

Safety Monitor

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

April

09

NUMBER

76

Editorial

New technologies are there. It's time to start making use of them

Transport Ministers will meet in an informal Council meeting to discuss Intelligent Transport Systems and the proposed EU Directive and Action Plan at the end of April in Litomerice, Czech Republic. ETSC strongly supports the clear road safety goals set in the Action Plan and in the accompanying framework Directive especially under Articles 3 and 4. In their conclusions from the March 30 Transport Council ministers encourage the European Commission to facilitate a Europe-wide regulatory framework for ITS services. However, they point out that when it comes to deployment and implementation, this is a matter for the Member States and private sector. The Council also stressed that the ITS technologies and systems that bring about the greatest injury reduction and life saving potential should be fast-tracked for deployment. The Council conclusions also raise the need to finalise open interfaces for communication within the vehicle, between vehicles and between vehicles and roadside infrastructure.

ETSC stresses that the ITS Directive should also promote specific safety relevant technologies. We would like to see a specific reference made to the three most important technologies: Intelligent Speed Adaptation, Alcohol Interlocks and Seat Belt Reminders. A link should also be made to the provision of a digital database of speed limits under the Action Plan and Directive. This would be one of the essential ingredients for propelling forward progress of implementing intelligent speed adaptation across Europe.

In 2007 17,000 vulnerable road users (pedestrians, cyclists and users of motorised two wheelers) were killed in EU countries as a consequence of road crashes, contributing 40% of all road deaths. Thus, ETSC supports the commitment to prioritise actions improving VRUs safety in this Action Plan and Directive and asks the Council to take these into special consideration when considering the legislative text.

The Transport Committee adopted its favourable report on the proposal on 31 March including many important amendments which would strengthen the Directive and enhance its safety aspects. The European Parliament's plenary will consider the report at the end of April. MEPs and Ministers should work together in the coming months to unleash the potential of technological innovation and saving lives on Europe's roads.

Contents

Road safety	2
Aviation, Rail & Maritime Safety	4

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

Road Safety

4th RSAP consultation postponed

The consultation process for the 4th Road Safety Action Programme, which was originally planned to take place on Thursday, 23 April 2009, has been postponed. The European Commission will communicate the date at a later stage. Further information is available [here](#). The Commission can also be directly contacted via this email address: TREN-ROAD-SAFETY-ACTION-PROGRAMME@ec.europa.eu

CBE Directive to be redrafted

The Transport Committee of the European Parliament held an exchange of views with Vice President Tajani in March. In response to questions from MEPs on progress on the Cross Border Enforcement Directive he said the European Commission will prepare a new proposal by the end of the year, taking into account the position of the EP and its proposed amendments to the text. He also said that this would reflect the Lisbon treaty, which by then would possibly have been ratified.

In his exchange with MEPs of the Transport Committee in February Transport Minister Petr Bendl of the Czech Presidency also stressed the difficulties facing the Council in overcoming entrenched positions on the question of the legal basis. At the same time he acknowledged "that there are real problems with cross border traffic offences." ETSC hopes that the Czech Presidency will address this topic again towards the second half of its Presidency.

UK to sanction non-resident drivers

New powers to ensure that all drivers who break traffic rules face tough penalties came into force at the beginning of April in the UK. Under the new laws drivers - including hauliers - living outside the UK will no longer be able to escape the penalties for committed offences. The Police and examiners from the Vehicle Operator and Services Agency (VOSA) can now collect on-the-spot payments, equal to the amount of the fixed penalty or £300

as a deposit in respect of a potential court fine, from alleged offenders who cannot provide a satisfactory UK address. Those caught committing an endorsable offence will also have penalty points put on their UK driving record, which could lead to them being banned from driving in the UK. Thus the UK has effectively recognised the problem posed by non-resident drivers and is taking action to close the gap left open by the stalled Directive on Cross Border Enforcement which, if adopted, would bring about a system covering the whole EU.

Self-employed drivers out of WTD

The Transport Council on 30 March agreed with the European Commission that self-employed drivers should not be covered by the Directive on working time of persons performing road transport activities (2002/15/EC). The Council's position is opposed to that of the EP's Committee on Social Affairs, which rejected, on 2 March, the Commission's proposal to exclude such drivers from the Directive. European trade unions fear this could result in self-employed drivers working 86 hours a week, instead of the regulatory 48 hours. The European Parliament will vote in plenary session in May on the report of its Social Affairs Committee.

