

# Safety Monitor

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

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## Editorial

### Dear Ministers, Improving road safety is good for re-election

During their informal meeting in Bregenz European Transport Ministers had the opportunity to network and put their commitment to road safety on display. With ETSC being present at this Informal Council Meeting, Ministers were reminded on their responsibility in driving forward European road safety policy and in closing the gap between safer countries in North-Western Europe and less safe countries in the so-called "SEC Belt".

The emphasis at this meeting was on eSafety – just like ETSC's Best in Europe Conference in February, when 160 delegates gathered in Brussels to discuss and assess the safety benefits of various eSafety measures. Both Brussels and Bregenz made clear that Ministers have yet to understand that not all technologies have genuine safety benefit.

ETSC will therefore continue to engage in eSafety debates and help ensure that technologies with a proven safety benefit, such as various forms of Intelligent Speed Assistance, will receive the ministerial support they deserve. Once ministers have "done the right thing" they will also be able to reap the political benefits of promoting live saving technologies. There is no doubt that improving road safety is good for re-election. This, at least, is ETSC's message to European transport Ministers and especially to the one Minister who, in Bregenz, expressed his fear of not being re-elected if he follows our recommendation to bring down the BAC-limit in his country from 0.8 to 0.5 and introduce random breath testing.

Clearly, old Europe is still waiting for young politicians that can identify road safety as being both an important area to improve public health and a prominent issue to develop a political profile. Showing leadership in bringing down the death toll on our roads would also help these "youngsters" to win elections over more established – and possibly more complacent – older contenders.

Jörg Beckmann  
ETSC Executive Director



# Across the modes

## EU MONITOR

### Brief news

#### EU Presidency transport priorities - follow-up

The Austrian Presidency places transport safety high on its list of priorities as the European Commission is busy publishing two mid-term reports. The first one, the Mid-term Review of the 3rd Road Safety Action Programme, was published on 22 February 2006 and the results were presented by Transport Commissioner Barrot at the informal Council of Ministers hosted by the Austrian Presidency in Bregenz (2-3 March). The second report, which will review the 2001 White Paper on transport policy, is to be published at the beginning of April (initially due in 2005). The first black list of airlines with poor safety records will be published by mid-April. A Congress on inland waterways took place on 14-15 February and the Council conclusions on the action programme for inland waterways (2006-2013) will be adopted in June following the presentation by the European Commission in January. Lastly, the Transport Council of June 2006 will consider the Erika III package adopted by the European Commission last November 2005 (see Safety Monitor 62). More critical dossiers concern the proposal for a European driving licence (already twice blocked by Austria and other countries) and the third rail package (there is disagreement on whether the package should be broken up, as political agreement has been found on three out of four proposals on 5 December 2005).

#### Budget reduction for transport projects

The budget adopted at the last European Council in December 2005 on the 2007-2013 financial perspectives has led the European Commission to publish a working document clarifying the budget that will be allocated to trans-European transport and energy networks, Galileo (radio navigation by satellite) and Marco Polo II (support of intermodal transport). The budget for trans-European transport and energy networks will be reduced by two thirds compared to the initial proposals made by the European Commission. The document does not yet indicate whether the choice will be to split resources between the 30 projects, or to reduce the number of projects. A major worry in the first case is not to find enough co-funding (EU funding would only cover 3-4% of costs). In the second case, the realisation of several projects would be delayed at least until 2020. But the Commission insists on finding more public funding, in order to increase the chances to attract private investors and therefore realise the public-private partnerships.

Responding to the December report on the TENs in a public consultation, ETSC stressed again the need when doing further studies and analyses to take into account safety considerations in all transport modes and not only the economic viability, technical specifications, environmental impact and financing mechanisms of the projects before implementing them. The position is available on ETSC website ([www.etsc.be](http://www.etsc.be))

#### More high-level expertise needed

The European Commission wants to create more high-level groups in the field of transport to get technical, technological and scientific knowledge, Barrot said at the European Parliament Transport Committee on 25 January 2006. A first high-level group on logistics will be set up in anticipation of the Finnish Presidency, which plans to make the issue one of its priorities. Other high-level groups should soon follow and will be based on the priorities resulting from the undergoing revision of the White Paper, including increased safety.

