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Safety Monitor

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

Editorial

Now or Never for Cross Border Enforcement Directive

It's decision time again for the Cross Border Enforcement Directive at the Transport Council on the 2nd of December. The Belgian Transport Minister Etienne Schouppe, who is currently chairing the EU Presidency, has made reaching a political agreement one of his priorities. He recently reported to interested MEPs that good progress had been made within the Council Working Group on the topic. This is the second time that the Directive has been brought to the brink of reaching agreement amongst the Member States at the Transport Council. ETSC sincerely hopes that this time round the result will be positive. A political agreement reached under the Belgian EU Presidency would represent a significant step forward in the process of adopting the Directive. Hungary would have to take over the baton of finalising it within their part of the Presidency trio.

The Directive would introduce a system of exchanging information to enable the follow up of road safety related traffic offences committed by non-resident drivers. Enforcement is a means to prevent collisions from happening by way of persuading drivers to comply with the safety rules. Deterrence is based on giving drivers the feeling that they run too high a risk of being caught when breaking the rules. Thus effective enforcement leads to a rapid reduction in deaths and injuries.

Two years ago the European Parliament, with the active role played by MEP. Ines Ayala Sender who acted as rapporteur, gave its overwhelming support to the proposed Directive in December 2008. ETSC is not a lone voice in backing this proposal. The European Traffic Police Network (TISPOL) have also put their full weight behind this proposal.

ETSC continues to give its strong support to the Directive, principally as this would clearly contribute to the EU road safety policy and reaching the new EU target of halving deaths on the EU roads by 2020. But also for reasons of equality, as EU citizens are entitled to fair and equal treatment. The principle of non-discrimination is enshrined in the Treaty. At present this principle is not being applied with non-residents acting with impunity and escaping punishment whilst travelling abroad. The future of police co-operation across the borders and the safety of Europe's citizens depend on the swift adoption of the Cross Border Directive to close this gap of road safety and equal treatment. It's time.

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Safety measures for powered two-wheelers

On 4th October 2010 the European Commission tabled a proposal for a Regulation on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (L-category vehicles). In line with CARS21 recommendations, this proposal aims at simplifying the current legal framework moving towards the harmonisation of international requirements. The proposal also seeks to mitigate road transport emissions and to increase vehicle safety of new L-category vehicles entering EU market. The proposal foresees, inter alia, the mandatory fitting of advanced braking systems (ABS) and automatic headlamp-on in order to increase rider and vehicle conspicuity making them more visible to other traffic users. This proposal covering a wide range of vehicles will simplify the current regulatory framework composed of 15 Directives by replacing them with only 5 Regulations. Application of these new measures is foreseen by 1st January 2013.

European Economic and Social Committee advocating for an EU road safety agency

The European Economic and Social Committee recently presented its recommendations concerning the Road Safety Policy Orientations 2011-2020. In particular, the EESC asks for interim targets to be assignated to Member States according to risk rates. A tailored road map for each country is also necessary together with a yearly monitoring by the EU. The creation of a dedicated European Road Safety Agency monitoring the implementation in coordination with appointed Member State representatives would play a key role as it already is the case for all other transport modes. The document highlights the need to establish a strong and permanent connection with "The Decade of Action for Road Safety" supported by the United Nations.

UN Plan for the Decade of Action for Road Safety 2011-2020

Following the UN General Assembly adoption in March of a resolution endorsed by over 100 countries proclaiming a "Decade of Action for Road Safety 2011-2020" the UN Road Safety Collaboration has developed a draft Plan for the Decade with input from many partners. The Plan proposes five categories or "pillars" of activities: building road safety management capacity; upgrading the safety of road infrastructure; further developing the safety of vehicles; enhancing the behavior of road users; and improving emergency services. Governments, international agencies, civil society organisations, the private sector and other stakeholders are now invited to make use of the Plan as a guiding document for the events and activities they will support as part of the Decade.

