

Safety Monitor

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

September

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Editorial

Delay and decrease – the European Commission's new leitmotif?

The Mid-term Review of the 3rd Road Safety Action Programme is apparently going to suffer a similar fate as so many other dossiers cruising in the Bermuda Triangle of Commission, Council and Parliament: delay (in adoption) and decrease (in ambition). Commissioner Barrot has announced that the Mid-term Review will be delayed until after the review of the Transport White Paper is published at the beginning of 2006. Moreover, the impact of its contribution to the EU road safety target is likely to shrink if the infrastructure safety package and other much needed measures do not accompany it.

Road safety stakeholders care about reaching the EU target in 2010 and they are worried. They can only speculate that this delay and possible decrease is related to President Barroso's recent announcement to scrap 69 legislative proposals, including legislation relevant to road safety like weekend lorry bans.

Road fatality figures and trends within the EU-25, however, do not justify any delay or decrease. Especially in some of the 10 new member states where the situation is worsening. Citizens in these countries have a right to move at similarly low levels of risk like the British, Dutch or Swedish – something the European Commission can certainly help them to achieve.

"Lean, clean and safe" is a popular cry of the Commission and the industry lobby these days. Faster, simpler and leaner legislation may very well unburden society, but if measures promoting safe and clean transport are sacrificed for the sake of "leanness", then the social, economic and environmental burden to society will be even greater instead. The Mid-term Review can help decrease the burden of road accidents on society and the individual – but only if it really qualifies as a review, which is to say as analysis published on time and followed by action, including legislative if necessary.

Across the modes

EU MONITOR

Brief news

Barroso wants to scrap legislation

Jose Manuel Barroso's announcement to cancel absurd, obsolete EU directives and rules for the sake of improving EU legislation and reduce the bureaucratic burden has come as a shock to the Brussels policy community. The Head of the European Commission declared he wanted to alleviate the burden on small and medium-sized enterprises, and improve the overall European economy.

Commissioner for enterprise and industry, Günter Verheugen, presented to the Parliament on the 27th September 2005 a list of 69 pending legislative proposals that are likely to be scrapped before they reach the statute books, after a review of more than 200 draft measures, at various stages in the Brussels decision-making process.

Legislation in the field of transport safety affected by this decision concerns a proposed directive on the harmonisation of professional requirements for civil airline cabin crews, as well as a regulation banning weekend shifts for lorry drivers. In the latter case, scrapping the legislative proposal would leave it up to member states to continue managing their own restrictions on the roads, which would therefore continue to vary considerably across the EU.

Mr. Barroso also pledged to trim the EU's "acquis communautaire" - Brussels jargon for the body of EU law currently in force, which stretches to 83,000 pages. His decision is certainly to be linked with the recent vote of the Netherlands and France against an EU Constitution. But it may threaten improvement in transport safety.

Road Safety

EU MONITOR

Installation of seat belts

BACKGROUND. In May 2006, a new Directive (Directive 2003/20/EC) will come into force that extends the obligatory use of seat belts to occupants of all motor vehicles, including trucks and coaches. To make this possible, the Commission has proposed changes to the technical requirements making the installation of seat belts compulsory in all seats in all motor vehicles. This implies amending three existing Council Directives relating to seats (Directive 74/408/EEC), seat belt anchorages (Directive 76/115/EEC) and seat belt installation (Directive 77/541/EEC). All three proposals must be treated in parallel because modifications in one of the texts have automatic repercussions on the two others.

NEWS. On 12 July 2005 the Council has adopted the Directive on vehicle seats, anchorages and head restraints which amends the Directive relating to seats (Directive 74/408/EEC). All heavy good vehicles will have to be equipped with seat belts, with the exception of urban buses. Seats have to be resistant and capable of absorbing the impact of a crash in a way that seatbelts offer maximum protection. Side-facing seats are banned except conference buses where a maximum of ten seating positions at the rear end of the vehicle can be grouped together to form an integrated saloon and under certain conditions (also see [Safety Monitor 59](#))

FUTURE STEPS.The Council still needs to adopt the two other directives on seat belt anchorages (Directive 76/115/EEC) and seat belt installation (Directive 77/541/EEC). Once this is done, all changes needed will be finalised for when the **Directive 2003/20/EC** on the approximation of the laws of the Member States relating to compulsory use of safety belts in vehicles of less than 3,5 tonnes comes into force in May 2006.