# Road Safety

## EU MONITOR

### 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 new proposal linked the Regulation to the Working Time Directive (2002/15/EC), which came into force in March 2005.

**NEWS.** The Parliamentary vote focused on the two following issues: the Regulation on driving times and rest periods (repeal of Regulation 3820/85/EEC) and the Directive on checks and penalties for floating the provisions (amendment of Directive 88/599/EEC). The European Parliament finally voted on 2 February 2006 on the compromise agreement with the Council to the relief of all those who wanted clarification on the driving and rest times allowed in road haulage and road passenger transport. The compromise hammered out also clarifies the controls and penalties for non-compliance with these rules.

The new legislation includes new rules for a drastic reduction in the length of driving time. Drivers will be allowed a maximum of 56 hours and no more than 90 hours a fortnight behind the wheel every week (so far 76 hours was possible). Drivers are allowed rest periods of 11 hours, or if the period is split, then a rest period of nine hours, followed by three. The present daily rest period is 11 hours, which may be split into three (with one period being at least eight hours). The minimum break is therefore one hour more, while drivers will be able to rest at least 45 hours non-stop every fortnight. This is rarely the case at present.

It is also now confirmed that the recording of vehicle speeds and journey times with a digital tachograph will become mandatory 20 days after the new Regulation is published in the EU's Official Journal (around the 1 May 2006).

Infringement will be considered to be serious as soon as the maximum daily, six-day or fortnightly driving time limit is exceeded by a margin of 20% or more.

As pointed out by MEP Savary (PES, France), the agreed text is ambitious as it still allows to exploit to a maximum the possibility to have drivers take turns at the wheel. France shares the regrets of most MEPs (see Safety Monitor 62) that the agreed text does not link to the Directive 2002/15/EC on drivers' working hours. The situation impedes now to link to the time spent on other duties such as vehicle loading, time spent completing administrative formalities and waiting time. All of these activities have an impact on drivers' alertness behind the wheel.

**FUTURE STEPS.** Member States will have to comply with these new regulations as of May 2006. Commissioner Barrot wants no period of tolerance, indicating that "beyond the date of entry into force, any new lorry without a digital tachograph will immediately incur penalties". He has already written to Member States asking them for a complete overview of national preparations before 1 March 2006. At the same time, the European Commission is close to making a formal complaint to the European Court of Justice because ten Member States have failed to transpose the Directive on working time of persons performing mobile road transport activities before the 23 March 2005.

First proposal:12/10/2001

EP 1st reading:14/01/2003

Modified proposal:11/08/03

Council position:09/12/2004

EP 2nd reading:13/04/2005

Commission opinion:27/06/2005

EP report: 24/01/2006

EP 3rd reading: 02/02/2006

### Informal Ministerial Council in Bregenz

Following the promise to put road safety high on the agenda of the Austrian EU Presidency, Member States have met at an informal Transport Council meeting in Bregenz on 2-3 March 2006. On this occasion, the European Commission presented the Mid-term Review of the 3rd Road Safety Action Programme and took the Council's pulse before presenting new legislation in the field of cross-border enforcement, infrastructure, daytime running lights and the fitting of "blind" spot rear view mirrors in all lorries. Results of the high level expert meeting on infrastructure safety which took place in January in Vienna were also presented. In Bregenz, Ministers agreed to launch a far-reaching European road safety campaign. The theme is likely to be driving under the influence of alcohol or when excessively tired. Experts will now draw up proposals. See [Press release](#) of the Austrian presidency.

At the same meeting, ETSC was invited to present the EU-25 ministers its activities on eSafety, including eCall. It was also able to make recommendations to the different Transport Ministers on the priorities they should focus on if they want to achieve substantial progress in reducing road accidents in their country still before 2010.

### Mid-term Review

The Commission has published the Mid-term Review of the 3rd Road Safety Action Programme on the 22 February 2006. During 1994-2000, the number of road deaths was only reduced by 2%, while it decreased by 5% during 2001-2005 when most of the Member States started to implement their road safety plans. However, the report calls for much more effort to be made by all stakeholders, otherwise the target to halve the number of deaths on the roads by 2010 will not be reached. In 2005, 41,600 people died on EU roads: if the target is to be reached in 2010, this figure will go down to 25,000. But if no additional effort is made, there will only be 35% less road deaths.