If agreed on, the Council compromise will give Member States the freedom to decide whether self-employed drivers are subject to the same rules as salaried drivers or not. The Commission will also have to report four years after implementation of the new text on the consequences of possible extension of the scope of the directive to self-employed drivers, analysing the consequences for road safety and other areas.

Coach drivers work and rest time rules

The contentious issue of driving and rest times of coach drivers was resolved in the framework of a compromise reached by the EU Council and the Parliament on a larger road package on 31 March. The package revises rules on access to market and admission to the occupation of road transport

Road Safety

operator. According to the new Regulation 561/2006 which entered into force on 1 April 2007, drivers are obliged to take a rest period after six consecutive days of work, contrary to twelve days previously, which, according to tour operators, would lead to a major crisis in the industry.

The compromise agreement allows coach drivers to work for 12 consecutive days on a number of conditions, such as use of a digital tachograph, taking rest periods before and after the 12-day work period, and working for 12 days during a single trip and not during two consecutive six-day trips.

Parliament votes for tyre labelling

The European Parliament's industry committee voted on 31 March for a comprehensive labelling system for tyres which will enhance safety and environmental friendliness of driving. The system will show ratings for energy efficiency (rolling resistance), safety (wet grip) and noise and will have to be clearly displayed at all sales points. The information should also be printed on receipts and stamped onto the side of tyres. An EU-wide website should be set up where consumers could compare the performance of different types of tyres. The proposal needs to be agreed by EU Council of Ministers.

New cameras and speed laws in Poland

On 1 April the Polish government adopted new legislation for the introduction of some 1,500 safety cameras as of May 2010. The cost is estimated at 57 mln EUR and most of the funding will be provided by the European Union.

The effectiveness of this measure, however, may be undermined by raising speed limits just approved by the state legislature in the first reading: from 140 km/h to 130 km/h on motorways, from 110 km/h to 120 km/h on express dual carriageway roads and from 100 km/h to 110 km/h on express single carriage-way roads. In 2007 alone excessive speed was responsible for nearly 12,000 accidents (31% of all accidents caused by drivers) and 1749 road deaths (47% of total).

Presidency supports fleet renewal

The Czech Presidency of the EU is supporting the idea of a coordinated plan to renew road vehicle fleets across the EU. This was the request from the Czech Deputy Prime Minister responsible for European affairs Alexandr Vondra made to the European Commission at the plenary session of the European Parliament on 4 February. Such a plan would serve to coordinate subsidies for scrapping old cars, which are currently practiced by several EU Member States. However, the EU's Industry Commissioner, Günter Verheugen, did not support the idea in his speech delivered at the same Parliamentary session.

Seat belt campaign

A week-long police enforcement campaign on drivers and passengers not using seat belts in February has resulted in the issue of more than 132,000 penalties. Co-ordinated by TISPOL, the pan-European traffic police organisation, the campaign was run in 23 countries across the EU. Data from ETSC and other sources shows that more than 11,500 lives are saved every year throughout Europe through the use of seat belts. Wearing rates vary greatly from country to country: Hungary's front seat rate is the lowest with 59%, while France's rate is the highest with 97%. The risk of dying in a crash is reduced by around 60% by wearing a seat belt. An unrestrained child occupant is seven times more likely to be killed in a collision than a properly restrained child.

Police takes 2,000 trucks off the road

A week-long safety enforcement campaign on truck drivers run by TISPOL across 21 European countries in March led to more than 2,000 prohibitions to continue driving as well as more than 11,000 contraventions of drivers' hours regulations, nearly 10,000 speeding penalties, 282 alcohol offences and 18 drug offences. A total of 147,507 vehicles were stopped and 38,564 offences were reported, of which 5,721 involved a vehicle travelling outside its home country.

Aviation, Rail & Maritime Safety

Industry and regulators discuss FTL

An independent study on EU laws on Flight Time Limitations published in January by the European Aviation Safety Agency (EASA) slammed the working time regulations currently in force. Quoting scientific literature, the report indicates that a working time of 10-12 hours increases the risk of accidents by 1.7 times and that a working time of 13 hours or more multiplies this risk by 5.5. Some specific recommendations were made, such as the reduction of maximum duty hours to below 13 hours, of night duties to maximum 10 hours (currently 11h45m) and the limitation of split duty to 14 hours. The report also advocates to allow 100 hours of work over a 14-day period instead of the current maximum of 60-hour week for three consecutive weeks.