First proposal:20/06/2003
 EP 1st reading:17/12/2003
 Council position:24/01/2005
 Commission approval:25/01/2005
 EP report:19/04/2005
 EP 2nd reading:26/05/2005

Brief news

Further delay of the Mid-term Review

On 13th September 2005, Transport Commissioner Jacques Barrot announced at European Parliament's Transport Committee that the Mid-term Review on the 3rd Road Safety Action Programme would be postponed from autumn to early next year. This delay will negatively impact on the setting of legislative priorities on the Commission's Work Agenda, particularly as concerns further road safety legislation. The Mid-term Review will measure the progress made by Member States to achieve the overall EU objective of halving road casualties by 2010. So far, the EU clearly lags behind its objective: between 2000 and 2003, the reduction of death tolls on EU-25 roads was only of 13%.

3rd Road Safety Action Programme

The Parliament adopted on the 28 September 2005 the report on the road safety action programme as prepared by MEP Ari Vatanen. It accepted to include measures on the importance of enforcing traffic law on speeding, drink driving and seat belt use as well as promoting in-car technologies. The Parliament demonstrated political leadership by strongly urging for action on a range of measures. It also highlighted the need to move away from words towards action, underscoring the need for the Commission to re-examine its priorities so that it can effectively give the leadership necessary to drastically reduce the deaths and injuries on Europe's roads. The European Commission recently announced a delay in the release of the Mid-term Review on the 3rd Road Safety Action Programme to the start of next year. See [ETSC press release](#) "Parliament shows the Commission political leadership on road safety"

Driving and rest times

On the 12 August 2005, the European Commission confirmed the Transport Council's decision earlier in July that digital tachographs will have to be installed in all new European trucks from 1 January 2006 on. This introduction has previously been twice delayed, but the Commission confirmed that this would be the final deadline. The Commission estimated that tachograph manufacturers are already able to supply vehicle manufacturers with enough equipment to meet their needs, now that they have obtained type approval for their equipment. Also, according to the Commission, most Member States have set up the necessary legal frameworks and practical arrangements. Belgium and France have required digital tachographs to be installed already as of 5 August 2005 in all new vehicles.

Tachograph fraud

TISPOL (the European Traffic Police Network) and Euro Control Route (the European platform for transport inspection services) have formed a new working group to increase co-operation on Tacho-Webs. This will focus particularly on efforts to prevent tachograph fraud and manipulation. Co-operation will also seek to exchange best practice on the workings of the tachograph. The creation of the working group follows the signing of a letter of intent last autumn that commits both organizations to closer co-operation and to maximize synergies.

road safety

TEN-T (All cross-modes)

In an exchange of views with the European Parliament's Transport Committee, Commissioner Barrot presented his arguments why financial and technical management of TEN projects should be delegated to a new executive agency to be created under Regulation 58/2003 on the statutes of executive agencies. He also said he would highlight the cuts such an agency will yield in administrative management costs, and the flexibility gained in terms of sourcing experts. Earlier in July, the European Commission also announced the establishment of a steering group to enhance internal coordination and coherence in the drafting of policies affecting the development of trans-European transport energy and telecommunications networks. In addition, it should ensure the proper coordination of the various EU financial instruments (TEN budget, regional policy, European Investment Bank loans).

Short-range radar devices switch to 79 GHz

A new European Commission Directive was adopted on 25 July 2005 on vehicle type approval to take account of new standards on the electromagnetic compatibility of vehicles (Directive 2005/49/EC, amending Directives 72/245/EEC and 70/156/EEC) adopted earlier in the year. These standards will permit the use of short-range radar devices in motor vehicles to detect collision risk and automatically apply braking systems. The 24 GHz frequency band has been set aside for automatic radars within the EU and remains available until 30 June 2013. From then on, the band will switch to 79 GHz and Member States will be required to ban the registration and sale of vehicles fitted with short-range radars using the 24 GHz frequency band.

UNECE regulations adopted by Council

The Council has formally adopted UNECE's two regulations on the type approval of vehicles regarding the protection of passengers in the event of a frontal or lateral collision. More information on Regulation 94 "Protection of occupants against a frontal collision" and Regulation 95 "Protection of occupants against lateral collision", including amendments, can be found on [UNECE's website](#).

Decoupling and road-to-rail shift

On dubious ground, Ari Vatanen (EPP-ED, France) and Malcolm Harbour (EPP-ED, United Kingdom), have attacked two core elements of the 2001 White Paper on European transport policy namely modal shift from road to rail and the decoupling of transport growth from economic growth. The [European Federation for Transport and Environment \(T&E\)](#) reacted against this appeal, reminding policy-makers that reducing transport can have numerous positive consequences (better traffic flow, improved safety, reduced environmental and health impacts) which results, in turn, in lower social costs. Also, according to T&E it is an error to think that economic growth has to go hand in hand with transport growth. Examples such as Denmark, Norway and the UK show that European countries that use the least transport to earn their income also rank very highly on the competitiveness index. [More information](#).

