

Safety Monitor

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

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Editorial

New Commission proposal lowers pedestrian safety standards

On 3 October the European Commission adopted a proposal for a Regulation which aims to replace the 2003 Directive regulating pedestrian safety (Directive 2003/102/EC relating to the protection of pedestrians and other vulnerable road users before and in the event of a collision with a motor vehicle). The original Directive allowed for certain standards of pedestrian protection to be integrated into cars, progressively increasing the minimum pedestrian safety standards. The latest Commission proposal sets up new test requirements for pedestrian safety equipment to be applied to new types of vehicles as of 2010.

ETSC welcomes the Commission's intention to take steps to improve the safety of the most numerous and vulnerable category of road users. Pedestrian-friendly legislation and regulations are the key elements of the EU road safety system. However, if the current version of the proposal is adopted, the new pedestrian safety requirements will be weakened compared to those laid down in the original Directive currently in force. This seems to be out of tune with the objective of halving the number of road victims by 2010 set by the European Commission's 3rd Road Safety Yearly Action Programme (2003-2010).

By way of example, ETSC experts think the technologies identified in the proposal are too limited and insufficient to provide the protection levels described in the former Directive. The introduction of the brake assistance systems as a norm in all new cars, proposed by the Commission, will be done at the expense of lowering the impact test requirements contained in the proposal. This means a trade-off between increased active and decreased passive safety features, which should not be the case if we want to continue enhancing pedestrian safety rather than replacing some of its elements with others.

ETSC calls on the European Parliament and the Council to improve these and other shortcomings in the course of the forthcoming co-decision procedure. Enhancing the protection of this often neglected group of road users will not only prevent unnecessary human sufferings, injuries and deaths, it will also encourage people to start walking and cycling more, thus relieving road congestion and ultimately having a positive feed-back effect on road situation in general. Providing maximum safety for the least protected members of the society is in the best interests of the society itself.

Jörg Beckmann
ETSC Executive Director

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Road Safety

More road deaths in Europe in 2007

Most EU countries have seen an unexpected rise in road deaths in the first half of 2007, according to a survey by the Fédération Internationale de l'Automobile (FIA) which represents the world's leading motoring and touring organisations. The increases vary between 40% in Denmark and 8% in Germany. Road deaths climbed by 14% both in Poland and in the Czech Republic, and by almost 10% in Cyprus and in the EU candidate Croatia. The UK saw a 13% increase in the number of killed and seriously injured in the early part of this year. Only a few countries, including Spain and Italy, have reported reductions. Vulnerable road users, in particular motorcyclists, have fared worst in deaths and accidents, reveals the survey.

One possible reason for the rise is last year's mild winter in Europe, leading to increased road traffic, says FIA. It calls for mandatory introduction of the key electronic stability control (ESC) technology into all new cars, more work to encourage the use of seatbelts and improvements in road design across Europe.

Commission: EU is slow on safety target

Despite significant progress, the road safety situation remains "unacceptable", with 41,600 deaths and 1.7 million injured in road accidents in 2005, according to the Commission's Communication on 17 September. The number of deaths is over 4,000 more than the objective set in the White Paper on the EU's transport policy adopted in 2001 according to which the number of road deaths must be reduced by half by 2010. The Commission plans to start a consultation to equip middle-class and small cars with electronic stability control (ESC) as quickly as possible, which could, it says, save 4,000 lives per year in the EU. Brake assistance and crash avoidance systems are also being considered as mandatory safety features for all cars, which could reduce rear-end collisions by 60%.

Council decides on Infrastructure Directive

The EU Transport Council reached a general approach on a draft Directive on road infrastructure safety management. Ministers agreed on all outstanding issues, including the choice of a directive as the legal instrument and the legally non-binding status of the annexes. Member States will have 2 years from the entry into force of the draft directive to comply with

its provisions.

