed. The positive award went to the car lease company LeasePlan Nederland N.V. for running and co-financing, along with the Dutch Ministry of Transport, the pilot project Belonitor encouraging drivers not to speed by monitoring and rewarding those who drive responsibly. The negative award was given to the car rental company Sixt in Germany for glamourising speed through one of its advertising posters. The awards were published in The European Voice newspaper.



European Transport Safety Council

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

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