Emergency number still not fully implemented

A petition was introduced by the European Emergency Number Association (EENA) (www.eena.org) to the European Parliament for Non-implementation of European legislation concerning the single European emergency call number (112) and failure of the European Commission to act. EENA criticised the European Commission for its lack of promoting the emergency number and reacting to complaints introduced by EENA against Member States which were late in implementing the legislation. Lastly, EENA regretted that the so-called caller-localisation is still not implemented, despite having been proven to be technically feasible. The single European emergency call should have been fully implemented by Member States already on 31 December 1992. EENA petitions the European Parliament to remedy to these problems. See [press release](#).

Campaign of the European Road Safety Charter

The European Road Safety Charter campaign was organised this summer for the second time. Between 29 July and 15 September 2005, European road users were invited to become ambassador of the charter by participating in a Europe wide contest. They were asked to share their ideas on how they could individually contribute to safer roads in Europe, following the principle of the European Road Safety Charter. The win-

ners will be invited to present their idea to the conference organised by the European association of tolled motorway companies in Croatia next year. The campaign also underlined the importance of frequent rests for drivers. See [Press release](#).

3rd European Red Cross Road Safety Tour

The Red Cross Safety Tour "One life, Keep it" closed on the 13 September 2005 with a press conference in Brussels. The 4 teams who visited over 230 events across Europe during the summer delivered pledges to European Senior officials collected from people they met on the tour. The 3rd European Road Safety Campaign aimed at assisting 24 Red Cross National Societies and the European public to cut back the number of victims of traffic accidents on Europe Roads through raising awareness about road safety measures and learning first aid skills. People have been encouraged to make practical commitments to improving road safety by pledging to always wear a seatbelt, cycle helmet or reflective clothing at night, or by learning first aid. A survey of children's road safety behaviour will be published on 14 December 2005. See [Campaign website](#).

Latest figures on road fatalities for 2004

The European Conference of Ministers of Transport published the latest figures on road fatalities for 2004. In the EU-25 two countries have important increases in road fatalities: Slovenia (+13.2%) and Ireland (+13.1%). EU-15, Norway and Switzerland are doing generally very well. Figures for most Central and Eastern European countries, on the other hand still show in too many cases an increase in road deaths. [More information](#).

i2010 and e-call technology

Information Society and Media Commissioner Viviane Reding launched the 'intelligent car' project on 14 September 2005, as one of the three flagships of the Commission's wider i2010 initiative to promote information and communication technologies (ICT) in Europe to boost jobs and growth in the digital economy. She emphasised the importance of this promotion of intelligent vehicle safety systems to also back the development of automatic emergency call technology. In a Communication published the same day ("[Bringing eCall to the Citizens](#)"), the Commission urged the Member States to invest in the emergency service infrastructure needed to make e-call operable. An action plan agreed by the Commission and car manufacturers in February 2005 states that all new cars in Europe will be equipped with eCall technology by 2009. However, Commissioner Reding expressed her concern that the infrastructure upgrades needed to introduce the technology remain behind schedule in several Member States. She expects the i2010 project to accelerate the large-scale deployment of e-call. (See also article "[IST Results promotes Intelligent Transport Systems](#)" in the research section of the present Safety Monitor).

road safety

Research news

IST Results is an online news service established by the European Commission's DG Information Society and Media to promote the achievements of research projects funded under the European Community's Information Society Technologies programme. The service has already featured some 16 successful projects in the area of innovative information and communication technologies emerging from transport-related research projects. Through in-depth feature articles and news in brief, the service reports on success stories, interim and final products or services, and provides up to date information on ICT-related topics. See also article "i2010 and e-call technology" in the EU Monitor section of this Safety Monitor. [IST Results](#)

The final demonstration event of the **SAVE-U** project was completed in September. The project has advanced the system architecture necessary to use in vehicle sensors to identify vulnerable road users such as cyclists and pedestrians. The project used took data from different types of sensors such as short wave radar, infra red or video cameras and developed ways in which the data from these sensors could be merged to facilitate the identification of vulnerable road users. Whilst the results appear promising and could mean an advance

on previous abilities to identify real world vulnerable road users, their commercial application still appears to be at least ten years away. [More information](#)

A study published by **SWOV** this August revealed that using drugs in combination with alcohol increases injury risk chances by 35. The research was carried out between 2000 and 2004. Testing several injured drivers, the research showed that about 18% of the severely injured drivers had used drugs, often combined with alcohol. Another 17% was caused by the use of alcohol on its own. Testing also drivers randomly revealed that 1 out of 6 young males aged 18-24 consumed drugs, sometimes combining it with alcohol: Nearly 15% had used just one drug and 3% had used a combination of drugs, or had used drugs and alcohol. [SWOV study](#)

