

Safety Monitor

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

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Editorial

Make progress happen

One can always improve! Especially when one is lagging behind the competition. The first ranking published under the Road Safety Performance Index (PIN) in September 2006 enthused the road safety community with the message that there is no longer any excuse for countries to do too little or nothing about road safety.

Over the last four years, France, Luxembourg and Belgium have been able to reduce road deaths by more than 25%. France is the leading example with a 35% drop in road mortalities between 2001 and 2005, closely followed by Luxembourg (34%) and Belgium (27%). But if nine or ten countries have made great progress, there are still too many countries which will have difficulty in contributing their share of the EU target to reduce by half the number of road deaths each year by 2010. Lithuania, Hungary, Ireland and Poland are among the countries to have made least progress in recent years.

At a press conference held on 26 September 2006 at the Finnish Permanent Representation in Brussels, representatives of the first three ranked countries pointed out that rapid improvement was not a matter of chance. The reasons for their success lie in a mix of strong political will, increased compliance with traffic safety law and safer infrastructure. Jean Chapelon, General Secretary of the French Interministerial Road Safety Observatory, said however that the road is still long for France and others before they reach the level of safety of the best-performers. Renaat Landuyt, Federal Minister for Mobility and Transport, welcomed PIN as an important new instrument to launch a healthy competition among countries to make the greatest progress.

Fast progress is possible for every country whatever its starting point. Let the competition begin!

Jörg Beckmann
ETSC Executive Director

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Road Safety

Blind spot mirrors

On 5 October 2006 the European Commission has tabled its new draft directive on the use of blind spot rear view mirrors on all heavy goods vehicles travelling within the EU. In accordance with a consultation that was published earlier in the year, the European Commission repeated its clear intention to make the new generation of rear view mirrors compulsory on all heavy goods vehicles registered as from 1998. This will broaden the scope of the existing Directive 2003/97/EC, which only stipulates the obligation for heavy goods vehicles registered in the EU as of 2006 or 2007 onwards, depending on the type of vehicle. ETSC supports the European Commission proposal entirely as it will increase safety for all road users (1200 more lives are expected to be saved until 2020), and especially for vulnerable road users. In addition, the benefits will outweigh the costs by a factor of 3.5.

Member States will need to comply with the new directive within one year after the entry into force for lorries registered after 2004; within two years for lorries registered after 2001; and within three years for lorries registered after 1998.

This new measure, if accepted, will affect four million vehicles. Flexibility is provided for the type approval of vehicles that are technically difficult to adapt. Impact studies have highlighted certain difficulties in fitting blind spot rear view mirrors on certain makes of lorry (in this case twice the cost of 100-150 EUR per lorry which the operation is expected to cost in normal cases).

The systems already in force in several countries (Belgium, The Netherlands and Denmark), which already went beyond Directive 2003/97/EC, have been deemed to be sufficient although not entirely consistent with the new Directive.

The proposed legislation will now be discussed with-

in the European Parliament and the Council of Ministers in first reading.

[European Commission website](#)

[ETSC response to the consultation on blind spot mirrors \(June 2006\)](#)

[ETSC press release \(5 October 2006\)](#)

Infrastructure

On 5 October 2006 the European Commission also tabled a second directive. The proposal for a Directive on road infrastructure aims to raise standards of road safety management. It defines guidelines and best practice for all stages of infrastructure management, including road safety impact assessments, road safety audits, network safety management and safety inspections.

The European Commission has decided to go beyond the simple exchange of best practice and also to propose guidelines. Still, ETSC regrets that the Directive does not propose more stringent infrastructure safety management standards, as this would have enabled to make an impact in countries where road safety levels are below average. Moreover, ETSC would have hoped that the Directive goes beyond the TENs and also includes infrastructure safety management for all EU-funded infrastructure projects.

According to the European Commission, the new Directive on road infrastructure will enable to reduce the number of accidents with injuries by 7000 and avoid the loss of 600 lives every year.

The proposed legislation will now be discussed within the European Parliament and the Council of Ministers in first reading.

