

# Safety Monitor

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

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## Editorial

### EU driving licence delay

EU Transport Ministers failed to adopt the EU Driving Licence Directive at the Transport Council in June. This is not good news for the 300 million citizens who hold a driving licence in Europe, since it slows down efforts to enhance road safety. This also delays improved cross-border enforcement, protection against fraud and preventing driving licence tourism.

More than 110 different driving licence models with different entitlements and validity periods are circulating today in the Member States. The revised Directive proposes to replace all the licences for one unique European format, which will make it a lot easier for the police to determine whether someone is entitled to drive a specific type of vehicle or not. The rule will also guarantee acquired rights by drivers when traveling outside their own country. The new plastic credit card driving licence model will ensure that all documents in circulation include the correct information and are updated with the latest security features.

The Directive reinforces the principle of progressive access to the more powerful motorcycles, trucks and buses and emphasizes the importance of training and gaining experience. Moreover the planned revision sets up EU harmonised standards for driving licence examiners.

Last February, the European Parliament adopted by a large majority the MEP Mathieu Grosch's report. ETSC urges the Council to work towards a swift adoption of the EU Driving Licence Directive under the UK Presidency in order to avoid a lengthy conciliation procedure with the European Parliament.

Jörg Beckmann  
ETSC Executive Director

# Across the modes

## EU MONITOR

### Brief news

#### UK EU Presidency

UK Transport Minister Alistair Darling presented the UK Presidency priorities in transport policy to the European Parliament Transport Committee on 13 June 2005. Coverage of road safety unfortunately was weak despite the fact that the Commission is due to publish its mid term review of the third road safety action programme very soon. Mr. Darling however committed the UK presidency to consider road safety during the special Verona informal ministerial meeting.

The main focus of the transport policy component of the UK presidency is set to be the Eurovignette Directive where time is running out to complete agreement. Priorities also include maritime safety, the third Rail Package, negotiating an EU-US aviation agreement, and port liberalisation. A dossier which is due to cause an early headache for the UK is the electronic tachograph, due to enter into force on 5th August 2005 which reportedly only 6 Member States are ready to implement, as yet. Mr Darling stated that he thought some form of delay in implementation was inevitable.

## Road Safety

## EU MONITOR

### Driving licence

**BACKGROUND.** The proposed new driving licence Directive aims to harmonise licence categories and renewal procedures, and to guarantee complete mutual recognition of driving licences among Member States. The proposal, if adopted, would replace the 110 different models of driving licence circulating throughout the EU at the moment.

**NEWS.** The Member States have failed to secure an agreement in first reading on the proposal for a Directive on driving licences. On 27 June 2005 a coalition led by Germany and France blocked the vote at the Transport Council over a compromise text drafted by the Luxembourg Presidency. The compromise suggested that Member States only need to guarantee that all licences conform to the EU model 20 years after the Directive's application date. But the European Council maintained its general position

decided in October 2004 that both paper and plastic licences should cohabit - simply suggesting that states would no longer issue paper licences six years after the entry into force of the Directive.

**FUTURE STEPS.** The dossier is now in the hands of the UK Presidency who will try and work out a new compromise to present to the Transport Council on 6 October 2005.

First proposal: 21/10/2003

Council general approach: 07/10/2004

EP report: 19/01/2005

EP 1st reading: 23/02/2005

ETSC position paper: 19/11/2004

## Driving and rest times

**BACKGROUND.** In a new proposal for a Regulation on driving and rest times, tabled in August 2003, the Commission included 47 out of 69 amendments adopted by the European Parliament in the first reading of a previous draft (see [Safety Monitor 50](#)). The proposal now links the Regulation to the Working Time Directive (2002/15/EC), which came into force in March 2005.

**NEWS.** On 27 June 2005 the European Commission published a list of European Parliament amendments it has accepted or rejected taking into account the Council's delicate compromise between Member States. The Commission has rejected Parliament's amendment aiming to extend daily rest periods for drivers to twelve hours (compared with 11 hours in the Council's common position). It also has rejected the amendment preventing drivers from taking reduced weekly rest periods in their vehicle and the amendment on breaks for drivers, simply recommending instead the pursuit of the current system. Lastly it has accepted the Council's common position specifying that transport firms are free from paying

drivers according to distance travelled and/or the volume of goods carried, providing the regime does not compromise safety. Meanwhile EU Transport Commissioner Jacques Barrot announced that the Commission would not initiate infringement proceedings before 1 January 2006 against Member States who would not have implemented the necessary legislation for tachographs, despite the official date of introduction remains 5 August 2005.