The ARMAS project on satellite-based road management has completed the first part of the field trials that will enable to assess the overall performance of the system. ARMAS (Active Road Management Assisted by Satellite) is a system for monitoring vehicles via a satellite based on the European Geostationary Navigation Overlay Service (EGNOS). Once completed, the system will allow vehicles to automatically send out emergency calls, and it will help to avoid accidents by notifying the driver of incidents ahead (tailbacks, lane changes and so on). The first part of the field trials dealt specifically with the positioning performance in dense urban environments, which is for systems like ARMAS, the most challenging one, but trials were also performed in suburban and rural environments in order to access the overall performance of the system. During the first weeks of October, trials will be performed in The Hague (Netherlands). The results, conclusions and other findings of the field trials will be available in the final report of the project in the beginning of November 2005. See [ARMAS website](#)

COUNTRY NEWS

Strategies and targets

In **Slovakia**, a new Road Safety Council was established in December 2004 as part of the Ministry of Transport. The Council's aims are to coordinate efforts between regional and local level to promote road safety nation-wide. A first draft of the National Road Safety Plan was published on 11 May 2005 by governmental decree and sets the objective to "have no more than 305 fatalities on Slovakian roads in 2010". Measures proposed by the Road Safety Plan address vehicle safety, road safety, traffic and health education, road safety legislation, enforcement of traffic law, media campaigns, as well as national and international coordination. The Road Safety Plan also includes a broad analysis of 2004 accident data and a SWOT analysis outlining the way forward to improving road safety in Slovakia.

[More information.](#)

Following the strong increase of 7% of road traffic fatalities in July 2005, compared with the same period a year before, **French** Prime Minister Dominique de Villepin, has reaffirmed the strong commitment of the government to "continue the fight against road violence". In addition, France is planning to introduce 500 new fixed speed cameras on its departmental roads bringing the total number in service up to 1000 by 2005 and a further 500 by 2006. [More information.](#)

Traffic law

The **Italian** Government has recently approved a decree partially modifying the penalty point system. This decree follows the Italian Constitutional Court ruling that had declared unconstitutional some norms of the law. The new decree will first and foremost give back the points to those drivers who had seen their points reduced even if they had declared that somebody else was driving their vehicle when the infraction was made. Moreover, the new decree halves the supplementary fines charged for those drivers who refuse to declare who was driving their vehicle. The fines will not be in the range of 500-2,000 but in the range of 250-1,000.

Austria has introduced a new penalty point system for driving offences from 1 July 2005. The system will allow for better control of repeat and high risk offenders. The model uses the “three strikes and you are out” concept. If a driver commits the same traffic offence for the second time within two years, he or she will face specific measures such as driver improvement or re-education courses, depending on the nature and severity of the offence. In case of a third offence within two years, they will lose their driving licence for at least three months. Sanctions covered include driving under influence of alcohol and the non-use of child safety restraint use. The penalty point system does not include any chargeable offences for speeding or non-seat belt use. KfV expects that the new system will lead to a reduction of 75 road fatalities per year.

Exchange of best practices

During the summer 2005, a meeting took place between Transport Minister Lux of **Luxembourg** and French road safety experts. This enabled the consideration of Luxembourg adopting the French approach to improving road safety. That is to say increased enforcement linked to stricter sanctions, systematic speed controls by fixed cameras and measures such as early road safety education in schools, and the introduction of a progressive driving licence. Luxembourg Transport Minister praised the “political dynamism” of Chirac’s engagement and has promised a colloquium set to gather new ideas in 2006 to consider new legislative changes in Luxembourg. As for the automatic speed enforcement network of safety cameras, a working party is considering their introduction to Luxembourg.

Seat belt wearing

The first national seatbelt campaign started in the mid-September in **Poland**. On the basis of the research results the campaign targets young people (18-25) and the main message addresses those rear seat passengers. The seatbelt use of youngsters as of July 2005 (average male & female) is as follows: all seats: 63% drivers: 72% front passengers: 65% back seats: 24. Dramatic but not drastic, it shows that a crash may occur any time and everywhere and that not using the seatbelts has a dreadful outcome. The slogan is “the last bash” when a young man, unfastened on the rear seat, bashes out through the windshield for the last time in his life.

The media mix includes TV, radio, billboards, posters in clubs, discos etc., bus backs and there is intensive PR envelope?. The campaign will run in September – October. It covers the whole country and is supported with increased enforcement of seatbelt use by the police. An umbrella logo “Turn on thinking” was inaugurated and will be used in future road safety campaigns. Once finished the campaign will be subject to qualitative and quantitative evaluation. [More information.](#)

In **the U.K.** a consultation on seat belt wearing in buses and coaches was concluded. The proposal relates to the implementation of EC Directive 2003/20/EC which requires seat belts to be worn, where installed, by passengers aged three and over in buses and coaches. Subject to parliamentary approval, new regulations will be brought into force on 1 February 2006 in GB. These regulations include that passengers in buses and coaches be informed by the driver that seat belts (or child restraints) must be worn if available. Passengers travelling in urban areas or where standing is permitted will be exempt. Another exemption on drivers of passengers carrying vehicles over 3.5 tonnes from liability for children under 14 years of age will also be introduced. Retrofitting of buses and coaches will not be required. [More information](#)

Police enforcement

A joint cross border traffic law enforcement campaign called “Operation Hawk” was run between **Austria, Poland, Czech Republic, Slovakia, Slovenia and Hungary**, in the framework of the Salzburg Forum, a platform for cooperation on home affairs. Over 40,000 police were involved in the forum, where high visibility police enforcement activities were linked to press activities related to speeding, safety belt, child restraint use, alcohol driving and drugs driving.

