

Safety Monitor

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

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Editorial

Which Road Safety Targets to Guide the EU to 2020?

As the EU prepares its next Road Safety Action Programme new targets must be set for 2020 that will mobilise action at a joint European level for reducing deaths and disabling injuries on Europe's roads. These targets should walk the tightrope balancing act of being both challenging and achievable. The European Commission has now launched its internet consultation and also asks important questions on which targets should guide the EU in its road safety policy in the near future.

ETSC proposes a target of a 40% reduction of adult deaths and 60% reduction of child deaths from 2010 to 2020. To determine this target for 2020 ETSC used a forecast based on the past trend for the number of road deaths. ETSC also suggests seeking for a common definition of injury severity and in parallel that Member States retain their own definitions for serious injuries and aim for a 40% reduction in each country by 2020.

As far as the target for a reduction of deaths is concerned we stress that this is a shared EU target as in the last period. What we mean by shared is that the aim is to achieve a 40% reduction in deaths of a total of 496 million EU citizens from whichever country they are from. Not that every individual country must reduce their deaths by 40% (although that would be welcomed). Everyone should be encouraged to make progress whatever the current level of road safety is. Moreover we must not forget the EU role as a driver for national Member State action. Many MSs have adopted the EU target automatically so having the overall EU target is essential in giving guidance for them to achieve their own objectives.

But the European Commission should provide for more accountability by tracking progress of individual EU Member States and leveraging higher performance by all.

Setting challenging, yet achievable numerical targets will strengthen motivation to contribute to casualty reduction. Surely EU stakeholders active in road safety would agree that the EU 50% reduction target of 2001-2010 has helped do exactly that. EU legislation supporting road safety during the 3rd Action Programme is a true testament to this. This is why ambitious yet achievable targets are needed for 2020 to help the EU direct its action to save lives on our EU roads.

ETSC's *Blueprint for the EU's 4th Road Safety Action Programme 2011-2020* elaborates our proposed targets for 2020.

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Road Safety

Cross Border Enforcement

The Directive on Cross Border Enforcement of Traffic Law was the subject of a road safety discussion during the lunch meeting of the Ministers of Transport's October 9th Council meeting. The Swedish Minister Tortensson had recently said that the legal basis problem of the existing Directive proposal will be resolved with the ratification of the Lisbon Treaty. In her exchange with MEPs on the 2nd of September she reasserted the Swedish support of the aims of the proposal.

The Lisbon Treaty, which has recently received support from the Irish voters and now must be signed by the President of the Czech Republic, would extend the co-decision procedure in the formulation of EU legislation in the area of Justice and Police co-operation. Specific articles in the Lisbon Treaty under Justice and Police co-operation could also provide greater clarity for the adoption of a Directive on police enforcement.

Speaking at the annual conference of TISPOL, the EU traffic Police Network, in London on 6 October, the UK Minister for Road Safety Paul Clark also included the need to tackle dangerous driving in the scope of the Directive on Cross Border Enforcement. "I want to feel safe on whatever road I drive on," he said. "One death be it in France or Germany is one too many." The UK has recently introduced new powers to Police officers enabling them to immobilise the cars of non-UK drivers.

4th RSAP Consultation launched

The European Commission has launched its consultation on the 4th Road Safety Action Programme. This consultation aims to engage European citizens and stakeholders in governments at national, regional and local levels, as well as the business and professional sectors, in identifying the key road safety problems to be addressed by the European Road Safety Action Programme for the period 2011 – 2020 and the priority actions which could be taken to address the unacceptable and costly levels of road death and serious injury across the EU. The aim of this consultation is to gauge the views from stakeholders on how to best tackle the key road safety problems. A questionnaire has been launched which contains a listing of the main problem

areas and of possible ways of dealing with the problems concerned. Apart from filling in the questionnaire, respondents may also send separate comments to the European Commission but the main analysis of this Internet consultation will be based on the responses to the questions raised in the questionnaire. The Internet consultation (with the deadline of November 20th) can be found [here](#).

Six thematic workshops for stakeholder experts have also been held by the European Commission. They dealt with Vulnerable Road Users; Vehicle Safety Technology and Management; Road Safety Economics; Training, education and enforcement; Rural roads and Communication on road safety. The stakeholder consultation will take place on December 2nd in Brussels.