**FUTURE STEPS.** The Commission output helps to clarify the positions for the conciliation procedure which is to be completed by 6 December 2005, at the latest.

First proposal: 12/10/2001

EP report: 05/11/2003

EP 1st reading: 14/01/2003

Modified proposal: 11/08/03

Council position: 09/12/2004

EP report: 15/03/2005

EP 2nd reading: 13/04/2005

Commission opinion: 27/06/2005

road safety

## Brief news

### 3rd Road Safety Action Programme

A report on the Commission's 3rd Road Safety Action Programme was adopted in TRAN Committee on 14 June 2005 by 30 votes in favour, 5 against and 5 abstentions. The draft report by MEP Ari Vatanen saw numerous successful amendments including measures on the importance of enforcing traffic law on speeding, drink driving and seat belt use as well as promoting in-car technologies. The report also concluded that it was the right time for a Community-wide approach to enable authorities to follow up offences and penalties imposed in another Member State. Members also raised particular concern for the safety of vulnerable road users who are much more at risk than car occupants. The report points out the need to upgrade and increase standards of road design and planning in order to minimise drivers' errors. The point was included that the annual meeting of EU Transport ministers should continue to meet to discuss progress made at a Member State level. Finally, the TRAN Committee reminded Member States of their responsibility to ensure implementation and enforcement of existing legislation, following the principle of subsidiarity on transport matters.

### Latest scoring by EuroNCAP

EuroNCAP, Europe's leading independent crash test organisation, announced its latest ratings on 28 June 2005 at a press conference co-hosted with the Swedish Road Administration. Peugeot's 1007 becomes the highest scoring car ever in all classes for adult occupant protection. Professor Claes Tingvall, Chairman of EuroNCAP, commented that technology such as a Stability Control system can play an important role in reducing the chances of being involved in a crash, although it can't replace the importance of driving carefully and attentively. In Sweden, studies showed that for cars equipped with such a Stability Control system there was a reduction of 22% of accidents, rising to 32% in wet conditions. [More information](#)

### Commission consults on Motor Insurance

In addition to consulting the public administration of the Member States and the insurance industry the European Commission has decided to consult European citizens on two aspects of motor insurance: on the one hand the effectiveness of the compensation bodies foreseen by Article 6 of the 4th Motor Insurance Directive, and on the other hand some insurance aspects related to trailers. Questions were sent to the [European Commission](#) until the 15th July 2005.

### Promoting bicycle use across Europe

According to European Commission Vice-President Jacques Barrot cycling can play a bigger role in the Transport White Paper's objective to re-balance the modes. The European Commission therefore intends to rationalise the use of the private car – especially in cities, shifting from car transport to less congested and more environmental-friendly modes. Also industry could think to fit all bikes systematically with "reflective safety arms" attached to the back of the bicycle. The Commissioner also proposed that all cyclists should wear helmets. [More information](#)

### Harmonised registration certificate

Denmark, Luxembourg, Portugal, Cyprus and the Czech Republic were sent a reasoned opinion by the Commission to transpose the European Directive 1999/37/EC on the introduction of a harmonised vehicle registration certificate into national law within the next two months. This legislation will help improve road safety by making it possible to check that drivers are only driving categories of vehicles they are authorised to drive. The harmonisation of registration certificates will also improve the working of the internal market in road transport. [EC press release](#)

### Speed limitation devices

The Czech Republic and Ireland have not yet communicated the measures for the transposal of the Directive 2002/85/EC amending Directive 92/6/EEC on the installation and use of speed limitation devices for certain categories of motor vehicles into their national law. The legislation requires that vehicles intended to transport passengers registered as from 1 January 2005 and having more than eight seats, including the driver's seat, must be equipped with a speed limitation device set in such a way that their speed cannot exceed 100 km/hour. Vehicles used for the transport of goods having a maximum weight in excess of 3.5 tonnes registered as from the same date must be fitted with a speed limitation device set in such a way that their speed cannot exceed 90 km/hour. Member States may also require that the speed limitation device in vehicles registered in their territory and used exclusively for the transport of dangerous goods is set in such a way that those vehicles cannot exceed a maximum speed of less than 90 km/hour. Countries now have two months to notify the measures to transpose this piece of European legislation into their national law. [EC press release](#)