Maritime and Inland Waterway Safety

EU MONITOR

ISM Code

BACKGROUND. The Commission has proposed to expand the application of the International Safety Management (ISM) code to all ships sailing in EU domestic waters, whatever the flag they may fly. The Code was adopted originally by the IMO in 1993. It prescribes a number of safety measures pertaining to crew members' knowledge and experience, safety procedures, on-board contingency plans and vessel maintenance. So far the Code has been compulsory only for ro-ro passenger ferries.

NEWS. Following its political agreement reached in December 2004 (see [Safety Monitor 57](#)), the Council of Ministers officially adopted a common position on the implementation of the ISM Code in the EU on 18

July 2005. The compromise reached provides for the exemption of certain ships upon prior notification of the Commission. It also extends the scope of the text to mobile off-shore drilling units.

FUTURE STEPS. The European Parliament will now proceed with its second reading of the proposal. The Code will enter into force two years after its final adoption.

First proposal:11/12/2003

EP report:17/02/2004

EP 1st reading:10/03/2004

Common position:18/07/2005 (in French only)

Brief news

Inland Waterway Transport

The European Commission is considering presenting a Communication on the promotion of inland waterway transport across all 25 Member States by the end of 2005. Actions proposed would develop the market for this transport mode regarded as very safe and very low in pollution. A stakeholder consultation took place until the 31 August 2005 to address the aspects of creating favourable conditions for services, stimulating fleet modernisation and innovation, promoting jobs and skills, improving image and cooperation; providing adequate infrastructure; and improving the institutional framework. The consultation paper also highlights the Commission's desire to enhance legislation on safety and the environment (waste management and transport of dangerous goods). A development plan will be drafted at the European level. A coordinator will be appointed in the context of legislation on the trans-European transport network. As well, the Commission is considering proposing the establishment of a new European Agency for inland waterway transport which would lend technical expertise to the definition of the legislation concerned, notably in terms of safety. [Consultation paper](#)

Alcohol limits for masters and crew on service

A new regulation came into force on the 15 August 2005 that decreases BAC limit from 0.8 to 0.5 on all merchant shipping and leisure craft in Germany. In addition, the alcohol limit for masters and crew on service will be 0.0 per mil for passenger ships and vessels carrying hazardous cargo. Germany also plans to launch a similar anti-alcohol initiative at the IMO's Maritime Safety Committee which will take place in May next year.

Aviation Safety

EU MONITOR

Passenger information

BACKGROUND. Learning the key lessons from last year's crash in Sharmel-Sheikh in Egypt, the Commission tabled a new draft Regulation on 16 February 2005. This Regulation ensures that passengers are well informed of the identity and of the level of safety of the operating air carrier they choose to travel with. The Sharm-el-Sheikh crash had demonstrated the lack of EU coordination, whereby Switzerland had banned the company "Flash Airlines" from Swiss air space, but neither passengers nor the travel agency were aware.

NEWS. Following the ban of the Turkish airline Onur AIR (see [Safety Monitor 59](#)) and a number of serious air crashes which occurred in recent weeks, the European Commission urges not only for the adoption of the Regulation as tabled in February 2005, but also supports the adoption of an EU-wide blacklist of unsafe airlines as proposed by the European Parliament. This list will be drawn up on the basis of common criteria between all 25 Member States. An expert committee has started defining these criteria together with the Commission on 7 September 2005. The Regulation, if adopted, will set up coordination at the EU level to share information when a country wants to ban a company from its airspace. Passen-

gers will also be able to cancel their reservation or demand an alternative flight if the airplane is on the blacklist. In addition, Barrot announced a forthcoming initiative during the autumn such as a proposal for a draft Regulation to extend the powers of EASA, as well as the tightening up of the SAFA regulation on non-EU planes using EU airports. So far the following European countries have published a blacklist: Britain (since January 2004), Belgium and France (both since August 2005) and Switzerland (since September 2005).