ETSC welcomes the adoption of the Mid-term Review, but regrets that the European Commission did not accompany the report with legislative proposals. It also reminded that the Commission should table without delay the live saving Directives promised on retrofitting of blind spot mirrors for trucks and on daytime running lights. It should also introduce a Directive to tackle cross-border enforcement of traffic law and the Directive on infrastructure.

The report analyses national performance and shows very contrasting results. Countries which have achieved the most important reductions include Denmark, Germany, Estonia, Spain, France, Italy, Luxembourg, the Netherlands, Austria, Portugal and Sweden. Poor performances were made by the Czech Republic, Ireland, Hungary, Poland, Slovenia, Cyprus, Lithuania and Malta.

The number of motorcyclists killed in accidents is most worrying. It has increased by 5.6% between 2000 and 2003, while the total number of people killed on the roads fell by 12% over the same period. Also, young people between 18 and 25, as well as pedestrians and cyclists, remain a high-risk group.

Major achievements following the 2001 White paper and the 3rd Road Safety Action Programme in 2003 include the adoption of national road safety plans (often taking over the 50% target), the strengthening of controls and penalties, as well as the implementation of training and information schemes. Moreover, progress made by the automotive industry and the development of consumer-oriented information provided on vehicle technology safety (EuroNCAP) have accelerated the deployment of active and passive safety. But a lot remains to be done, particularly to improve safety of vulnerable road users. It will depend on the extent to which the automotive industry will use the potential offered by eSafety to increase its competitiveness. In a [press release](#) on eSafety recently published, ETSC points out to the danger, however, that automotive technologies don't have a sufficient safety focus.

The European Commission has presented the report in Bregenz at the informal Transport Ministers meeting on 2-3 March 2006. There was no legislation accompanying the report. However, sources have indicated that legislation on infrastructure, cross-border enforcement, the use of headlamps during daylight hours and the fitting of "blind spots" rear view mirrors in all lorries is expected to come with the Mid-term Review of the 2001 White Paper on transport (to be published by the end of April 2006).

According to the review, legislation on cross-border enforcement would dissuade driving infringements committed by non-residents. This measure would be very useful in high-transit flow countries, where up to 35% of infringements are committed by non-resident drivers. Also the Mid-term Review of the 3rd Road Safety Action Programme indicates that 600 deaths could be avoided yearly (12-16% reduction) and 7,000 accidents (7-12% reduction) if the infrastructure Directive came into force. The fitting of blind spot rear view mirrors in all lorries could save 1,300 lives (the actual directive 2003/97/EC only provides for the fitting of such mirrors in lorries registered in the EU from 1 January 2007 and does not concern lorries already in circulation).

More info on the [Mid-term Review](#). Also see [ETSC press release](#) to react to the mid-term review. Also see news "Informal Minister Council in Bregenz" earlier in this issue.

### Intelligent car initiative

DG Information Society and Media presented the Intelligent Car Initiative i2010 on 23 February 2006, following a communication adopted 8 days earlier. i2010 wants to raise awareness about the safety, anti traffic congestion and environmental potential of ICT technologies built in cars or infrastructure. Is i2010 only there to show how European research and policy on ICT can deliver innovation? Or will it also benefit from real support for its implementation process? According to the European Commission, the barriers to tackle are legal and institutional, also due to extreme competitiveness of the automotive sector, to the relative high cost of intelligent systems, to a lack of customer demand, as well as to a lack of information on eSafety benefits. Solutions proposed include fiscal incentives, furthering research under FP7, the development of an EU harmonised system to assess conformance and performance of the eSafety devices. ETSC welcomes the i2010 initiative but under the condition that it includes technologies with the largest life-saving potential such as intelligent speed adaptation and gives the needed political priority to them. See [ETSC press release: "2010 – eSafety that matters"](#) and the [Communication of the European Commission](#). The Communication on i2010 must now be approved by the European Parliament and the Council.