## COUNTRY NEWS

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### Latest statistics

U.K.'s number of people killed on roads in 2004 was the lowest figure since records began in 1926 according to figures published by the [Department for Transport](#): 8% less people died in road accidents in 2004 compared with 2003 (down 287) and despite an estimated increase in road traffic of 2% in 2004. In **the Netherlands** the decrease in fatalities is even more impressive with 19% less people dying as a result of a road accident in 2004 compared with 2003 (down 207). These two successes show that even countries with already good road safety performance can further make progress in reducing the number of fatalities. A [fuller breakdown](#) of road casualties in the **UK** is available. For more information on the situation in **the Netherlands** see the [following website](#).

## Traffic law

A **Swiss** district Court rejected the complaint introduced by the Association representing the Swiss Wine Industry branche (SBW) against the Swiss Council for Accident Prevention (bfu) and the Ministry for Health (BAG). The complaint accused the bfu and the BAG of harming the wine industry with their latest drink-driving campaign. On the contrary, judged the Court, "the billboard campaign does not prevent drinking at all. It only encourages drivers not to drink more than one glass of wine". "This is a sensible and non-discriminatory way to inform about the new BAC limit of 0.5 introduced at the beginning of this year in the country", added the Federal Council, which also stressed that the campaign had led to positive results. For instance by the end of April there were 10% less road fatalities compared with the previous year.

The lower house of Parliament in the **Czech Republic** on 22 June 2005 approved the proposal made by its Transport Ministry to introduce a penalty points system. Under the new points system a driver loses his driving licence for a year after accumulating twelve demerit points. The system will come into effect in July 2006 if approved by the Senate and signed by the President. Other measures adopted include drivers' obligation to keep their car lights on all year round, the possibility that drivers lose their driving licence on the spot, and trucks only being allowed to drive on slow lane on motorways and being forbidden to overtake.

Since 25 June 2005 drivers in **Portugal** have to carry reflective vests in their vehicles and to put on their garment when they are on the road after a breakdown or accident outside built-up areas. Other countries such as Italy, Austria or Spain also introduced the reflective vest.

## Cross-border enforcement

Drivers who are based in **Belgium** but caught speeding whilst abroad will now have their sanctions followed up by the Belgian authorities. The Federal Government is working to transpose into Belgium law the new Council Framework Decision on the Application of the Principle of mutual recognition to Financial Penalties (2003) (COPEN 24) adopted in February this year. Under the new rules, any speeding tickets of more than EUR 70 received by a Belgian motorist in another EU Member State will have to be paid in full. This change will be particularly important as countries across Europe move to introduce more safety cameras that catch speeders license-plate numbers in quick flash photos. Police generally do not follow up such offences on the spot, and instead send a letter to the offender for payment of the fine. [More information](#)

## Drink driving

In the **U.K.** the Road Safety "THINK!" summer drink drive campaign was launched on Thursday 9 June 2005 with TV advertising carrying the message that it takes less than you might think to become a drink driver. The campaign will spell out to drivers that there are just as many drink drive casualties in the summer months as at Christmas - to ensure that drivers don't become complacent about drink driving because they think it's only a Christmas issue. The Department for Transport's campaign begins at the same time as TISPOL's (The European Police Traffic Network) EU wide drink/drug campaign which is supported by police forces across Britain. [More information](#)

## Seat belt wearing

In the **U.K.**, new plans to improve road safety through increased wearing of seatbelts and more appropriate use of child seats were outlined by Road Safety Minister Stephen Ladyman in May 2005. The plans should prevent over 2,000 deaths and injuries to children each year. The plans are outlined in a [consultation document](#) seeking views on proposed changes to regulations on the compulsory use of child restraints and seat belts in cars and goods vehicles, as well as on requirements set out in EC Directive 2003/20/EC on child safety restraints for age cohort up to 3 and age cohort 4 to 12. [More information](#)

**Austria** has launched a seat belt campaign "Seat Belts Save Lives: Life has priority" which stresses how essential the use of seat belt is to save lives in traffic accidents. The campaign addresses Austria's low seat belt wearing rates. Figures for 2004 show that driver's rates are among the highest at 84.3% on the highway but drop to 72.6 % in urban areas. Rates for front passengers are lower: 67.5% in urban areas and 79.2% on highways. The campaign also addresses rear passengers where rates are as low as 47.8% in urban areas and up to 65.7% on highways. The campaign is showing on major Austrian TV stations and in cinemas and features on the radio until October 2005. [More information](#)