[European Commission website](#)

[ETSC response to the consultation on infrastructure safety \(May 2006\)](#)

[ETSC press release \(5 October 2006\)](#)

Daytime running lights

On 1 August 2006 the European Commission launched a consultation paper to seek views on the mandatory use and installation of daytime running lights (DRL) on motor vehicles. The report estimates the life-saving potential of DRL to be in order of 3 to 5% of the yearly number of road deaths. 14 Member States have so far introduced DRL mandatorily, although requirements from one country to another differ. Of the five options proposed for the implementation of DRL, the European Commission favours automatic low-energy consumption dedicated DRL for new vehicles, accompanied by a measure requesting dipped headlights to be turned on at any time for all other vehicles. The European Commission intends to hold a meeting with all stakeholders in Brussels after the end of the consultation period.

ETSC supports the introduction of such a Directive, and estimates that the measure will save at least 2800 lives (see [report "Cost effective EU Transport Safety Measures", 2003](#)). Research has also suggested that the safety of powered two wheelers will not be compromised by such a measure due to increased car visibility.

Moreover, costs of daytime running lights are considerably lower than the benefits (value 1 : 4.4). The cost/benefit ratio could even be more favourable if special daytime running-lamps equipped with economical bulbs were installed (in which case it would increase to 1 : 6.4).

More information: [link to the EC consultation](#).

New platform for user awareness of eSafety

Viviane Reding, European Commissioner for Information Society and Media, launched a new platform for promoting user awareness on 28 September 2006. The platform, chaired by the Foundation of the International Automobile Federation (FIA), will gather members representing automotive suppliers, automotive clubs, road safety authorities, road operators, insurance industry and service providers. The purpose of the platform is to raise awareness of intelligent

vehicle systems and their road safety benefits. Unfortunately, the focus is limited for the moment to electronic stability control (ESC) and eCall. In a press briefing issued in February 2006 on eSafety, ETSC had stressed again how important it is that eSafety initiatives focus on the technologies which also bring the biggest safety benefits such as Intelligent Speed Assistance.

[EC press release \(28 September 2006\)](#)

[ETSC press briefing \(February 2006\)](#)

European driving licences

On 18 September 2006 the EU Council of Ministers officially adopted its common position on a European driving license. The second reading should be passed without much delay given that an agreement had been negotiated with the European Parliament under co-decision in March 2006. The new driving licence will take the form of a plastic card - credit-card style, with or without an electronic chip containing the data printed on the card. National licences will be phased out between 2012 and 2032. The normal period of validity will be 10 years, but Member States will be allowed to choose to extend this to 15 years if they want. The rules relating to motor bike licences will also be tightened up. For more information, see [Safety Monitor 64](#).

Travelling by car is still the most attractive mode in the EU

A [recent survey](#) published by Eurostat has revealed that Europeans still prefer travelling by car instead of other transport means. Road transport increased by 38% between 1990 and 2004, mainly in the new Member States and in other "[SEC Belt counties](#)" such as Portugal and Greece. 83% of total passenger transport in the EU25 is undertaken by privately owned cars (2003 figures) for only 7% of distance travelled in the EU by train. The number of motorways is increasing. These results have an obvious environmental impact, but also on the level of safety on roads.

Maritime and Inland Waterway Safety

Compensation for "safe harbours"

The European Commission wants to amend Directive 2002/59/EC in order to make it compulsory for Member States to grant access to safe havens (port, bay, anchorage, etc.) to vessels in distress. This subject has been addressed in one of the legislative proposals making up the third package of Erika (see [Safety Monitor 62](#)).

On 13 September 2006, rapporteur Dirk Sterckx (ALDE, Belgium) proposed several amendments to the European Commission's initial draft to the TRAN meeting: an improvement of the compensation regime to cover economic losses that might be incurred by the port that has to take in a vessel in distress, notably when that vessel is not adequately insured; the absence of an insurance certificate or financial guarantee in respect of a ship does not influence decisions on whether or not to allow that vessel into a place of refuge; the extension of the role, while maintaining independence, of authorities in charge of taking decisions regarding vessels in distress; Member States should also provide for fair treatment of the crews of the vessels in distress; lastly, the text proposes to slow down the timetable for the introduction of the automatic identification system (AIS) on fishing trawlers. Proposed draft amendments should ensure that the system is used only for safety purposes. The new text is expected to be adopted by the TRAN Committee by February 2007.