The European Cockpit Association (ECA), which represents airline pilots in Europe, is now calling for an urgent review of Community rules, while the Association of European Airlines (AEA) claims this would lead to a 15-20% increase in pilot numbers for the same number of flights and make many direct long-haul services impossible.

On 31 March ETSC organised a safety lunch on the issue of FTL during which both airlines and regulators representatives voiced their concerns and discussed possible compromise solutions.

Single European Sky reform

At a meeting on 12 March the EU's Czech Presidency and representatives from the European Parliament reached a compromise on revising the single European sky legislation. Later in March this agreement was formally accepted by representatives from the 27 member states in the Committee of Permanent Representatives, on the one hand, and MEPs in a plenary, on the other. The reform, aiming to improve the performance and enhance safety of the ATM system, envisages the creation of 'functional airspace blocks' (FABs) which would structure European airspace on the traffic flow rather than national boundary basis. The compromise foresees that FABs will be in

place within no more than three years of the new regulation coming into force, as well as a feasibility study on opening up air services markets to be done three years after the regulation enters into force.

Air safety best practice published

The European Commercial Aviation Safety Team (ECAST), set up by the European Aviation Safety Agency, has issued best practice material for industry and civil aviation authorities to help them to meet ICAO standards and future EASA rules on safety management systems and safety culture. The ECAST work focused on four main areas, where guidance was considered as most useful: review of reference material and safety culture; organisational structures; hazards identification; risk assessment for air operators, maintenance and air navigation services. The documents can be downloaded [here](#).

EU airline blacklist updated

The blacklist of airlines which are denied access to European airspace for reasons of safety was updated by the European Commission on 8 April. The list has seen several new additions: six airline companies from Kazakhstan (Air Company Kokshetau, ATMA Airlines, Berkut Air, East Wing, Sayat Air and Starline KZ), one company certified in Thailand (One Two Go Airlines), one more Ukrainian air carrier (Motor Sich Airlines) and all carriers from Benin. On the other hand, a good progress to improve safety was noted for Angolan aviation authorities.

EU-US air safety deal approved

On 13 January an agreement on safety regulations for civil aviation between the EU and the USA was approved by the European Parliament. It provides for reciprocal acceptance of the certification controls in the field of aviation safety and environmental compatibility. Aviation products designed, made,

Aviation, Rail & Maritime Safety

modified or repaired under the EU's or the USA's regulatory control will more easily receive the necessary approval for their registration or their usage under the regulatory control of the other party. The deal follows in the steps of a similar agreement reached earlier between the EU and Canada.

Railways seek money under recovery plan

Transport is not among the recipients of the 5 bn EUR financial assistance to EU businesses under the European economic recovery plan. This complaint was presented to the European Commission and the Council in a letter from associations representing the EU rail sector in February. The letter also listed a number of rail infrastructure projects, including TEN-T ones, which require funding to the tune of 27 bn EUR.

Guidelines on infrastructure funding

Guidelines on state financing of railway infrastructure may be a compromise acceptable to both the European Parliament and Member States instead of contractual obli-

gations. Such guidelines were requested by railway companies from Central and Eastern Europe during their meeting with the Commission in Brussels on 24 February. According to rail operators, lack of public investments in rail infrastructure leads to growing difficulties and produces a negative impact on their operations.

Erika III package enters into force

Following more than three years of discussions and finding middle ground, the Erika III legislative package, designed to improve safety at sea, was finally adopted by the European Parliament on 11 March. The proposed EU directives will ensure better control of ships and better compensation in the event of accidents. The French Presidency played a crucial role in getting the most controversial proposals – on flag state liability and ship owners' insurance – agreed on in the EU Council, thus bringing the complicated legislative process to fruition. The European Commission will be charged with enforcing the new rules with the help of the European Maritime Safety Agency (EMSA).

Stop Accidents! Europe for safer level crossings

European Level Crossings Awareness Day 2009

Accidents at level crossings are responsible for some 600 deaths, or 2% of all road deaths and 30% of all rail deaths. 95% of these accidents are caused by drivers.