Competitive Automotive Regulatory System for the 21st century

On 14th October, Vice-President Antonio Tajani re-launched the CARS 21 (Competitive Automotive Regulatory System for the 21st century) process. Launched in 2005 as part of the Commission's modern industrial policy, CARS 21 aims at making recommendations for the short-, medium-, and long-term public policy and regulatory framework of the European automotive industry. This forum - which ETSC participates in - aims to enhance global competitiveness and employment, while sustaining further progress in safety and environmental performance at a price affordable to the consumer. Seven main objectives have been set-up for the next two years notably the conduction of an economic and statistical analysis of the factors driving the structural changes in the automotive industry in order to come-up with policy recommendations addressed to policy makers, industry and civil society.

Towards road safety management standards

A new international standard for road safety management is being developed by ISO (International Organization for Standardisation). The rationale for the development of the future ISO 39001 for road traffic safety management systems is to provide all organisations (from a multi national to an SME, government, public authority etc) with the means of increasing and promoting their related safety standards. The standard will set principles and systems, providing an opportunity to integrate safety into commercial and non-commercial decision making. The Committee members have recently decided to update the committee draft (CD) for ballot in January 2011. The committee will meet in Australia in May 2011. ETSC is supporting the development of ISO as an important tool for employers to improve road safety. For more information, please contact the committee secretary

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Road Safety

High–visibility vests for all motorcyclists?

Vice-President Kallas recently responded to MEP Jim Higgins on the EC possible plans to make it compulsory for motorists to carry high-visibility jackets at all times, given that this is already compulsory in many EU Member States. The Commission would consider the issue of high visibility clothing for vulnerable users and the appropriateness of a European initiative on it, in the work programme to be established for the implementation of its Policy Orientations.

European Alcohol and Health Forum: towards a Global Strategy

DG SANCO recently published a summary report of the 7th meeting of the Committee on National Alcohol Policy and Action focusing on health inequalities, health determinants, healthy ageing and mentioning its links to road safety at Member States level. Part of the meeting was dedicated to the Global Strategy to reduce the harmful use of alcohol recently endorsed by the World Health Organisation in its resolution 63.13.

The Strategy gives guidance to Member States defining priority areas - drink driving policies and countermeasures being an essential dossier. Within the framework of the European Alcohol and Health Forum (EAHF) an open forum will be held in Brussels on 19th November, followed by an UN meeting in Geneva in February 2011 to discuss the implementation mechanisms.

Italy and Luxembourg fail to notify EU road safety and social standards

On 30th September, the European Commission requested both Italy and Luxembourg to notify them of the measures being taken to implement a Directive on the categorisation of infringements to social rules (2009/5/EC) and Italy on the implementation of a Directive on the control of driving times and rest periods (2009/4/EC). This is a particularly important issue as driver fatigue is a significant factor in approximately 20% of heavy commercial vehicle collisions in Europe. So far Italy and Luxembourg have failed to notify the Commission about the measures taken and this could endanger road safety, fair competition and weaken social conditions for drivers. Both Directives should have been implemented by the 31st December 2009. If Italy and Luxembourg fail to comply with the requests by the end of November, the Commission may refer the cases to the EU Court of Justice.

EU Road Safety projects and Studies (2001- 2008)

DG MOVE recently published a compendium gathering key information on road safety research in Europe, highlighting the EU's contribution through its diffrent Research Framework Programmes (FP5, FP6 and FP7) and grants provided by DG MOVE, DG RTD and DG INFSO. This report gives an overview of research activities undertaken and funded at EU level and their impact on road safety. The document also mentions a number of areas where action and efforts are needed to support safety policy and implementation processes at all levels. Over 550 million Euros, representing a total value of projects close to 900 million Euros, have been invested over the analysed period, mainly focusing on industry-oriented R&D projects.