### Infrastructure high-level meeting

Austrian Presidency organised a high-level meeting on infrastructure safety on 24-25 January 2006 in Vienna. Representatives of Member States participated in order to discuss road infrastructure safety management and the planned new EU Directive on infrastructure. Speakers included the Austrian Minister of Transport, representatives from the European Commission, alongside experts of international reputation on infrastructure safety, including Prof. Richard Allsop of ETSC. For more information: [road.safety@bmvit.gv.at](mailto:road.safety@bmvit.gv.at)

### UN-ECE regulations

In December 2005, the EU Council agreed on UN-ECE regulation on adaptive front headlights ("intelligent" headlights) and UN-ECE regulation on spare tyres in privately owned vehicles to be integrated into EU regulation. Furthermore, at a Parliament plenary session on 14 February 2006, the European Parliament gave its assent to a new amendment to EU legislation in order to make two regulations on retreaded tyres compulsory in the EU. At the same session, the Parliament agreed also that the EU signs up to UN-ECE Regulation 55 on provisions concerning the approval of mechanical coupling components of combinations of vehicles.

### Driver tests with tired drivers and under alcohol influence

Volvo Trucks has started testing new technology using tired drivers and drivers under the influence of alcohol with the agreement of the Swedish Government. All the tests were conducted off the public roads at

Volvo's test grounds. Lennart Pilskog, Volvo's Director of Public Affairs at Volvo Trucks explained that: "The purpose of the trials is to test new technology for quality assurance of drivers. At the same time, we must also arrive at a suitable interplay between the new technology and the driver." [More information](#)

#### **EuroRAP tests road infrastructure**

The European Road Assessment Programme (EuroRAP) presented its first 'Pan-European Progress Report: From Arctic to Mediterranean' in December 2005. The report sets out how the safety of roads can now be measured and shown on colour coded maps to an international standard - and how progress in eliminating risky roads can be tracked, year by year. The report provides a detailed 'state of the nations' account of each country's efforts to make the road itself safer; it is also a Europe-wide manifesto, calling for risky roads to be upgraded using known, affordable safety features. According to the study, safer roads could reduce deaths by as much as 80% over coming decades, particularly in countries where traffic law is generally respected. [Read More.](#)

#### **Accidents involving trailers**

The European Commission launched a consultation at the end of 2005 following a working document to improve compensation for victims of accidents involving trailers through the recasting of the EU's Motor Insurance Directives scheduled for 2007-2008. The consultation focuses on the effectiveness of compensation bodies and third-party liability cover for trailers. Experts have concluded that improvements are possible but not urgent regarding compensation for victims of accidents involving trailers. Regarding compensation bodies, the Commission concludes that they are operating smoothly in the EU and that no major revision of current EU legislation is required at this stage. See the [report](#).

#### **CARS 21: 10-year roadmap**

The CARS 21 High Level Group, bringing together key players from the EU motor industry, published its recommendations for sharpening the industry's competitive edge. Its recommendations cover simplification and better regulation, promoting environmental protection, improving road safety, and better market access in third countries. The report breaks down into a roadmap of 18 recommendations which should be implemented over the next decade. Under car safety, the CARS 21 report calls for an "integrated approach" involving vehicle technology, infrastructure and the road user. The Commission is urged to propose the compulsory introduction of new safety features such as seatbelt reminders and "isofix" child seats, among others. See the [CARS 21 report](#).

#### **Drink-driving EU campaign**

TISPOL, the European Traffic Police network, launched Europe's biggest ever drink driving enforcement operation. A total of twenty two different European police forces tested 716,438 motorists for drink and drugs in the week commencing 12 December 2005. Over twice as many motorists were stopped in 2005 than in 2004. Of the total tested 9,368 (1.3%) were found to be over the legal alcohol limit. President of TISPOL, Roland Aellen, said: "Each year over 40,000 people are killed on Europe's roads and driving whilst under the influence of drink or drugs is a major contributing factor to this dreadful death toll. Traditionally this time of the year is about celebration. We want people to enjoy themselves but not at the expense of someone's life. The message is clear, do not drive whilst under the influence of drink or drugs." This is one of a number of operations planned by TISPOL. New campaigns in 2006 will target speeding motorists, seatbelt avoidance and unsafe vehicles, as well as safety of bus and coach passengers across Europe. Check the new [TISPOL website](#).