In June 2007, the European Parliament Committee on Transport and Tourism recommended that the plenary session reject the Commission's proposal. However, it was decided before plenary to send the proposal back to the Committee for further examination.

eCall adoption urged by Commission

The European Commission plans to start negotiations this year with car makers in order to equip all new cars sold in Europe with the mandatory European emergency call system, eCall, from 2010. In a communication adopted on 17 September, the Commission also warned that it may have to regulate if too few countries sign its memorandum of understanding before the end of 2007. Besides 50 companies, the MoU has been signed by Austria, Germany, the Czech Republic, Cyprus, Finland, Greece, Iceland, Italy, Lithuania, Norway, Portugal, Slovenia, Spain, Sweden and non-EU Switzerland, Norway and Iceland. The Netherlands is expected to sign soon.

The eCall system is based on the European emergency number, 112, called automatically in case of an accident. Thanks to calls localisation, the closest emergency services are immediately warned. This drastically reduces the arrival time for emergency aid and could save up to 2,500 lives, according to the Commission estimates.

Limited use of 60-tonnes may be allowed

In the report by Inés Ayala Sender (PES, Spain) on freight transport logistics in Europe, adopted by the European Parliament on 5 September, the use of 60-tonne lorries in the EU is considered possible for certain routes, conditional on safety and infrastructure reasons. The European Commission would take a decision after an impact study currently underway and a thorough exchange of views with all the concerned stakeholders.

Up to 25 m long and weighing 60 tons, these 'mega-trucks' are currently banned from most EU roads by Directive 96/53/EC limiting maximum vehicle weight and size in international transport. However, their limited use is allowed in national traffic. They are already in operation in Sweden and Finland, pilot tests are underway in Germany and the Netherlands and will start in Denmark in January 2008.

Aviation Safety

Report urges progress on safety and Single European Sky

The high-level group on the future aviation regulatory framework, set up in the autumn of 2006 by the Commission, urged the EU to move faster to complete the Single European Sky. In a report issued last July it asked the Commission to translate the aims of the Single Sky into a road map with clear objectives to be met by Member States and Eurocontrol. A more precise legal framework is also required. The Commission plans to present an assessment of the progress achieved in the context of the Single European Sky this autumn and to propose a second set of measures in early 2008.

Safety is the second main aspect of the report which urges the EU to reconsider the roles of European Aviation Safety Agency (EASA) and Eurocontrol. One of the group's suggestions is that all the responsibilities in terms of air safety should be transferred to EASA, whose powers in air traffic and airport management would be enhanced.

Accident investigation under scrutiny

Setting up a specialised European body to conduct investigations into air crashes, which would replace the current national bodies, is one of the options suggested in a consultation on the possible revision of Directives 94/56/EC and 2003/42/EC. They lay down the basic principles governing investigations into civil aviation accidents and incidents and oblige states to carry out such investigations and to share with the Commission and other Member States all information stored in an accident data base.

The option of creating an independent European investigation body, either limited to air transport or competent for all modes of transport, has met with maximum support. The intermediate option of transferring a certain number of tasks at EU level, but short of creating an independent investigation body, also enjoys approval. Finally, no change to the existing legislation and practice is the least favoured possibility. The Commission

is waiting for the results of a more in-depth study carried out by an independent consultant before the end of 2007.

EU blacklist of air companies updated

Ukrainian Mediterranean Airlines and Mahan Air from Iran have been added to the European Community's list of airlines banned in the European Union for safety reasons. It is the fifth update of the blacklist since its launch in March 2006. The new list is available on the Commission's website.

Revising insurance regulation

A public consultation on a possible revision of Regulation 785/2004 relating to insurance requirements applicable to air carriers was launched by the European Commission at the end of September. Regulation 785/2004 harmonised the minimum insurance requirements after the September 2001 terrorist attacks. It established minimum insurance amounts per passenger and per item of luggage, as well as a minimum coverage for third party responsibility. Besides accidents, the risks insured must also include terrorism, hi-jacking, acts of war and sabotage.

EU-USA Open Sky endorsed by Parliament

On 11 October the European Parliament approved the conclusion of the Open Sky agreement between the EU and the USA. The agreement, which was signed at the EU-USA summit on 30 April in Washington after several years of negotiations, will enter into force on 30 March 2008. It is expected to give an impetus to liberalising the particularly protected market for transatlantic flights which exists in a number of more congested airports and will make an impact, among other things, on safety aspects of airport and airline operations on both sides of the Atlantic.