In **Slovenia**, the National Council for Prevention and Education in Road Traffic launched its campaign to increase seat belt wearing rates amongst child passengers on the back seat this May 2005. The initiative, which forms part of the EU-wide "Euchires" campaign, was made up of press, education and awareness raising activities. During the campaign police supported the activity with a period of increased enforcement. [More information](#)

## Speed enforcement

A new speed management pilot scheme will start this autumn in **Cyprus** with the introduction of 7 mobile and 5 fixed cameras in places where there is a high fatality rate, along highways and in urban areas. Currently the country uses about 200 mobile laser devices to enforce speed limits. If the initiative is successful Cyprus is planning to increase the number of safety cameras to 126 over the next two years. New legislation requires to put signs before the camera. Speeds are currently being monitored at future points of installation of the cameras in order to be able to assess the differences in speed before and after the introduction of the speed cameras, and the public will be informed of these figures. Cyprus also expects with this measure to prevent young drivers from customising their cars to reach higher speeds, an increasing problem in Cyprus.

**Slovenia** is stepping up its automated speed enforcement. The Roads Administration, together with the motorway company DARS and the traffic police, will introduce new fixed cameras by autumn 2005 on its high speed motorway network. Slovenia is planning to introduce a total of 4 fixed speed cameras and 18 boxes by 2006, including some on rural roads.

Screens on motorways - In **the U.K.** the Highways Agency has announced the trialling of new screens this summer and, if successful, to roll such screens out across the country. These physical screens intend to stop drivers from being distracted by roadside accidents and keep speeds up in order to avoid any new accident risk. Such a system is already used successfully in the Netherlands. [More information](#)

# Maritime and Inland Waterway Safety

## EU MONITOR

### River Traffic Information Services

**BACKGROUND.** The Directive proposal ensures better cooperation between national policies on inland waterway information services. The proposed River Information Services (RIS) system will give information on the navigation conditions of waterways, the actual situation in the immediate vicinity of a vessel as well as strategic information for the planning of voyages including lock, port and terminal scheduling.

**NEWS.** The European Council formally adopted the Directive proposal accepting the amendments made by the European Parliament after an informal consultation took place between the two institutions on 1 February 2005 (see [Safety Monitor 58](#)). Technical and practical aspects agreed at this meeting include a uniform European vessel number system, interoperability issues and the use of satellite positioning. Although the RIS is not mandatory to its potential users the Directive obliges Member States within 24

months to take the necessary measures to implement the system. The many economic and environmental benefits RIS will bring to the inland waterway sector should give an incentive for joining the system.

**FUTURE STEPS.** The procedure has ended as the Directive has been adopted at first reading. The Commission was asked by the European Parliament to monitor the setting up of the River Information System and report within three years of the Directive's entry into force.

First proposal: 25/05/2004

Council general approach: 07/10/2004

EP report: 23/11/2004

EP 1st reading: 23/02/2005

Council agreement: 27/06/2005

### Seafarers' certificates

**BACKGROUND.** This proposal for a Directive aims to simplify the mutual recognition of seafarers' certificates issued by Member States. It also looks into ways to prevent fraud involving the certification process or the certificates themselves.

**NEWS.** The Council has formally adopted the Directive on 27 June 2005 as amended in conjunction with the European Parliament who had itself adopted the proposal on 23 February 2005. In addition to measures aiming to tighten up efforts to combat fraud of certificates between the International Maritime Organisation and Member States, and the improve-

ment of cross-border exchange of information (see [Safety Monitor 58](#)), the main amendments to the original Commission proposal concern linguistic requirements. Seafarers don't have to know basic English any more.

**FUTURE STEPS.** The procedure has ended as the Directive has been adopted at first reading.

First proposal: 25/04/2004

EP report: 28/11/2004

Council general approach: 09/12/2004

EP 1st reading: 23/02/2005

Council agreement: 27/06/2005

## Brief news

### More ships banned from EU ports

Between 1 September 2004 and 31 March 2005, eight ships have been banned from EU ports because they failed to reach the required safety level. These ships flew the following flags: Algeria (2), Panama (2), St. Vincent & Grenadines (2) and Turkey (2). An up-to-date list of banned ships from EU ports is available under the [following link](#). Since July 2003, such lists of ships are published by the Commission every six months with a view to ensuring transparency and to deter those who already fall short of the relevant safety standards.