Urban Mobility Action Plan adopted

The European Commission presented its Action Plan for Urban Mobility on 30 September. In Europe, increasing traffic in city centres is responsible for one third of all fatal road accidents, as well as for between 40% and 70% of all emissions from road transport. Lost time and environmental damage caused by traffic jams cost the European economy nearly 100 billion EUR, or 1% of the Union's GDP, according to the Commission.

The action plan on urban mobility proposes 20 measures to help local and regional authorities to tackle these problems, very few of them with safety benefits. An earlier version had an entire chapter devoted to improving urban road safety. What is left includes arrangements for introducing eco ("energy saving") driving techniques which the Commission will discuss with the Member States; promoting Intelligent Transport Systems in the urban environment; and exchange of best practice on pedestrians and cyclists safety.

The action plan may be downloaded [here](#).

Council adopts new cabotage rules

The new regulation on access to international road haulage markets, adopted on 24 September by the EU Council of Ministers, sets up new rules for cabotage in the EU. These allow three cabotage operations within seven days follow-

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ing an international journey and a single cabotage operation on the way back to the home state, under certain conditions. The new rules will have to be applied throughout the EU no later than six months after the regulation's entry into force. The European Commission should report before the end of 2013 on the possibility to allow further liberalisation of domestic markets.

Regulation on bus drivers rest period

The new regulation on coach and bus services, adopted by the Council of Ministers, restores the possibility to work 12 consecutive days, instead of six days currently, before having to take a mandatory rest period. However, 12 day-work is limited to an occasional single international journey, making it impossible to combine two six-day trips without a rest between them. The Commission may propose new rules within three years if road safety appears to be threatened by the new regulation.

Presidency support for ITS

The Swedish Presidency's transport priorities are to work towards competitive, safe and intelligent transport, said the Swedish Minister for Transport Asa Torstensson at the regular exchange of views with MEPs of the Transport Committee on 2 September which focused on the future of transport and the Directive on Intelligent Transportation Systems.

Following debates in October, the Transport Council will adopt its conclusions on the Future of Transport perspective to 2050 in December. ETSC has also prepared its input to the EC Consultation on how road safety should be guaranteed for citizens in a future Europe in 2050 (see [here](#)).

ITS is big on the Swedish agenda and the Presidency hopes to reach a Common Position on the ITS Directive at its December Council. The ITS World Congress took place in Stockholm in mid-September and the Minister Torstensson invited Transport Ministers from across Europe to join her there to see some of technologies for themselves. Another high-level meeting on new technologies in road transport is set to take place in Gothenburg, on 26 and 27 October.

Swedish Transport Minister also said that the Swedish government would like to see the 4th Road Safety Action Plan focus on speed adaptation, sober driving and increasing the number of seat belts.

Access rules for transport operators

The EU Council of Ministers adopted a new regulation on access to the occupation of road transport operator introducing stricter rules for those wishing to work as self-employed operators. According to it, transport firms must have an office and operating centre in the member state of establishment. The Commission may propose new rules within three years if road safety appears to be threatened by the new regulation.

EU tyre labeling scheme criticised

The EU proposal for a new tyre labeling system, including energy efficiency, safety ('wet grip') and noise performance, has been criticised by consumer and environmentalist organisations. According to them, the deal reached on 29 September between the European Parliament, Commission and Member States turned the scheme into a voluntary programme: instead of giving clear rules on how or where the labels should be displayed, it merely says that the label should be 'shown to the end user in the immediate proximity of the tyre before the sale of the tyre'. Transport & Environment, ANEC and other bodies pointed out that vague or unspecific EU labeling regulations have failed before and called for an obligatory tyre sticker, in line with the original European Commission proposal.

Pan-EU test for intelligent vehicles

A large-scale field operational test of eight new high-tech intelligent in-vehicle safety and efficiency technologies will be carried out throughout 2010 across multiple brands in Europe. In the context of a European-wide research project eu-roFOT, 28 organisations, including car manufacturers, universities, research centres, will scientifically test and assess the impact of the advanced features on drivers' safety and behaviour.