New negotiations for further liberalisation of the transatlantic airspace will begin at the latest 60 days after the provisional application of the agreement. A disclosure procedure for the current agreement is planned in case of a standstill in negotiations.

Railway Safety

3rd Railway Package approved

The European Parliament has approved the Third Railway Package on 25 September, paving the way for the liberalisation of international rail passenger services by 1 January 2010, or by 1 January 2012 in case of over half of the railway companies' turnover coming from international passenger traffic. Among the basic rights of rail passengers defined in the Package is the right for information on the liability of companies in the case of death or injury. It also stipulates that train drivers must be issued a certificate attesting both to their compliance with certain requirements, including basic fitness for the job, and to their driving skills. Other on-board staff responsible for safety could be targeted at the next stage of liberalisation.

State aid for better safety may be allowed

The European Commission intends to adopt guidelines on state aid within the railway sector before the end of the year, following an inter-service consultation and a consultation with the main stakeholders. The aim is to establish a clear definition of the rules relating to public funding for railway companies and infrastructure managers. According to preliminary reports, the Commission plans to clarify its position with regard to certain specific aid intended for interoperability, renewing rolling stock, eliminating surplus capacity and increasing safety.

As a general principle regarding the construction and maintenance of railway infrastructures, public funding for infrastructure managers should not be

considered as state aid and will therefore not have to be notified to the Commission. However, in case when the principles of non-discrimination and equal access to infrastructure by users are not respected, public funding may be considered as state aid. This applies, for example, when railway management is entrusted to several operators in the same member state - which although rare, does exist, when certain railway terminals, stations or maintenance centres are managed by a body other than the national infrastructure manager (sometimes this is the railway undertaking itself) or when the infrastructure manager is involved in commercial activities.

Second TEN-T annual report

In line with the 2005 Commission mandate to facilitate the implementation of certain priority rail projects, the European coordinators of the Trans-European Transport Network (TEN-T) submitted on 10 September the second report to Transport Commissioner Jacques Barrot. Along with the first report, submitted in July 2006, it constitutes an inventory of each of the six projects concerned:

- Berlin-Verona/Milan-Bologna-Naples-Messina-Palermo
- South-west European high-speed
- Lyon-Torino-Milano-Trieste/Koper-Ljubljana-Budapest
- European Rail Traffic Management System (ERTMS)
- Paris-Strasbourg-Stuttgart-Vienna-Bratislava
- 'Rail Baltica' Warsaw-Kaunas-Riga-Tallinn-Helsinki

The 10th World Level Crossing Symposium "Safety and Trespass Prevention"

24th - 27th June 2008, UIC HQ, Paris

The organisers of this key world level event focussing on controlling the risk arising at the road/rail interface and the prevention of trespass on the railway are looking for potential papers on a variety of subjects, sponsors and exhibitors. You will be able to meet and network with the most influential people involved in this issue from a broad cross section of sectors. For more information on the conference, how to become a sponsor or propose a paper please consult :

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Maritime and Inland Waterway Safety

Integrated maritime policy: safe and green

Safe, secure and ecologically sustainable use of maritime area in the European Union are the priorities of the proposal for a coherent and integrated EU Maritime Policy presented by the European Commission on 10 October. Guidelines for national maritime policies will be proposed by the Commission in 2008, and as of 2009 a yearly report on their implementation by the EU and the member states will be published.

The policy envisages the creation of a European maritime area, analogous to the one existing in the EU road transport sector. The 2008 road map will aim to facilitate the development of maritime spatial planning by the Member States in this context.

One of the essential instruments to be used in accomplishing the EU maritime policy goals is a maritime surveillance network which will be based on cooperation between Member States. It will be aimed at ensuring safe and secure use of the maritime area, mitigating climate change impact from navigation on coastal regions and contributing to the development of safe and reliable maritime transport.