FUTURE STEPS. The EU Transport Council will respond to the Regulation proposed on 5 December 2005. Informally, it has already approved the EU blacklist. The Transport Committee's report prepared by Rapporteur Christine de Veyrac has been brought forward to November 2005 to accelerate the adoption in first reading. The Commission hopes there will be a political agreement on the details of the blacklist before the end of the year so that the Regulation can enter into force in early 2006.

First proposal: 16/02/2005

EP working document: 26/05/2005

Common position: 02/05/2005

Brief news

EC actions in the field of aviation safety

The European Commission recently issued a press release to remind recent progress achieved in its regulatory activities in the field of aviation safety. It reminded that this action is designed to replace an intergovernmental system of international standards implemented by each Member State with a system of binding Community rules applied in a uniform and rigorous way by all EU Member States. In priority, the Commission said it would stop the use of unsafe aircraft, whether operated by companies from within or outside the EU. This autumn, Commissioner for Transport, Vice-President Jacques Barrot, will submit a proposal to the Commission to modify Regulation 1592/2002 which set up the EASA to extend its field of competence to air operations, qualification of air crew and the safety of companies from outside the EU. In addition, the Commission is considering strengthening the control mechanisms for airplanes from third countries using European airports, which have been put in place by the SAFA Directive. Notably this will entail the involvement of EASA in the coordination of inspection activities and the management of collected information (alert systems).

[More information](#)

aviation safety

Air traffic management research

European Research Commissioner Janez Potocnik met senior Eurocontrol officials to discuss the needs for future air traffic management research in the next European research framework programme (2007-2013). According to the Commission, the Single European Sky initiative will lead to a fundamental change in ATM in Europe and needs therefore to be supported by a full scale Europe-wide Air Traffic Management (ATM) system. To achieve that purpose, the Commission is proposing the allocation of significant resources from the Seventh Framework Programme for the research component of an ATM system. ACARE, the Advisory Council for Aeronautics Research in Europe, has proposed that SESAME's research component should be supported by the Commission's next framework programme. [Press release](#)

Public consultation on airport capacity, efficiency and safety

The services of the Commission are launching a public consultation on Airport capacity, efficiency and safety in Europe. The Commission services ask stakeholders to give their opinion on the issues and ideas presented in a Consultation Paper. On the basis of this process of consultation a draft Commission Communication on the subject will be prepared. Written replies to this consultation are to be sent by e-mail or normal mail to the Commission services by 15 November 2005. [Consultation Paper](#)

Railway Safety

EU MONITOR

Working time for cross-border drivers

BACKGROUND. The existing EU legislation on working time (Directive 2003/88/EC) applies also to the rail sector and provides explicit scope for more specific provisions for certain professional activities. A Council Directive on working time for train drivers operating cross border services (COM(05) 32) was proposed by the Commission in February 2005 to transpose into EU law the inter-professional agreement signed between the European Transport Workers Federation (ETF) and the Community of European Railways (CER). These two groups represent, respectively, rail sector unions and employers.

NEWS. The Council adopted the proposed Council Directive on 18 July 2005, setting out the minimum standards for stops, daily and weekly rests and driving time. The number of consecutive resting periods away from home being limited to one for the moment has prompted considerable criticism. However,

as this type of Directive allows for no amendment by the Council, but only its acceptance or rejection, countries like the UK, Slovakia and Austria simply abstained from voting. They fear that the new Directive will have a negative economic impact on European rail traffic because it lacks flexibility. The Commission has been urged to propose an amendment.

FUTURE STEPS. In response to the fears expressed, the Council will evaluate both social and economic impact of the agreement. In particular, it will draw up a report on aspects concerning the question of rest periods away-from-home, before the cut-off date for transposition into Member States' national laws (three years after the Directive enters into force).

[First proposal: 08/02/2005](#)

[CER press release 19/07/2005](#)

Train drivers' certification

BACKGROUND. As part of the 3rd railway package, the Commission has proposed a two-level certification for train drivers and crew operating locomotives and trains, taking account of general qualifications and specific training relating to the particular undertaking the driver is working for. The proposal covers certificates for both drivers operating on cross-border services (from 2010) and those operating on domestic services (from 2015). On the 18 April 2005, the Transport committee modified and restructured the Commission's timetable for introducing certification requirements in order to match the timetable with the one for the opening-up of the rail market on 1 January 2007 (see [Safety Monitor 59](#)). Other amendments clarified the definitions of "train driver" and "train crew" and modified the rules on periodic checks for drivers.

The three other legislative proposals of the 3rd railway package concern the liberalisation of passenger transport (of international passenger by 2008 and of domestic passenger services by 2012), passengers' rights and the quality of freight services. Disagreement between the Council and the Parliament on the liberalisation of passenger transport has threatened for some time to break up the package.