### Passenger ship safety laws

The European Commission sent reasoned opinions on July 11 to six States (Austria, Finland, Portugal, Slovakia, Cyprus and Estonia), the last step before referring the cases to the Court of Justice, for failing to transpose several EU Directives on ship and passenger safety. The legislative acts in question are Directive 98/18/EC on safety standards for ship passengers (reasoned opinions were sent to Slovakia, Austria, Cyprus, Estonia and Portugal) and Directive 2002/84/EC on maritime safety and the prevention of ship pollution (reasoned opinions were sent to Austria, Finland and Portugal). The two Directives were meant to have been transposed into national law by November 17, 2004. [More information](#)

# Aviation Safety

## EU MONITOR

### Passenger information

**BACKGROUND.** A new draft Regulation tabled on 16 February 2005 aims to ensure passengers are well informed of the identity as well as the level of safety of the operating air carrier they choose to travel with.

**NEWS.** Rapporteur Christine de Veyrac (EPP-ED, FR) presented a working document at TRAN meeting on 13 June 2005. Members stressed the need to reinforce the Commission proposal. Also they found the proposal made by several Member States of "blue lists" rather confusing. The "blue lists" would list the names of companies implementing best practices, in addition to the coordinated EU black list proposed

initially by the Commission. Many MEPs felt the Commission proposal left too many questions open as concerned the definition of concrete customers' rights: for instance the right to cancel a ticket purchase if the flight was re-scheduled to another carrier.

**FUTURE STEPS.** The draft report will be discussed in TRAN in August 2005 and is expected to be adopted in November 2005.

[First proposal: 16/02/2005](#)

[EP working document: 26/05/2005](#)

### Air Traffic Controller Licence

**BACKGROUND.** The draft Directive introduces a harmonised EU licensing system and common standards for the training of air traffic controllers. The TRAN Committee introduced a few amendments including emphasis on safety, promoted mobility of air traffic

controllers and extended timelines for transposition as some Member States feel the Directive is too problematic and burdensome.

**NEWS.** The proposal to introduce a single licence



for air traffic controllers in the EU reached political agreement at the European Council on 27 June 2005 after an agreement had been negotiated with the European Parliament earlier in June. The most debated issue concerned the linguistic requirements. The political agreement reached provides for a level 4 on the International Civil Aviation Organisation assessment scale of knowledge of English, and, if deemed appropriate by Member States, of the local tongue. Level 5 is allowed for imperative reasons of safety. Also labour laws of the host country will apply.

**FUTURE STEPS.** The political agreement will be transformed into a common position which should in turn be adopted without amendment by Parliament in second reading thereby avoiding a conciliation procedure.

First proposal: 12/07/2004

EP report: 02/02/2004

EP first reading: 08/03/2005

Modified proposal: 23/06/2005

Council agreement: 27/06/2005

## Brief news

### EU-China aviation agreement

At the opening of the EU-China Aviation Summit on 30 June 2005 Jacques Barrot confirmed the wish of both regions to work towards an EU-China aviation agreement related to technical co-operation, including matters such as safety, security and air traffic management. Such an agreement “would not be free market only or open skies only”, said Jacques Barrot. It would consider a broader range of issues of mutual interest and would associate China as a privileged partner of the European Union in major technological co-operation programmes. In this framework the Commission invited China to take part in the SESAME technological and industrial programme aimed at improving the efficiency and safety of air traffic management necessary to match the exponential growth in air traffic. See [EC press release](#)

### Investigation of civil aviation accidents and incidents

Cyprus was sent a warning by the European Commission to notify within two months an appropriate national legislation that will transpose EU Directive (94/056/EC) regarding the investigation of civil aviation accidents and incidents. The objective of the legislation is to improve air safety by requiring Member States to mandate a permanent and independent civil aviation body to conduct technical investigations, as well as to investigate every air accident or serious incident. If Cyprus fails to notify within the next two months the appropriate national legislation the European Commission is likely to bring the case before the European Court of Justice. See [EC press release](#).