Parliament presses for maritime environmental safety

In a report by Willi Piecyk (EPP-ED, Germany) adopted on July 12, the European Parliament endorsed the Commission's June 2006 Green Paper on the future of maritime policy. The Parliament has backed the idea to create a 'common European maritime space' which would improve the effectiveness of managing territorial waters and help contribute to the integration of the internal transport market and maritime services. Parliament also stressed the important role that the policy can play in the fight against climate change and identifies three lines of action: the reduction of greenhouse emissions and pollution from ships, integration of maritime transport into the European Emission Trading Scheme (ETS) and the promotion of renewable energies (wind and solar) for maritime use. Any development programmes of the coastal zones must take into account the consequences of climate change. The Parliament asks

the Commission to quickly take measures to limit the pollution from ships. EU transport ministers also spoke on various occasions in favour of strengthening norms relating to emissions from ships.

New TEN-T coordinators appointed

On 27 September the European Commission announced the appointment of two new European coordinators for the Trans-European Transport Networks: Karla Peijs (former Dutch minister of transport), for inland waterways and Luis Valente de Oliveira (former Portuguese minister for regional planning and minister for transport), for the 'motorways of the sea'. The Commission noted the positive impact of the work of the six European coordinators designated in July 2005 for a four-year period (Karel Van Miert, Etienne Davignon, Loyola de Palacio, Péter Balázs, Pavel Telicka and Karel Vinck).

Long-range identification for EU vessels

On 2 October the Transport Council adopted a resolution on the creation of a regional EU long-range identification and tracking (LRIT) information centre which will provide data for long-haul vessels. This is being done in accordance with the decision of the International Maritime Organisation (IMO) which has recently decreed that as of 31 December 2008 all long-haul vessels must be equipped with LRIT systems capable of communicating their identity and position via satellite. With this system installed, EU member states will have access to information on the position of ships within 1,000 nautical miles off their coasts. The LRIT data could be used for maritime safety and security needs.

Aid to boost Belgian waterways transport

The European Commission gave its approval on 18 July for a 450,000 EUR aid scheme to boost transportation by inland waterways in Belgium. The scheme will benefit companies operating regular services to and from the port of Brussels. It will apply from 2007 to 2009. The aid will be granted only to operators of regular transport lines, be they existing ones (to be operated with greater frequency) or new lines.

Multimodal and Transport Infrastructure

Parliament discusses dangerous goods

The European Parliament adopted, on 5 September, a report by Boguslaw Liberadzki (PES, Poland) approving the European Commission's proposal of December 2006 which integrates the existing rules into one piece of EU law to cover the land transport modes (road and rail) and includes inland waterway transport as well. It is expected that this report at first reading in co-decision may lead to a direct agreement with Council.

The Parliament also endorsed amendments, some of which permit Member States to regulate for safety reasons the transport of dangerous goods not yet covered by the directive, and to lay down specific requirements regarding vehicles, wagons and inland waterway vessels not covered by the new directive. Such specific requirements may also be applied toward the transport of dangerous goods in passenger trains, including the use of prescribed routes. Dangerous goods account for 8% of total EU freight.

TEN-T list due out by October

An initial list of Trans-European Transport Network projects eligible for EU funding in the framework of the new multi-annual work programme for TEN grants could be established before the end of November, according to Transport Commissioner Jacques Barrot. By 20 July Member states had to reply to four calls for proposals concerning all of the TEN priority projects (except the motorways of the sea) as well as projects concerning the new generation of air traffic management (SESAR), intelligent road transport systems and the European rail traffic management system (ERTMS).

Galileo funding in impasse

Further to the fiasco of the original plans for public private partnership in developing Galileo, the EU's satellite navigation network, the European Commission on 19 September proposed to the Parliament and the EU Council to take the required 3.4 bn EUR from the EU budget. Thus any direct contributions from Member States will be made unnecessary. With 1 bn EUR already budgeted for Galileo in the Financial Perspectives 2017-2013, the remaining sum will be recuperated from the unused or unallocated EU

funds and from R&D funds. However, the EU Transport and Finance Councils in the beginning of October did not approve this option, with reportedly the UK, Germany and the Netherlands firmly rejecting it.

Common signal for Galileo and GPS agreed

The EU and the US have reached an agreement on 26 July on a common signal (MBOC) for the civilian use of the two systems. This means a single receiver can be used for both Galileo and GPS signals. Signal reception will also be improved. The MBOC signal will be used for the new-generation GPS and on the Galileo Open Service, accessible to all users at no charge.