NEWS. The European Parliament decided finally to move forward with Railway reform by adopting most

of the amendments to the proposed Third Railway Package during Plenary Session 26-29 September 2005. The fact that the Parliament had previously managed to secure guarantees from the British Presidency that the EU Council of Ministers will consider the package as a whole explains that it did not need any more to block the decision-making process. The Parliament rejected the European Commission's proposal on the quality of rail freight services (standing here on the same side as the Council), and significantly extended the scope of the proposal on passengers' rights.

FUTURE STEPS. The Council of Ministers has now to debate the proposal on liberalisation of passenger transport. It has already debated on the three other packages including the certification of train drivers (see the Council's agreement below). Finally, the Council will have to adopt the four legislations together that are part of the 3rd railway package if it is to follow its promise not to break up the package.

First proposal: 03/03/2004

Council agreement: 09/12/2004

EP report: 18/04/2005

EP first reading: 28/09/2005

ETSC News

ETSC Secretariat

7th European Transport Safety Lecture

ETSC published the report "Europe and its road safety vision – how far to zero?" of last Lecture organised in June in Copenhagen on the occasion of the 70th birthday of the Danish Road Safety Council (RFSF). The report compiles the speech made by Prof. Claes Tingvall, Director of Traffic Safety at the Swedish Road Administration and Chairman of EuroNCAP, followed by comments by Prof. Richard Allsop, Centre for Transport Studies, University College London and Klaus Machata, Austrian Road Safety Board (KfV). The aim of the Lectures is to increase awareness of innovations and research-based transport safety policy making amongst senior levels of government, parliament and the private sector. Hard copies can be obtained at [ETSC Secretariat](#). The electronic copy is to be found on [ETSC website](#)

ISA Lunch "In car speed control"

ETSC's Transport Safety Lunch on Intelligent Speed Adaptation (ISA) took place on 31 August 2005 in Brussels to discuss how ISA could work to slow down speed on European roads and save lives. Panelists included: B. Radia (DG TREN European Commission), O. Carsten (University of Leeds), E.de Kievit (Ministry of Transport and Public Works, Netherlands), R. Cuyppers (FIA Foundation), V. Blervaque (ERTICO Speed Alert). Professor M. Bandmann, President, German Road Safety Council (DVR) opened the event and E. Hedkvist Petersen (MEP) chaired the debate. [More information](#)

Mid-Term Review Lunch "Half way to halving road deaths?"

ETSC's next Transport Safety Lunch will take place on 18 October 2005 at the Autoworld in Brussels. It will be dealing with the Mid-term Review of the 3rd Road Safety Action Programme and discuss how far Europe is from halving road deaths. The participation is free of charge. For more information please visit [ETSC's website](#).

ETSC's Fact sheets

ETSC has published three more Fact sheets on "Road Safety Audit", "Motor Vehicle Speed in the EU" and "The Safety of Heavy Duty Vehicles". All Fact sheets can be downloaded from [ETSC's website](#)

ETSC's working parties

Data Working Party:

The ETSC Working Party dealing with data collection, analysis and dissemination in the SEC Belt countries has met for the fourth and last meeting in Budapest on 2 September 2005. The meeting was an occasion to discuss and comment on the latest draft of new ETSC Review on road safety data.

This Review will not only provide an update of previous ETSC statistical work but will dedicate a substantial part of the analysis to the importance of obtaining quality data. It will also identify and promote clear policy recommendations for action at EU and Member State level.

The new Review is expected to be published by the end of the year.

Evaluation Working Party :

The Evaluation Working Party held its final meeting in Paris on 20 September 2005. During this meeting, the draft Review on evaluating national road safety policies was analysed and discussed by the Working Party members.

The Review will represent a powerful tool for national and international policymakers for the evaluation of their road safety policy by identifying a host of key elements which could contribute to the achievement of higher levels of road safety.

Publication of the review is expected by the end of the year.

ETSC's participation at conferences

Combined Conference on Heavy Vehicles 2005:

ETSC was invited to actively participate in this year's edition of the Combined Conference on Heavy Vehicles, organised in Budapest from 29 to 31 August. ETSC's Research Director, Antonio Avenoso, gave a presentation on "ETSC's Programmes and Positions in the framework of the EU Road Safety Policy".

Congress on Children and Young People 2005:

ETSC was invited to participate in a congress of the North Rhein Westfalia Police in Cologne on the 15th of September. ETSC's Programme Manager, Ellen Townsend, gave a presentation on "Setting the Framework on European Road Safety Policy in 2005".

Road Safety on Four Continents 2005:

ETSC was invited to participate in the Road safety on Four Continents Conference in Warsaw on the 5-7th of October. ETSC's Director Jörg Beckmann gave a presentation on "EU Road Safety Policy Making – Who sets the Agenda?" ETSC's Programme Manager, Ellen Townsend also gave a presentation on "Enforcement in the EU".