### SESAME

The SESAME Definition Phase will start in a few months time and run until 2007. It is a first step towards the kick-off of the actual implementation phase. SESAME intends to develop new technologies and procedures to accommodate air traffic growth and to increase safety. Over this period an Air Traffic Management (ATM) Master Plan will be defined as well as the way it will operate in Europe. SESAME's EUR 60 million cost is jointly funded by the European Commission and Eurocontrol under a Trans-European Network – Transport (TEN-T) scheme. The implementation of the Master Plan will start in 2007 and will organise the introduction of new technologies in three steps, resulting in a safe and efficient high-performance air transport system with minimum environmental impact by 2020. See the European Commission's [SESAME website](#).

# Railway Safety

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## EU MONITOR

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### Brief news

#### European Railway Agency

The European Railway Agency was inaugurated on 16 June 2005 in France. The agency's main role is to harmonise technical regulations and safety rules of the European railway system to make rail transport more competitive, safe and efficient. The Agency's offices will be located in Valenciennes while the international meetings will be held in Lille. The Agency should be fully operational by mid-2006 with around 100 experts.

[More information](#)

#### European Rail Traffic Management System (ERTMS) and European Train Control System (ETCS)

On 4 July 2005 the European Commission presented its strategy for financing the deployment of ERTMS (European Rail Traffic Management System) on the major priority routes of the trans-European network up to 2017. ERTMS will create a standardised system for European trains to operate over the entire trans-European network. With the support of Galileo, running trains will be able to use satellite navigation for determining their position and speed. The system is expected to provide increased safety for train drivers by ensuring continuous monitoring during train operation.

ERTMS features two basic components: GSM-R (a radio system used to exchange information) and the European Train Control System (ETCS), a speed control component. A train-based computer compares the speed of the train with the maximum permitted speed and slows down the train automatically if the latter is exceeded. As the signalling takes place inside the cabin, signal handling is easier and safer than with the majority of existing systems where drivers have to rely solely on trackside signaling. Moreover the driver is aware at all times of the exact distance he is still allowed to travel. In 2005 and 2006, "ERTMS lines" will open in Spain, Italy, the Netherlands and Germany. In 2007 and 2008, other projects, particularly in France, the United Kingdom and Greece, should become operational. [More information](#)

## ETSC News

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### ETSC Secretariat

#### Memorandum to the UK Presidency

ETSC urged the new EU Presidency holder to put safety high on its list of transport tasks. In a [memorandum](#) published in June ETSC outlined its priorities for the UK Presidency and suggested how the Presidency may secure progress on specific policy areas. Also see the [news release](#)

#### European Transport Safety Lecture on "Vision zero"

On the occasion of the 70th anniversary of the Danish Road Safety Council, ETSC together with the Danish and Nordic Traffic Safety Council organised on 2 June 2005 the 7th Transport Safety Lecture on "Europe and its road safety vision – how far to zero?" which was delivered by Prof. Claes Tingvall, one of Europe's road safety visionaries. In his inspiring speech, he defended the thesis that, in our age, human life cannot be

railway safety

traded against other benefits, safety being a condition "sine qua non" of mobility instead of a hindrance. The transport system should be designed in such a way as to take into account the fact that humans are by nature fallible, an assumption that is already common practice in other transport modes. Thus the system, and in particular the road infrastructure, should be able to absorb errors – while wilful violations should not be tolerated at all. It is all too easy to blame citizens for their errors when designers are accountable and responsible for delivering a safe transport system." The full lecture, including the responses by Prof. Richard Allsop (University College London) and Klaus Machata (Austrian Road Safety Board) will be available on ETSC website in August.

#### European Transport Safety Lunch on ISA

ETSC's next Transport Safety Lunch will take place on 31 August 2005 at the Autoworld in Brussels. The subject of it is on Intelligent Speed Adaptation: "In-car speed control – the answer to killing speed?". The participation is free of charge. For more information please visit [ETSC's website](#).

#### VOICE Personality award

The first VOICE Personality has been awarded at the beginning of June to European Commission Vice President and Commissioner for Transport, Mr. Jacques Barrot. This award is given for his commitment to the European Parliament at his confirmation hearing in September 2004 - repeated on his Commission web page – that "improving road safety will be one of his top priorities" during his term of office. The award is an original drawing, which shows Commission Vice President and Commissioner for Transport "ironing" a road, in reference to his efforts to make roads safer also for vulnerable road users. The VOICE Personality Award is an element of the VOICE campaign "Vulnerable road user Organisations In Cooperation across Europe", coordinated by ETSC. [More information](#)

#### Fact sheets

ETSC's most recent fact sheets can be found on [its website](#)

- Fact Sheet on alcolocks (published in June)
- Fact Sheet on road safety audit (published in July)

## Members' activities

A new member from Ireland recently joined ETSC. Tasked by the Irish Department the **National Safety Council (NSC)** promotes both Road Safety and Fire Safety in Ireland. The Council implements education programmes, media campaigns and community activities to positively influence public attitude and behaviour in relation to Road and Fire Safety Issues. In the field of road safety, NSC's key objective is the reduction of fatalities and injuries on Irish roads. Through a mix of activities the NSC seeks to improve Ireland's 'road safety culture.