Europeans favour car over public transport

A Eurobarometer poll on transport, published in July, shows that the car remains Europeans' preferred mode of transport: 81% of EU citizens have a car in their household and 51% name the car as their main mode of transport, while for public transport this figure stands at only 21%. Better schedules (29%) and better connections to regular destinations (28%) could encourage people to drive less often. The Eurobarometer also reveals that a significant proportion of motorists (22%) would not agree to use their car less under any circumstances.

Green paper on urban mobility out

Safety, along with congestion and pollution, is the focus of the Commission's green paper on urban mobility adopted on 25 September, to which stakeholders and citizens are invited to comment before 15 March 2008. An action plan will follow in the early autumn of 2008. The key objective is congestion-free green cities with smart, safe, secure and accessible urban transport. Promotion of walking and cycling, carpooling, working online, new parking policies to encourage commuters to combine public and private transport, creation of green urban zones through the adoption of restrictive measures and the promotion of urban road pricing are cited among possible solutions. The paper also advocates 'smart' traffic management, noting that applications of Intelligent Traffic Systems (ITS) are already in place.

ETSC and partner organisations news

EU road safety plan behind schedule

Just three Member States will achieve the EU target of halving road deaths by 2010 at the current rate of advance, according to the latest ETSC Road Safety Performance Index (PIN) study. The EU-25 as a whole will be able to reduce the yearly number of road deaths to 25,000 only by 2015 and not by 2010 as foreseen in its road safety strategy.

Some 39,200 people were killed on EU roads in 2006 – almost 5,000 more than would have been the case if the EU had moved ahead in accordance with the 2010 road safety target. An annual reduction of at least 7.4% is needed to halve road deaths between 2001 and 2010. Up to 2006 however, the EU's yearly reduction in road deaths has averaged 4.9%.

Luxembourg, France and Portugal are the only countries which have been able to reduce road deaths by over 8% yearly. **Belgium** is also very close to the threshold and will reach the 2010 target if efforts are stepped up. At the other end, **Lithuania, Hungary and Estonia** have actually seen the number of road deaths increase in 2006 compared with 2001, while only a slight reduction was registered in **Poland, Slovenia and Slovakia**. The **UK** is the only large Western European country among the last third of the 29 surveyed.

The experience of the best performing nations suggests that the key to their success has been their unrelenting struggle against major road offences (drink driving, speeding and non-use of seat belts) and their investments in infrastructure improvements. For instance, the legal BAC (blood alcohol content) was lowered and the severity of sanctions increased in **Luxembourg, Switzerland and Cyprus**. The deployment of automatic speed control cameras played a major role in reducing speed-related accidents in **France** and is now copied by a number of other countries. Apart from stricter law enforcement, **Portugal** has also stepped up investments in infrastructure, transferring high speed traffic from rural roads to newly built motorways.

Road safety seminars in India and Russia

Countries which have recently experienced fast automobilisation face similar road safety challenges. ETSC experts were invited to speak at two events addressing the problems of fast growing car markets.

On 10 September, at a seminar in Delhi on the challenges and opportunities for the national road transportation industry organised by the Swedish Trade Council and Volvo Truck, ETSC presented best practice from Europe as well as an update on in-vehicles safety technologies such as seat-belt reminders and alcolocks.

On 25 September ETSC staff attended a Swedish-Russian road safety seminar organised by the Volvo Group in Moscow. Whilst the seminar focussed on improving road safety in both countries, ETSC presented a broader European experience as well as the results of its own research in the area.

ETSC contributes to Russian road safety strategy

Speaking at the government-sponsored road safety seminar in Moscow on 19 September ETSC's Deputy Director Antonio Avenoso summarised EU experience of reducing road crashes and deaths which could be successfully applied to Russia. Organised in the framework of the new state strategy of road safety improvements which is currently under discussion in the Russian government, the seminar presented the results of an extensive global research of best practices commissioned by the Interior Ministry, which holds responsibility for traffic safety management in Russia.

The problem of rapidly degrading traffic safety has become a national priority for the country which experiences a fast car growth and an ongoing decline in population. The average death rate in road accidents in Russia is 240 deaths per million population, more than 2.5 times higher than the EU average.



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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