Members activities

ITS, the "Institute for Transport Studies" which is part of the University of Leeds has recently become a member of ETSC. The Institute for Transport Studies (ITS) is the focus for the transport research interests of all departments of the University of Leeds. The Institute's aim is to advance the understanding of transport systems throughout the world, by teaching and research activities which develop the necessary skills and best practice in the planning, design, operation, and use of transport systems. ITS' research is rated as double 5* (highest rating) on the basis of its ranking in the last two UK Research Assessment Exercises. External sponsorship accounts for over three-quarters of the Institute's income. Major sponsors include the European Commission, the Department for Transport, and the Engineering and Physical Sciences Research Council. Research is coordinated via research groups in: transport policy and appraisal; network modelling; economics and behavioural modelling; safety; and traffic, environment and informatics. ITS supports two large national research facilities, the Advanced Driving Simulator and the Instrumented City.

The aims of the Safety Group at ITS are to improve fundamental understanding of road user behaviour in interactions with the road environment, the vehicle, traffic systems and information systems, and to use that understanding to develop and assess new systems for road user safety. The group is multi-disciplinary, with a wide range of academic and research backgrounds. A particular focus of the group's work is on the safety of new technologies, particularly in road transport. The group has led a number of projects on the safety assessment of new transport technologies, including European research on the human impacts of new information technologies in transport, whose major output was a European strategy for managing the human and organisational impacts of the new systems that were likely to be introduced in the next 10 to 20 years. In terms of systems to enhance safety, the group has pioneered research on intelligent speed adaptation (ISA), in both European and national projects.

International Events Diary

3 October 2005 **Parents, teachers and the media : what role they play in face of the terrible number of road deaths among young people ?**
Paris, France
Contact: Tel: +33 1 53 85 82 59, Email: prcolloque2005@mci-group.com

3-5 October 2005 **European Transport Conference**
Strasbourg, France
Contact: Tel: +44 20 7348 1970 , Email: info@aetransport.org

4-7 October 2005 **Trafic 2005**
Madrid, Spain
Contact: Spanish Ministry of Interiour and Ministry of Public Works, Tel: +34 (0)917225790, E-mail: trafic@ifema.es

5-7 October 2005 **Road Safety on Four Continents**
Warsaw, Poland
Contact: Kent Gustafson, VTI
Tel: +46 13 20 40 00, E-mail: RS4C@vti.se

6-7 October 2005 **Eurocities Mobility Forum Seminar**
Copenhagen, Denmark
Contact: Association Française des Travaux en Souterrain (AFTES), Tel: +45 7025 8020, Fax: +45 7025 6020, E-mail: euocities_cph@welcomehome.dk

10-12 October 2005 **Tunneling for a Sustainable Europe**
Paris, France
Contact: Tel: +33 1 53 42 94 69, E-mail: contact@aftes.asso.fr

18 October 2005 **ETSC Transport Safety Lunch - Half way to halving road deaths?**
Bruxelles, Belgium
Contact: ETSC Fax : +32 (0)2 230 4215, E-mail: liaison@etsc.be, website: www.etsc.be

2 November 2005 **Managing Occupational Risk Seminar**
Stockport, UK
Contact: Events administration, RoSPA, Tel: +44 870 777 2120, E-mail: events@rospa.com

9-10 November 2005 **POLIS 20th Annual Conference**
Paris, France
Contact: POLIS, Tel: +32 2 500 56 77, Fax : +32 (0)2 500 56 80, E-mail: shoadley@polis-online.org.

12-13 November 2005 **7th International ITAI Conference 2005**
Edinburgh, UK
Contact: Institute of Traffic Accident Investigators (ITAI), Tel: +44 (0)121 603 0061, Fax: +44 (0)870 124 7626, E-mail: conference@itai.org

1-3 December 2005 **3rd European Emergency Numbers Conference and Exhibition**
Bruxelles, Belgium
Contact: European Emergency Numbering Association



European Transport Safety Council

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Automobile and Travel Club Germany (ARCD) (D)
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Dutch Safety Investigation Board (OVV) (NL)
European Federation of Road Accident Victims (FEVR) (Int)
Fédération Internationale de Motocyclisme (FIM) (Int)
Finnish Vehicle Administration Centre (AKE) (Fin)
Folksam Research (S)
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA) (E)
Institute for Transport Studies (ITS), University of Leeds (UK)
Irish National Safety Council (NSC) (IE)
Motor Transport Institute (ITS) (PL)
Nordic Traffic Safety Council (Int)
Parliamentary Advisory Council for Transport Safety (PACTS) (UK)
Prévention Routière (F)
Road and Safety (PL)
Swedish National Society for Road Safety (NTF) (S)
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ETSC is grateful for the financial support provided for Safety Monitor by

DG TREN European Commission • KeyMed • BP • Shell International • Volvo Group • Ford • Toyota • 3M

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