Beginning in 2010, at least 1,000 vehicles from various European vehicle brands equipped with

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various intelligent in-vehicle systems, including lateral (for side-end collisions) and longitudinal (for front-end ones) controls, Curve Speed Warning, Fuel Efficiency Adviser and others, will drive around Europe for approximately one year. The collected data should deliver answers with regards to the impacts that these systems have on safety, efficiency and driver comfort. The research project is supported by European funds from the DG Information Society and Media.

Mobile phone operators sign up for eCall

Representatives of Europe's mobile phone industry Association signed on 9 September the EU's Memorandum of Understanding to implement the in-car automatic emergency call system, eCall, across Europe. eCall automatically dials 112, Europe's single emergency number, when a car has a serious accident and sends its location to the nearest emergency service. It is estimated to save up to 2,500 lives each year in the EU when fully deployed and reduce the severity of injuries by 10 to 15%.

So far the system is not operational in any EU country. In a policy document adopted on 21 August, the European Commission made a last call to all EU countries to speed up voluntary implementation of eCall before the end of 2009, otherwise it could propose regulatory measures to make this technology available all over Europe as soon as possible.

One fifth of bus drivers offenders

In a week-long operation in July across 17 EU countries the police checked over 38,000 vehicles and issued nearly 7,500 penalties to bus and coach drivers, including 1,300 speeding offences and 1,045 offences relating to use of seatbelts and other safety restraints. As many as 168 vehicles were so badly maintained that they were prohibited from continuing their journey.

Also, 55 drivers were found to be above the legal drink drive limit, five were found under the effect of drugs and 106 did not hold a driving licence, having previously been disqualified for offences. Additionally, a total of 709 drivers hours infringements and 326 tachograph offences were detected.

Study reveals stunning economic benefits from road safety advertising

The cost of an individual death in a road accident is 1.43 million GBP (in 2005 prices), according to an Oxford Economics study *Economic Payback of Road Safety Advertising in Northern Ireland*. With 16.4 million GBP of public funds spent on road safety advertising in Northern Ireland in 1995-2008, the research estimated total economic savings from these campaigns at 700 mln GBP, providing a return of 43/1 for public money.

Report highlights drug driving problems

A report *Responding to Drug Driving in Europe* was published in September by the European Monitoring Centre for Drugs and Drug Addiction. The report stresses the problems of scarce reliable statistics on driving under the influence of drugs, differing national legislation in the area of drug driving offences in various Member States, and considerable difficulties with accurate and rapid identification of drug driving at the roads experienced by the police. It makes a number of policy recommendations, such as conducting surveys on the prevalence of drugs in drivers, testing all drivers involved in a fatal accident for drug and alcohol use, and reviewing the existing legal frameworks and testing methodologies. Text is available [here](#).

Dutch to outlaw drug driving

Dutch Transport Ministry plans to submit draft legislation on the ban for drug driving by the middle of 2010. Following a three-month trial last year, random drug tests for drivers will be introduced. The spot checks can be made using saliva, with follow-up blood and urine tests if necessary. The 'maximum level' of drug content has not yet been defined, and if it is not established, a zero tolerance policy will be adopted. Experts believe that about 10% of car collisions in Holland involve drugs, mainly cannabis.

Aviation, Rail & Maritime Safety

More deaths in fewer air accidents

2007 and 2008 were the safest years in the past decade for Europe's civil aviation, with three fatal accidents involving commercial aircraft against the decade's average of six, according to 2008 Annual Safety Review by the European Aviation Safety Agency (EASA). This accounted for 5.5% of all fatal accidents in commercial air transport worldwide in 2008. However, the number of onboard deaths (160 in 2008) was above the average of the decade (105), which was mainly due to the August 2008 MD-82 accident in Spain resulting in 154 deaths.

EU airline black list updated

On 14 July the European Commission published an updated list of airlines prohibited in the EU. Four Indonesian airlines (Garuda, Airfast Indonesia, Mandala Airlines and Premiair) were withdrawn, but the remaining fifty or so Indonesian airlines on Europe's black list remain banned. Apart from Air Astana, all Kazakh and Zambian air carriers have been included in the latest black list, as well as all carriers from twelve (mostly African) countries.