## Research news:

### eCall

Countries are getting ready to deploy eCall as the pan-European launch is planned for 2009. Italy will start an experimental trial in April 2006. Sweden will verify a pre-operational system in 2006. Switzerland's 112 is now complemented with E112 through Cell-ID location. Finland has published a comprehensive study on eCall implementation and its cost-benefit. The eCall roadmap targeted the end of 2005 for agreeing on eCall standardisation and specifications, 2006 for full-scale field tests and 2009 as the year for introducing eCall technology in all new vehicles. The Finish report is available at [www.ecall.fi](http://www.ecall.fi). Also see [eScope newsletter](#).

### IMMORTAL

IMMORTAL (Impaired Motorists, Methods of Roadside Testing and Assessment for Licensing) is a project funded by the EC under the 5th Transport RTD programme and deals with the accident risk associated with different forms of driver impairment.

A new study 'Detailed Cost Benefit Analysis of Potential Impairment Measures' published in the framework of IMMORTAL (Vlakfeld & Vesemann et al SWOV: 2005) provides a cost-benefit analysis of several possible policies of impairment countermeasures. It also provides an insight in the socio-economic effects of policies. Three countermeasures for drink driving were assessed and identified as reducing drink driving. These included increased roadside breath testing, a zero BAC limit for young drivers and the installation of an alcohol lock. This analysis has been performed for Norway, Spain, the Netherlands and the Czech Republic. [More information.](#)

A new epidemiological study 'The prevalence and relative risk of drink and drug driving in the Netherlands: a case-control study in the Tilburg police district' (Mathijssen & Houwing SWOV: 2005), also forms part of the European project IMMORTAL and investigated the prevalence of eight defined drug groups, including alcohol, among drivers in the Tilburg police district. The prevalence of the substances among injured drivers (a hospital sample) was compared with the prevalence in the general driving population (a random roadside sample), and risk ratios were calculated. One of the conclusions was that road safety policy in the Netherlands and possibly the whole EU should mainly target high BAC-levels (>1.3 g/l), alcohol/drug and drug/drug combinations. [More information.](#)

Final reports of IMMORTAL can be viewed: [www.immortal.or.at](http://www.immortal.or.at)

## COUNTRY NEWS

### Traffic law and policy

Ireland's Transport Minister, Martin Cullen, is strongly criticised by the opposition over his failure to introduce key elements of the Government's road safety programme. Ireland's ability to reduce road deaths is below average compared to other EU Member States. However, Mr. Cullen is showing will to grab the bull by his horns, and announced in January the start of 15 new projects related to the Transport 21 plan. Moreover, 31 new offences will be included in the penalty points system in April 2006 and progress on the privatisation of speed cameras has been made. Legal problems remain associated with random breath testing: They were already discussed last November 2005 between Minister for Transport, Martin Cullen and Minister for Justice, Michael McDowell. [More information.](#)

## Strategies and targets

**Switzerland** continues to perform very well in road safety with a 20% decrease of road deaths in 2005 (from 510 to 409). The number of injured also decreased from 5,500 to 5,000 (less 10%). Bfu, the Swiss Council for Accident Prevention, has not yet completed the analysis of the reasons of success. But it is very likely that the decrease of the BAC level from 0.8 to 0.5 since 1 January 2005 is one of the main reasons of this success (estimated: 25% less deaths). Other measures include the increase in number of police checks (estimated 15% decrease of road deaths).

[More information.](#)

## Forward-looking blind spots

The Department for Transport in the U.K. has ordered an investigation, finding out that hundreds of people are killed or injured in crashes because of forward-looking blind spots especially on new cars. In the recent years, the spars that frame the windscreen, known as A-pillars, have been thickened to prevent the main structure from crumpling in crashes. As a result, drivers need to take a much longer look as a motorcyclist can disappear behind the A-pillar for about 0,35 seconds. About 10% of total fatal crashes could be attributed to pillar blind spots. According to the Department for Transport, the EU Directive(2003/102/EC) on pillar design contains loopholes that manufacturers are exploiting.