Safety cameras - increased speed limits

The Polish Government has prepared new legislation to introduce an automated speed enforcement system to be adopted next year. It foresees the installation of cameras in over 900 sites and on all road types. It has not been decided if revenues generated from these measures will be earmarked and reinvested into road safety, this is an argument that would facilitate public acceptance of the new system. Also of great concern is the proposal that the government will increase speed limits on motorways to 140km/h, following a recent similar proposal from the new Dutch cabinet on highways increasing speed from 120km/h to 130km/h on motorways. It is well known that even minor increases in mean speed have a dramatic consequence on the number of collisions and the severity of their outcome, it is therefore to be expected that this increase will lead to casualties on motorways. This "give and take" approach reveals a lack of consistency in efforts to reduce road collisions.

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European Road Safety Days (13th-14th October)

The third edition of the European Road Safety Days took place on 13th and 14th October 2010 in Brussels. This event was co-organised by the European Commission and the Belgian Presidency, and gathered Vice-President and Transport Commissioner Siim Kallas, Belgian Federal Minister for Mobility Etienne Schouppe, and the Chair of the Transport and Tourism Committee of the European Parliament Brian Simpson amongst a wide range of road safety experts from across the EU. Debates in the European Parliament focused on road injures, the challenges for specific road users and infrastructure in the framework of the Policy Orientations 2011-2020. The second day addressed the subject of Cross Border data exchange and Cross Border Enforcement Directive.

A European Road Safety Village was set-up on the esplanade of the EU Parliament with exhibitions of police services and associations from all Europe. Intiatives taken at Member State level in prevention and repression of main traffic offences such as speeding, drink/drug driving, non use of seat belt and failing to stop at a red light were presented.

European Mobility Week (16th - 22th September)

In its 2009 Action Plan on Urban Mobility, the European Commission presented the European Mobility Week (EMW) as one of those sustainable mobility campaigns that play an important role in the creation of a new culture for urban mobility. Indeed, the European Mobility Week is an awareness raising campaign aiming at sensibilising citizens to the use of public transport, cycling, walking and at encouraging European cities to promote these modes of transport and to invest in the new necessary infrastructures. From 16th to 22th September health and mobility were the overall topics of the European Mobility Week 2010 with "Travel Smarter, Live Better" as its focal theme.

Over 2 000 participating cities and towns have promoted active travel to tackle the issue of physical inactivity, excess weight and obesity, enhancing the quality of life in cities, helping to reduce air and noise pollution, accidents and congestion and bring back more space for living rather than for driving. A competition is now opened to cities that have organised the most innovative EMW 2010 campaigns in term of quality of activities linked to the annual theme and range of permanent measures.

Promoting sustainable and visible cycling

Last April the European Parliament published a note giving an overview of the cycling challenges and key recommendations at EU and Member State level to promote cycling. Building on this document, Brian Simpson and 3 other MEPs recently asked the European Commission to clarify the EC position to increase cycling and the development of infrastructure above existing funding schemes and the annual European Mobility Week. In his response, Vice-President Kallas announced the creation of a page specifically dedicated to cycling on his website. An extensive internet database of best practice containing more than 200 case studies is also available via the European Local Transport Information Service, ELTIS.

Additionally, a number of EU co-financed projects are currently being developed through the STERR programme focusing on alternative fuels and vehicles (http://www.managenergy.net/) and the FP7. An investment of over 600 million Euros to be used for the implementation of investment in cycle infrastructure is also developed through the European Regional Development Fund with highest spending foreseen in the Czech Republic, Germany, Hungary and Poland, all with amounts above 100 million euros as well as a "Life Cycle 3" project run by the European Cyclists Federation in eight EU countries with the objective of creating a life long approach to cycling for everyone, from parents and children to employers, policy makers and senior citizens.