Despite the Yemenia A310 air crash on 29 June between Yemen and the Comoros, Yemenia, the national airline of the state of Yemen, was not put on the list until the results of the investigation are available. The 153 passengers aboard were flying from Paris and Marseille and changed aircraft in Sanaa, Yemen. However, the crash prompted the EU Transport Commissioner Antonio Tajani to propose to ICAO to draw up a black list of unsafe airlines, similar to the EU list established in March 2006.

Crews protest inaction over fatigue

Pilots and cabin crew members were at European airports on 5 October to protest EU inaction over scientific evidence that current rules on air crew fatigue are potentially unsafe. The 'Moebus report', presented to the EU a year ago, recommended reducing maximum flight time to ten consecutive hours from 13 currently. Ac-

ording to the report, a 12-hour working time limit increases the risk of accidents by 1.7 times and a 13-hour limit does so by 5.5 times. However, pilot and cabin crew associations claim that strong airline lobbying prevents the EU from taking any concrete legislative changes.

ERTMS deployment plan adopted

The first-ever binding deadlines for equipping EU railways with ERTMS, the new European rail traffic management system have been adopted by the Commission on 22 July. According to the deployment plan, nearly 10,000 kilometres of lines and between 25,000 and 40,000 kilometres by 2020 will be equipped with ERTMS replacing the 20-odd signal and speed control systems currently in use in Europe. Major freight corridors are concerned, such as Rotterdam-Genoa, Antwerp-Basel and Barcelona-Lyon-Budapest-Constanta. The ERTMS deployment plan requires its installation in all ground equipment projects receiving EU funding and in all locomotives and other rail vehicles ordered after 1 January 2012.

It will cost between 200,000 EUR and 250,000 EUR to equip a single cabin and 150,000 EUR per kilometre for ground installations. Modest EU funding will come through the Structural Funds or the TEN-T, which set aside 500,000 EUR for ERTMS for 2007-2013.

More powers for ERA

Transport Commission Antonio Tajani wants to extend the powers of the European Railway Agency (ERA) to the areas of certification by vehicle type, inspection through audits and participating in investigations. Another proposal was to set up a «European control system» for liberalised rail freight and the transport of hazardous goods, which would replace national control systems.

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Road safety in Nordic countries

A new benchmarking study on road safety performance "How far from Zero?" was released by ETSC at the Tylosand seminar in Sweden on 7 September 2009. The study examined strengths and weaknesses in road safety performance of five Nordic countries: Denmark, Finland, Iceland, Norway and Sweden. The findings reveal that, while the road safety performance of Nordic countries is still well above the EU average, the gap between them and the rest of Europe is shrinking. Speeding and driving under the influence of alcohol remain key areas of policy intervention in the Nordic countries. More specifically, elderly safety is a specific area of concern in Finland, while child safety deserves more attention in Norway. Denmark should extend its automated safety camera system along the country's motorway network and Iceland should improve the passive safety of its roads. Sweden, the country with the highest level of road safety worldwide, should strive to enhance passive safety of motor vehicles for more effective pedestrian protection. The report also stresses the need for a strong leadership from the Nordic countries for the rest of the EU.

The study can be downloaded [here](#).

ETSC starts Irish road safety week

A lecture on 'Alcohol and Driving', held by Ireland's RSA and ETSC in Dublin on 12 October, marked the first day of the 'Irish Road Safety Week'. Opening the lecture, the Irish Transport Minister Noel Dempsey T.D. said that "alcohol may have been a contributory factor in over 1,000 fatal collisions on Irish roads between 1999 and 2008." A presentation by Professor Denis Cusack, Director of the Medical Bureau of Road Safety, provided evidence to support the introduction of a 0.5 BAC limit in Ireland.

Work related road safety contest

ETSC has launched a call for entries in a competition on work related road safety as a part of its new project Preventing Road Accidents and Injuries for the Safety of Employees (PRAISE).

It is estimated that in the EU-15, 39% fatal work accidents are road traffic accidents. PRAISE aims to increase road safety in the work context and

"praise" best practices in order to help employers secure high road safety standards for their employees. PRAISE competition targets companies who can demonstrate what they have achieved through their efforts to reduce collisions at work and/or while commuting to and from work.

The 'PRAISE Award' will be presented annually at the PRAISE Brunch to an employer identified for taking on the road safety challenge responsibly. The first PRAISE brunch will take place in May 2010. Candidates who wish to apply can find more information about criteria for entry and application forms [here](#). The deadline for entries is the 1st of April 2010. PRAISE receives support from the European Commission, DVR and bfu.