[Directive 2002/59/EC](#)
[EP draft report \(7 July 2006\)](#)

EMSA officially in Lisbon

The European Maritime Safety Agency has officially opened its headquarters in Lisbon on 14 September 2006. The agency will become Europe's centre of excellence on maritime affairs. Its role will entail: to provide technical assistance to the Commission to develop and monitor EU law in the maritime sector; to work together with Member States and accession

countries to organise training activities; and to provide them with technical advice in implementing the relevant Community acquis. The agency will also play a major role to develop an EU-wide system for maritime accident investigations and guarantee objective and reliable information in the field of maritime safety and traffic. The 154 million EUR of funding for the agency was also approved by the European Parliament on 5 September 2006. The amendments introduced by the European Parliament were the result of a preliminary compromise reached with the EU Council of Ministers. Hence, the dossier is likely to be concluded very soon. Most of the budget will serve to provide Member States, on their request, with anti-pollution ships to help them overcome an oil slick.

[EC press release \(14 September 2006\)](#)

Compliance with the obligation of Flag States

Rapporteur Marta Vincenzi (PSE, Italy) stressed in her [report](#) presented at the last TRAN committee the need to transpose flag state obligations in the IMO conventions into EU legislation. Such a measure will favour the high quality flags and should significantly contribute to avoid similar disasters like the recent "Erika" and "Prestige" accidents.

Maritime labour standards

The European Commission has recently invited the European Transport Workers' Federation (ETF) and the European Community Shipowners' Associations (ECSA) to negotiate an agreement on maritime labour standards. This should enable the integration of EU law into the provisions of the Maritime Labour Convention, adopted by the International Labour Organisation (ILO) in February 2006. Provisions should concern working time and rest periods among other subjects such as health protection, medical care and social security.

Aviation Safety

Proposal for a new regulatory framework

In a high-level conference organised on 20 September 2006, Transport Commissioner Jacques Barrot re-asserted the need to harmonise aviation regulations in Europe in order to increase the levels of clarity and efficiency. He proposed a role for the EU on the following four cornerstones:

- 1) Increase the competences of the European Aviation Safety Agency to enable it to become a real European authority for the preparation of all safety rules;
- 2) Eurocontrol should focus on its role of being a centre of expertise for all aviation, rather than on its operational tasks. Therefore its responsibilities should go beyond air traffic management;
- 3) Further initiate cooperative structures such as of the kind of the Single European Sky Air Traffic Management and Research (SESAR) that can play a major role in developing specific aspects that need high levels of coordination;
- 4) A cooperation between Member States, associated European countries and the EU institutions to develop a highly effective Community regulatory framework.

Transport Commissioner Jacques Barrot is planning a broad consultation of all relevant parties as well as a rigorous preliminary examination of the economic impact of the different texts. These proposals, which Mr. Barrot intends to turn into specific legislative proposals before the end of his mandate, have been widely applauded by the stakeholders present at the conference (mainly representatives from national administrations of civil aviation and from the industry).

EC press release: 20/09/2006

Black list

The European Commission is about to issue a new list of air companies that are banned from the EU because of safety problems. According to reports, the list could this time also include one or two European

airlines. The most likely companies to be on the list are from Cyprus, Portugal or Hungary (EIS, 2006). These three countries are most frequently mentioned when the EU talks about air safety problems. The list may also include some additional non-EU air companies compared with the last black list issued in June 2006 (see [Safety Monitor 65](#)). See the updated [black list on the European Commission website](#).

How safe is flying? Priorities in European aviation safety policy

In a workshop hosted by ETSC together with the European Aviation Safety Agency (EASA) on 13 September 2006, participants discussed the priorities of European aviation safety policy to keep the highest air safety level while air traffic is expected to double by 2020. Only then will air transport remain the safest mode of transport.

The main challenges were presented as concerns the extension of competences of the EASA. The importance was acknowledged of a harmonised approach for Europe to share data, best practices and develop common solutions. Also, proposals were made to make out of the EASA a one-stop-shop, where services for European aviation safety, quality, certification, rulemaking, and standardisation could be delivered.

The full report is available on [ETSC website](#).

SESAR

The TRAN committee adopted by a large majority the European Commission's proposal on the establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR). In addition, they stressed the need for the industry to participate in the financing already in the development phase.

EP draft report: 30/05/2006

Railway Safety

ERTMS

Recommendations have recently been prepared by the European coordinators who have been working on the six priority Trans-European Transport Network (TEN-T) projects. These recommendations suggest allocating sufficient funding for the cross-border sections of these projects and for clearing bottlenecks. The European Rail Infrastructure Managers (EIM) welcome these recommendations but also maintain that qualifying for Community funding for rail projects should be dependent on the deployment of the European Rail Traffic Management System (ERTMS). In addition, the EIM would like to see the bank guarantees instrument given a high priority. Lastly, the EIM also recommends other measures to improve rail efficiency to be subject to finding.