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Aviation, Rail & Maritime Safety

EU Parliament to consent on Civil Aviation Safety Agreement EU/Canada

Only six Member States currently have bilateral agreements with Canada covering product certification. These will lapse when the EU-Canada Civil Aviation Safety Agreement enters into force. Indeed, on 26th October, the Transport Committee of the European Parliament adopted unanimously a report recommending that Parliament gives a necessary consent to this agreement to enter into force as foreseen under the Lisbon Treaty. The key objectives are to minimise the duplication of assessments, tests and controls and to enable both the EU and Canada to rely on each other's certification systems guaranting the highest level of safety for passengers and cargo flights. Once Parliament has taken its decision (Adoption due in plenary in November) the Council will have to finalise the procedures. A workshop was organised by EASA on 11th November to explain the concrete implications of the entry into force of this agreement.

Towards harmonised Aviation operating procedures

On 18th October, the European Aviation Safety Agency (EASA) proposed to the European Commission an implementing rule laying down common airspace requirements and operating procedures. EASA proposes to introduce a requirement for all aircraft operating within the European Union's airspace to be equipped with an airborne collision system known as "ACAS II with collision avoidance version 7.1". According to various studies, including EUROCONTROL's, this system reflects the state of art in the field of airborne collision avoidance systems and will contribute to lowering the mid-air collision risks. The proposed rule would become effective on 1st March 2012 for new built aircraft and on 1st December 2015 for all other aircrafts. The date for the initial application has been proposed taking into account the time required for manufacturers to initiate design and production changes.

Missed opportunity for strict independence of accident and judicial investigations.

On 21st September 2010 the European Parliament adopted a compromise text on the new Regulation on EU Air Accident Investigation. This Regulation establishes a European Network of Civil Aviation Safety Investigation Authorities in charge of coordinating the cooperation between national authorities and to advise EU institutions on air safety matters. Beside a lot of positive elements of improvement of the current situation, the opportunity to endow the European Union of a strict system of independence between accident and judicial investigations has been missed due to the unwillingness of the EU Council to agree with the pro-safety stance of the European Parliament. The compromise opportunely envisaged the establishment of a code of conduct determining relationships between different authorities involved in accident investigations. Therefore Member States shall ensure that different investigation authorities cooperate with each other through advance arrangements.

Railway Safety Performance in the EU

The European Railway Agency (ERA) published in September its new safety performance report. The document presents Common Safety Indicators data submitted for the years 2006-2008, information on safety certification, common safety targets as well as railway safety regulation. The report also includes accident trends and developments based on an accident archive made publicly available during the last year. Assistance, development of safety authorities and investigation bodies in Member States are at the core of ERA's mission. Monitoring of the implementation of the Railway Safety Directive by the safety authorities, when assessing the safety management systems in the certification processes, and by the investigation bod-

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ies when investigating serious accidents will also be on top of ERA's priorities.

Safety Reporting: a key to analyse and mitigate new risks

Annex V of the Railway Safety Directive 2004/49/EC describes the main content of an accident and incident investigation report. In order to help Member States to investigate, and following the recommendations expressed in the Directive, the ERA published on 15th October a guidance on good reporting practice. The document focuses mainly on each element corresponding to the Annex V including the immediate facts of the occurrence, the record of investigations and inquiries, the analysis, conclusions and key recommendations to improve the safety system and mitigate new risks.

Safety and Regulatory Reform of Railways

The OECD published in September a report on the deregulation/regulation processes and their relevance to railway safety. Many concerns have been voiced regarding the impact of these reforms on rail safety performance, especially in cases of reforms that have privatised or deregulated state ownership and control of railways. This report addresses these concerns with a detailed investigation of pre- and post- reform rail safety data in countries where complete and comparable data exist. The restructuring of railways has indeed led to new roles for public rail safety regulators and raised questions about the organisation of the regulatory framework. Finally, the report focuses on the cost of railway safety measures and implementation of the so-called safety management systems.