Focus on work road safety in Poland

Work-related road safety situation was discussed at the first PRAISE seminar held on 24 September in Warsaw. Organised in cooperation with the Ministry of Labour and Social Policy, the Ministry of Infrastructure, the Global Road Safety Partnership (GRSP), the Motor Transport Institute (ITS) and the Polish-German Foundation for Cooperation, the seminar presented existing and potential initiatives from the Polish Government and from Polish employers to secure better road safety standards at work.

Polish drivers are the largest professional group involved in fatal accidents at work, according to a National Labour Inspectorate analysis: they made up 16.7% of all work-related deaths and 8.6% of all work place injuries in 2007.

A number of companies, which succeed in combining safety benefits with financial ones, presented their success stories at the seminar. Presentations can be downloaded from [here](#). The PRAISE programme is co-funded by the EC, DVR and bfu.

R2R Award goes to three students

At a ceremony at the European Parliament on 30 September ETSC awarded students from Cyprus, Greece and Serbia for having run a successful road safety campaign to treat a high risk site in their hometowns during the past year.

The three winners are Marios Phillipou from the University of Cyprus, Petros Sekeris from the Democritus University of Thrace (Greece) and Petar Krasic from the University of Novi Sad (Serbia).

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They attended a camp organised by ETSC in September 2008 in the framework of the Roads-to-Respect (R2R) programme. On their return home they went on to identify a high risk site in their cities, developed a technical proposal to fix it and convinced their municipalities to implement the proposed solution.

The Awards at the European Parliament were handed out to the students by Ms Ines Ayala Sender, MEP and Isabelle Kardacz, Head of the Road Safety Unit of the European Commission.

Back home from Brussels, the Serbian winner Petar Krasic had a meeting with the country's Minister of infrastructure and was invited to join the national Road Safety State Committee.

R2R Camp held in Brussels

The Award ceremony opened another R2R annual camp for 25 students who came to Brussels from across Europe for training on infrastructure safety and effective road safety lobbying.

The programme of the 2009 R2R camp focused on infrastructure safety and featured training sessions on road safety engineering, design and project audit, efficiency of high risk sites treatment and campaigning. Altogether over 1,000 students attended the lectures organised by ETSC in 23 European universities in the lead up to the camp. Road safety lecturers at the camp came from the Krakow University of Technology, the University of Weimar and Poland's EKKOM Consulting. Students also visited the Brussels offices of Toyota and 3M, both of which actively support road safety work and have sponsored the R2R programme since its conception in 2007.

Europe for Safer Level Crossings

Each year 600 people die in accidents at level crossings, 95% of which are caused by road users. To increase public awareness of these risks and promote safe behaviour and compliance with traffic rules at level crossings, rail and road sectors along with police and other government agencies organised a pan-European Level Crossing Awareness Day on 25 June. It was built on existing national events in the participating Member State during which flyers were handed out, posters were displayed in railway stations, special messages were broadcast on radio and TV, and numerous press conferences were organised.

Fundraising for French school kids

A two-month campaign to raise money for road safety training for French schoolchildren was launched in mid September by the French road safety NGO Association Prévention Routière. During the campaign one million cards will be distributed to the public, each of the value of 2 EUR which is roughly the cost of a road safety training for one child. Currently only 2 million out of 10 million French schoolchildren have access to different educational activities aimed to raise their awareness of road risks.

Despite improving road safety in France, road crashes remain the main cause of death among the 15-24 year olds, killing 1,255 and injuring 36,000 young people in 2008 according to Association Prévention Routière.

VIII International Road Safety Seminar 2010

Gdansk University of Technology, Poland

22-23 April 2010

The Faculty of Civil and Environmental Engineering of the Gdansk University of Technology is pleased to invite you to VIII International Road Safety Seminar GAMBIT 2010. The main theme of the event will be: *"Road transport safety in Poland in the run-up to the EU's new transport policy"*.

Supported by the Minister of Infrastructure and held every two years, the Seminar hosts a range of Polish and international road safety authorities, experts and exhibitors.

For more information please visit www.gambit.org.pl



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