In order to raise public awareness of the critical risks at the road/rail interface and to highlight the multi-modality of the issue, the **European Level Crossings Forum (ELCF)** together with a number of EU partners are organising a "European awareness day" in June. The action will link together a series of national events in 20 participating countries.

For more information please contact the UIC at Daoud@uic.asso.fr

ETSC and Partner Organisations News

PIN assesses Child Road Safety

Some 18,500 children have been killed in road collisions over the past ten years in the EU-27, around 1,200 of them in 2007 alone. At least half of those deaths, 600, could have been avoided, had the level of child road safety been the same across Europe as in Sweden, the best performing country in terms of road mortality of children. These are the results from the latest ETSC Road Safety Performance Index (PIN) country ranking on child road safety released in February. While road safety of children has improved considerably in all 30 countries covered by PIN over the past decade, Portugal achieved the best annual average reduction in child road mortality of 15%, followed by France, Slovenia, Switzerland, Ireland and Belgium, all above 10%. On the contrary, Bulgaria, Hungary, Italy, Czech Republic, Greece and Romania performed poorly with average annual reductions of less than 5%. Measures that can explain fast progress are higher child seat use rate and better enforcement policies. ETSC proposes a separate road safety target for children for the 4th RSAP.

ECSA launches Child Safety Reports

On 6 May the European Child Safety Alliance of EuroSafe will launch Child Safety Report Cards for more than 20 European countries at the European Parliament's plenary session in Strasbourg and in the participating countries. The 2009 results will comprise the country performance grades, evidenced safety measures in place, good practice gaps to be explored for improvement, and progress made by the 14 countries assessed for the second time after 2007. Passenger safety, motor scooter and moped safety, pedestrian and cycling safety feature among the top policy topics assessed by the Report Cards. For more information and results go to www.childsafetyeurope.org (available as of 6 May).

New car safety ranking published

The new ETSC PIN ranking, conducted by ETSC in cooperation with Euro NCAP and released in April, discovered big variations in safety of

new passenger cars sold in 2008 in 30 European countries. Sweden, Ireland and Norway have the highest proportion – above 60% – of cars awarded 5-stars for occupant protection, while Portugal, Norway and Sweden sell most – over 90% – 4 and 5-star cars. Safety levels are notably lower in the new Member States than in the older EU-15 ones, with the exception of Slovenia. Altogether 53% of the new cars sold in 2008 were awarded 5 stars, 31% 4 stars, 7% 3 stars and still 1% only 2 stars for occupant protection.

Improvements in pedestrian protection have developed more slowly than for occupant protection. Still only 21% of the new cars sold in the EU are 3-star, while 42% are 2-star and 29% only 1-star.

The ranking revealed that consumers in Southern, Central and Eastern European countries buy smaller cars, which provide better pedestrian protection, but less good occupant protection. On the contrary, consumers in Nordic countries or Germany tend to buy larger cars mainly from national brands, performing poorly on pedestrian protection but providing better occupant protection.

Czech road safety lacks progress

The number of road deaths in the Czech Republic decreased by 20% in 2001- 2008, far below the EU average at 29%. While the 2004 National Road Safety Strategy aims at no more than 650 deaths by 2010, this target is unlikely to be reached with 992 road deaths registered in 2008. Participants at the Road Safety PIN Talk in Prague held on 19 March discussed the worst setbacks for the national road safety: 5% increase in PTW deaths over the past decade, degrading motorway infrastructure, aged and unsafe car fleet. On the positive side, several Czech cities have recently seen improvements in road safety levels. It was recognised that the involvement of regional and local authorities was essential for continued progress.

R2R reaches out to 14 countries

Roads to Respect (R2R) project, coordinated by ETSC and supported by Toyota and 3M, is in its third year already. R2R involves gradu-

ETSC and Partner Organisations News

ate students, young professionals, local authorities and private companies in treating high risk sites, improving road infrastructure and bringing down road casualties. In 2009 the R2R programme will focus on infrastructure safety in Portugal, Germany, Hungary, Czech Republic, and for the second time in Italy and Poland.