For instance, in the field of media advertising NSC focuses on delivering campaigns in the key areas of excessive speed, drink driving, none wearing of seatbelts and general vulnerability of road users. Utilising data regularly cross-referenced with studies or reports on road user 'behaviour' the Council pinpoints specific areas on tactical basis for attention. Many of these campaigns are produced jointly with the NSC's equivalent body in Northern Ireland. This allows for greater effectiveness as broadcasts from both countries overlap, particularly in border areas.

Education is also a central component of the National Safety Council. For instance the Council develops primary school resources material whereby pupils have an opportunity to develop into informed, aware and responsible citizens with regard to safety. Other education material is distributed to 15-16 year old children (Transition Year students) to give them the theoretical aspects of road safety.

NSC is also involved in a lot of local community projects, sharing responsibility with individual citizens, voluntary and other local interest to improve road safety. The NSC works closely with Local Authority Road Safety Officers and "Road Safety Together Working Groups" on methods of stimulating road safety activities.

The NSC is also a member of the High Level Group (HLG) under the control of the Department of Transport which brings together the Police (An Garda Síochána), Irish Insurance Federation, Department of the Environment, City & County Managers Association and the Medical Bureau of Road Safety. This group co-ordinates the implementation of the second road safety strategy for the period 2004 to 2006.

Lastly, Public Relations is also used to great effect by the Council to raise awareness about road safety issues. The NSC regularly issues press releases focusing on key road safety topics. Outlining Council policy, they are intended to provoke thought, stimulate debate and generate awareness.

For more information visit [NSC website](#)

etsc members

# International Events Diary

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24-26 August 2005 **Childstreet 2005**  
Delft, Netherlands Contact: Donald Boyd, IIUE, E-mail: [childstreet2005@urban.nl](mailto:childstreet2005@urban.nl)

31 August 2005 **ETSC Transport Safety Lunch - Intelligent Speed Adaptation**  
Bruxelles, Belgium Contact: ETSC Secretariat, Tel: +32 (0)2 230 4106, Fax: +32 (0)2 230 4215, E-mail: [trainee@etsc.be](mailto:trainee@etsc.be)

6 September 2005 **ROSEBUD Final Conference**  
Bergisch Gladbach, Germany Contact: Dr. Karl-Josel Höhnscheid, Tel. +49 (0) 2204 43 415, Email: [hoehnscheid@bast.de](mailto:hoehnscheid@bast.de)

16-22 September 2005 **European Mobility Week**  
Across Europe Contact: Ivo Cré, Tel. +32 (0)2 552 0875, Email: [i.cre@eurocities.be](mailto:i.cre@eurocities.be)

19-21 September 2005 **A Shared Approach - Partnership Working in Road Safety**  
Manchester, UK Contact: UK Department for Transport, Email: [roadsafety@confpeople.co.uk](mailto:roadsafety@confpeople.co.uk)

21-23 September 2005 **OECD Speed Management Working Group**  
Paris, France Contact: OECD Secretariat, Tel: +33 1 4524 9710, Email: [ecmt.contact@oecd.org](mailto:ecmt.contact@oecd.org)

22-24 September 2005 **3rd International SIIV Congress on "People, Land, Environment and Transport Infrastructures"**  
Bari, Italy Contact: Vittorio Ranieri, Department of Highways and Transportation, Polytechnic University of Bari, E-mail: [oc@siiv2005.com](mailto:oc@siiv2005.com)

25-27 September 2005 **6th Annual Ignition Interlock Symposium**  
Annecy, France Contact: Barbara Koppe, TIRF Communications Manager, Email: [barbarak@trafficinjuryresearch.com](mailto:barbarak@trafficinjuryresearch.com)

3 October 2005 **Parents, teachers and the media : what role they play in face of the terrible number of road deaths among young people ?**  
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