More information: [EC press release](#)

Transrapid accident in Germany

The Transrapid magnetic levitation train, which floats on a magnetic cushion, hit a maintenance truck on 22 September 2006 on a test track supported by five-metre concrete stilts in the Emsland district of Germany. Twenty-three people were killed and 10 survived, some of them seriously injured. The Transrapid magnetic train travels automatically without a driver. There is a lack for the moment of a system to stop the train if there is an obstacle ahead.

The expensive train, which set a speed record of 450kph in 1993, was developed by Transrapid International, a joint venture between German industrial firms Siemens and ThyssenKrupp.

An independent expert assessment of the crash should be ready by mid-November. So far, the investigation is focusing on whether human error could have caused the crash. The control station should have known that the maintenance truck was on the track when the train began its run as this had been noted in a handwritten log. German Transport Minister Wolfgang Tiefensee said it was necessary to make sure safety procedures were sufficient and had been followed rigorously.

So far, the world's only commercial Transrapid line runs between Shanghai and its airport. A decision on building a Transrapid airport shuttle in Munich is now on hold pending a safety review.

The proposed Munich shuttle would use a more up-to-date safety system that electronically checks the track. The additional safety systems may boost the price tag for the project. However, at present only the biggest of optimists actually expect the Transrapid to get the go-ahead in Munich.

More information:

<http://www.spiegel.de/international/0,1518,438995,00.html>

ETSC News

PIN programme

On 26 September 2006 ETSC presented the first ranking of EU Member States' progress in road safety. The data gathered by ETSC showed that all countries, from the frontrunners to the underperformers can achieve good progress by introducing well-studied measures - if only they want to. France, Luxembourg and Belgium are ranking best as they have been able to cut road deaths by more than 25% between 2001 and 2005. Among the countries which have progressed least over the last years are Lithuania, Hungary, Ireland and Poland.

More information on the [PIN flash 2 Launch](#).

European Transport Safety Lecture

ETSC's 8th European Transport Safety Lecture took place on 19 September 2006 in Dresden, Germany. The event was co-hosted by the German Road Safety Council with the support of the Automobile and Travel Club Germany. Prof. Reinhold Maier, Professor at the Technical University of Dresden gave the lecture on "Safety in rural Europe – Reducing casualties on country roads in the EU".

The publication can be found on [ETSC website](#).

ETSC and EASA – Joint Transport Safety Lunch on aviation safety

ETSC and EASA organised a joint meeting in Brussels on 13 September 2006 to discuss challenges that concern aviation safety in Europe as air traffic is said to double by 2020. "How safe is flying in Europe? – Priorities in European aviation safety policy". See news under "Aviation Safety" section as well as the full report on [ETSC website](#).

German Insurance Association (GDV) joined ETSC

ETSC's most recent member is the German Insurance Association (GDV). GDV is the umbrella organisation

of private insurances based in Germany. It currently has 455 members.

More information on GDV: <http://www.gdv.de/>

ETSC welcomes new EU legislation tabled

ETSC welcomes the two new legislative proposals tabled by the European Commission on 5 October 2006. These are the first proposals since the "enforcement package" adopted in late 2003. ETSC is relieved to see that the European Commission has reasserted its lead in the European effort to improve road safety, and reminded that EU legislation is necessary to reach the EU target on time by 2010.

See [press release](#).

Mini-hearing at the European Parliament

A mini-hearing on road safety was organised on 14 September 2006 at the European Parliament for MEPs to be able to better input to the upcoming EP report on the 3 Road Safety Action Programme mid-term review. Two ETSC experts were invited to inform committee members on the state of play regarding road safety in the EU. Spanish road safety expert, Jesús Monclús reminded the audience of the availability of several successful short-term and long-term road safety measures. He then invited the committee members to support them in their reports to put pressure on Member States and the European Commission to reach their road safety targets by 2010.

Ilona Butler proposed on behalf of the Polish Motor Transport Institute to replace the traditional Verona meetings with better focused meetings to address the specific needs of countries lagging behind the EU road safety performance average. She also proposed that each measure listed in the 3rd Road Safety Action Programme be accompanied by numerical targets.

See [EP draft report](#)

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European Transport Safety Council

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