Between March and May 2009 ETSC staff will tour 20 universities with a one-hour lecture on infrastructure safety engineering. After identifying a high risk site in their country, 25 selected students will come to a one-week training camp in Brussels in September 2009 for training on infrastructure safety and effective road safety 'lobbying'. Students will then return to their home countries to convince their local politicians or local administration to fix the accident high risk site identified by them. At a ceremony in Brussels in September 2010 the most active participants of the 2009 programme will be awarded for their achievements.

Healthy Workplace Campaign rolls on

ETSC, along with 29 other European organizations and companies, has joined the Healthy Workplaces campaign. Organised by the European Agency for Safety and Health at Work (EU-OSHA), the campaign aims to reduce work-related accidents by promoting risk assessment. At the current rate of 167,000 people dying from work-related causes every year, improvements are badly needed. Currently, small and medium businesses are among the worst performers in terms of carrying out regular risk assessments. The 30 official partners

of the campaign commit themselves to promote this useful tool through seminars, workshops, press work, video and photo materials and training sessions. More information at <http://osha.europa.eu/en>

Insurers' Road Safety Compendium out

CEA, the European insurance and reinsurance federation, has published a Road Safety Compendium 2009, comprising detailed data on key problematic safety areas, such as young and elderly drivers, alcohol and drugs, PTWs, driving for work, infrastructure, new technologies. For each of those areas the authors also present the insurers' industry responses to road safety problems as tested and adopted in different European countries. Both safety data and best practice measures are presented on a country-by-country basis which makes it easier for road safety officials and activists to pick up the appropriate cases with comparable environment in other countries. The Compendium is available on www.cea.eu

3rd PIN Conference to be held in June

ETSC will hold a 3rd Road Safety PIN Conference in Brussels on 22 June 2009. Based on the 2001-2008 trends, the Road Safety PIN Report 2009 presented at the Conference will reveal which countries will reach the 2010 Road Safety Target and when. The Conference will discuss the latest developments in road safety, with a particular focus on the safety of capital cities, children and vehicle, and priorities for the new 4th Road Safety Action Programme. Details and conference programme at www.etsc.eu

Working Together to Make Europe's Roads Safer

TISPOL International Road Safety Conference

6 October 2009, Olympia Conference Centre in London, UK

A wide range of speakers from across Europe and also the USA will inform the conference of significant current and emerging issues.

Packages are available for both delegates and exhibitors. An "Early Bird" booking opportunity is available for those delegates who book and pay by the 30th April 2009. Early booking is recommended as this event is likely to prove very popular amongst the road safety community.

More information on <https://www.tispol.org/theconference2009/index.php>



European Transport Safety Council

Members

Association Prévention Routière (APR) (F)
Accident Research Unit - Medical University Hannover (D)
Austrian Road Safety Board (KfV) (A)
Automobile and Travel Club Germany (ARCD) (D)
Automotive safety centre, University of Birgmingham (UK)
Belgian Road Safety Institute (IBSR/BIVV) (B)
Centro di ricerca per lo studio dei determinanti umani degli incidenti stradali" (CESDUIS), University of Modena e Reggio Emilia (I)
CTL – "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)
Dutch Safety Investigation 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) (F)
Finnish Vehicle Administration Centre (AKE) (F)
Folksam Research (S)
Fondazione ANIA (I)
Foundation for the Development of Civil Engineering (PL)
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA) (E)
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)
Motor Transport Institute (ITS) (PL)
Netherlands Research School for Transport, Infrastructure and Logistics (TRAIL) (NL)
Nordic Traffic Safety Council (Int)
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 Society for Road Safety (NTF) (S)
Swiss Council for Accident Prevention (bfu)(CH)
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 Manfred Bandmann
Professor Richard Allsop
Professor Pieter van Vollenhoven
Professor G. Murray Mackay
Paolo Costa
Dieter-Lebrecht Koch
Dirk Sterckx
Ines Ayala Sender

Executive director

Antonio Avenoso

Secretariat

Ellen Townsend, Policy Director
Vojtech Eksler, Policy Analyst
Paolo Ferraresi, Financial Officer
Graziella Jost, Project Officer
Evgueni Pogorelov, Communications Officer
Marco Popolizio, Project Officer
Gabriel Simcic, Project Officer
Daniel Ugarte, Project Officer
Aletta Salvatore, Intern

Safety Monitor

Editor and circulation:

Evgueni Pogorelov
evgueni.pogorelov@etsc.be

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.be
Internet: www.etsc.be

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

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