Recognition and development of EU Transport Agencies

The European Maritime Safety Agency (EMSA) mandate will be significantly increased by Vice-President Siim Kallas' proposal ensuring consistency and efficiency of its work to develop new rules and their implementation, particularly the third maritime safety package. The proposal followed an external evaluation completed in 2008, as well as recommendations issued by its administrative board and multi-annual strategy plan for the next five years. EMSA's updated mandate would amongst other tasks increase EMSA's involvement in EU research and foresee assistance to all European Neighbourhood Policy countries in order to promote the EU maritime safety policy in all the regional seas bordering the EU or increase the development of a Common Information Sharing Environment for the EU maritime domain.

EU puts forward shipping companies' safety records

As from 1st January 2011, the European Commission will set up a new online register naming and shaming shipping companies which are performing poorly on vital safety inspections (port state controls), while those with strong safety records will be given good public visibility. Companies and states which show up as poorly performing will be subject to more intensive, co-ordinated inspections in EU ports. Manufacturers or other industries will be able to choose the shipping companies they use for freight or passengers in full knowledge of their safety record. The new EU wide system will rely on an advanced information tool known as "THETIS" operated by the European Maritime Safety Agency. THETIS will track all safety inspections on ships carried out in ports in the EU and provide a risk analysis which will determine the frequency and priorities for inspections by the competent authorities of Member States.

Towards an Integrated Maritime Policy (IMP)

On 21st October the European Parliament adopted a resolution on the future challenges for an IMP. Amongst a number of recommendations, including the development of EMSA

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mandates, the European Parliament insisted in developing an approach integrating other sectoral policy and in particular safety issues. The Parliament asked the Commission to reinforce the international dimension of the IMP, particulalry the working conditions at sea, such as the safety and the environmental performance of vessels to be replaced on the agenda of international fora and ratified by port, flag and coastal States as part of international agreements, in order to achieve a worldwide improvement in the field of shipping. The Parliament also highligthed the need for Member States to ratify and implement the 2009 Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships.

ETSC Launches Second Annual Competition for Road Safety at Work

As part of the PRAISE project (Preventing Road Accidents and Injuries for the Safety of Employees) with the objective of increasing road safety in the work context, ETSC is launching its second annual competition on work related road safety. ETSC is therefore searching for entrants who can demonstrate what they have achieved through their efforts to reduce collisions at work and while commuting to and from work. ETSC's panel of judges will evaluate entrants based on a number of criteria including evidence of progress, innovation and lasting efforts. The 'PRAISE Award' is presented annually at the PRAISE Brunch to an employer identified for taking on the road safety challenge responsibly. British Telecom won the first PRAISE award earlier this year in May. For its second year ETSC has opened two separate categories: one for SMEs (Small-Medium Enterprise) and one for larger employers. The last PRAISE report on "Safer Commuting to Work" is available here.

The EU's rural roads: more efforts needed to apply known and affordable road safety measure

ETSC published its 18th Road Safety PIN Flash ranking EU 27 Member States' progress in reducing deaths on rural roads since 2001. France, Luxembourg and Portugal achieved the highest annual reductions in road deaths on rural roads, followed closely by Latvia, Belgium, Israel, Germany, Spain and the Netherlands. The report recommends key measures to the EU and Member States to be promoted during the European Road Safety Days on the 13th and 14th October to visitors of ETSC stands and participants. Member States were invited to take advantage of the transposition of the Directive on Infrastructure Safety to introduce mandatory road safety impact assessments and audits for new roads and rehabilitation projects, and inspections and benchmarks to the existing rural network. The next Flash will focus on vulnerable users: motorcyclists, cyclists and pedestrians and will be launched in the course of spring 2011.

Safe and Sober talk in the European Parliament

On 6th October, the 14th Safe & Sober Talk took place at the European Parliament in Brussels, co-hosted by MEPs Anna Hedh and Dieter-Lebrecht Koch and in collaboration with the Swedish Abstaining Motorists' Association (MHF). More and more countries in Europe are adopting legislation for the use of alcohol interlock devices in rehabilitation programmes as a substitute punishment of driving license withdrawal. The objective of the "Safe and Sober" Campaign is indeed to raise awareness amongst policy makers, the private sector as well as some key opinion leaders for a systemic approach to reduce alcohol misuse in road transport, especially through effective and innovative measures such as the implementation of alcohol interlocks. The event gathered a large and diverse audience and a follow-up is already announced in the European Parliament in March 2011.

New research project on penalty point systems

Eleven partners including ETSC and several ETSC members - the Austrian Road Safety Board (KfV), CDV (Czech Republic), CERTH (Greece), ITS (Poland) and RSA (Ireland) - gathered in Vienna on the 15th of September for the kick off meeting of a new EU funded project BESTPOINT. The objective of BESTPOINT is to collect, analyse and disseminate best practice criteria for the setting up

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of penalty point or demerit point systems as well as to develop a tool towards a possible harmonisation at European level. As the project advances, ETSC will draft a Policy report with recommendations to Member States that are thinking of introducing such systems and to EU institutions.

STARS/R2R

Over the last two months, and as part of the STARS (Students Acting to Reduce Speed) and R2R (Roads to Respect) projects, ETSC organised 2 seminars with the aim of training more than 40 future engineers from over 10 European countries to take actions to reduce speed and/or improve road infrastructure on European roads. These two "camps" gathered a great number of road safety practioners and speakers from different sectors raising awareness on effective and innovative measures to manage road safety. As a next step, ETSC is now assisting and monitoring a European road safety competition engaged between all these committed students in their countries. A regular update will be made on both project contents and implementation processes at local level. Further information is available on ETSC's website.

AVENUE

The first AVENUE project partners meeting took place in the Province of Friesland (NL) from the 21st to the 23rd of October 2010, hosted by the Dutch project partner ROF - the Regional Traffic Safety Board. AVENUE for traffic safety is an EU co-funded project run by ETSC's member Road Safety Institute Panos Mylonas (RSI). Over three years, AVENUE will create referral centres for road safety and actions for citizens.

Four types of referral centres for road safety, called NESTs (Networks & Education for Safety in Traffic), will be developed: European, national, local and mobile structures. Using the NESTs as a foundation, the project will also organise actions for citizens, putting emphasis on vulnerable road users, elderly and novice drivers, through the creation of trainings, interaction and high quality campaigns and events to influence behaviour in a sustainable manner.

Ranking Road Safety performance of cars

The French League against Traffic Violence (Ligue contre la Violence Routière) together with the French Consumer organisation "60 millions de consommateurs" published the 8th winners of the "Citizen car". The HONDA Insight 1.3 i-Vtec Hybride (88+14ch), followed by the TOYOTA iQ 1.0 VVT-i (68 ch) and the TOYOTA Prius Hybride (99+37 ch) are on top of a ranking classifying more than 1,156 versions of 182 models present in the European market and representing more than 37 manufacturers. Launched in November 2005, the ranking aims at promoting a car that is respectful of both occupants and other road users and including an environmental perspective. The scoring system takes into account the basic models tested by Euro NCAP. It is based on four criteria: occupant protection, pedestrian protection (and by extension, that of two-wheelers), aggression (determined by the mass of the vehicle and its maximum speed) and CO2 emissions. The complete ranking is available here.

"Alcolocks: the tool to intensify the fight against Drink-Driving in Belgium?"

9th December, 9h00-12h00, Belgian Federal Parliament, Brussels, Belgium

This event is part of ETSC drink-driving policy network and is organised together with the Belgian Road Safety Institute IBSR. More information available on ETSC's website.

The aim of the "Drink Driving Policy Network" is to contribute to reducing alcohol-related road deaths and injuries through the identification and promotion of best practice in both policy and advocacy. This focus is aligned with the EU Alcohol Strategy to reduce injuries and deaths from alcohol-related road traffic collisions on www.etsc.eu/DD.php

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