[More information.](#)

## Enforcement policy

**The U.K.** Transport Secretary announced a change to funding of cameras through fines they issue. Instead a new increased fund for road safety of £110 million a year will be made available to local authorities in England. This fund will enable local councils to introduce a range of engineering measures such as interactive signs and traffic calming. Local authorities will be awarded money based on their road casualty needs and also through the quality of casualty reduction plans that they will submit annually to the Department for Transport. The criteria for deployment will also be changed to take into account injury accidents as well as serious injury or people killed based on the previous five years and not only three years. The government also stated that there will be new requirements to improve the signposting of cameras as well as a requirement for all local authorities to review the speed limits on their A and B roads by 2010. According to Rob Gifford, Executive Director of PACTS in the U.K.: "The Minister is to be congratulated on making an important step-change in road safety funding policy", "Local authorities will now be able to use money previously earmarked only for safety cameras for a range of road safety initiatives, such as engineering, whole-route treatments and signage, as well as cameras", Mr Gifford also said. [Government press release.](#) Also see [PACTS press release.](#)



# Maritime and Inland Waterway Safety

## EU MONITOR

### Inland Waterways Action Plan

**BACKGROUND.** As infrastructure is often under-financed and important bottlenecks remain in inland waterway transport, the EU wants to create an environment more conducive to the waterways, attracting new markets, modernising the fleet, developing employment and competences, improving the sector's image and developing infrastructure. At present, NAIADES (navigation and inland waterway action and development) is nothing more than a list of intentions. The implementation will depend on political willingness to invest in the sector. Eighteen of the 25 Member States have inland waterways which represent a network extending over more than 25,000 km. However, the navigation potential is far from being used (for instance only 7% of the Danube).

**NEWS.** On 17 January 2006 the European Commission presented an action plan (2006-2013) and proposed to attract new markets, modernise the fleet, develop employment and competences, as well as improve the sector's image and develop infrastructure. The financing will depend on the type of actions. Projects can be financed directly by Member States

or by the industry. Others will be co-funded by the European Commission, under Marco Polo II, FP7 or structural funds. The European fund for innovation (scheduled for 2007 or 2008) will also contribute to funding. Legislative proposals and other operational measures still need to undergo impact assessment testing.

**FUTURE STEPS.** The European Commission is planning to draft a Funding Handbook for Inland Waterway Transport during 2006. This document will provide with information on funding and administrative barriers, and will publish state aid promotion network linking national agencies and focal points. The Commission also plans to establish by 2009 a European Inland Waterway Transport Infrastructure Development plan which will go beyond existing TEN-T priority projects and will include European coordination of inland waterway transport. Harmonisation measures in a series of sectors are also envisaged, such as boatmasters' certificate for inland navigation (by 2008), training, transport documents, crew requirements, etc.

EC Communication: 17/01/2006

### 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.** During the Plenary session on 13 December 2005, the European Parliament adopted in second reading and without making amendments the Council of Ministers' common position. The new text

extends the scope of the Regulation and includes more ships, puts vessels flying flags of convenience on an equal footing with other ships and introduces dispensations for small companies or small vessels which operate only nationally.

**FUTURE STEPS.** 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

EP 2nd reading : 13/12/2005

Legislative final act: 15/02/2006

## Brief news

### Tightened liability of ship owners

The recent sea pollutions and accidents (an oil slick in the Baltic Sea on 28 January, a collision between a bulk carrier and a chemicals tanker in the Channel on 31 January and the sinking of the oil tanker ECE off the coast of Cherbourg on the same day) once again illustrated the need for a comprehensive EU regime on liability of shipping operators. The European Commission is considering proposing a Directive establishing a civil liability regime for ship owners which does not limit their liability in the event of damage to third parties. For instance, the proposal requires ship owners operating in EU waters to take out mandatory insurance. The draft Directive on liability of ship owners and associated financial guarantees is part of the "Erika III package" presented by the Commission on 23 November 2005 (see [Safety Monitor 62](#)). The European Council has not yet examined the proposal.

### IMO pressured to strengthen safety rules

Following the Red Sea Disaster at the beginning of February where close to 900 people died, the International Maritime Organisation is now under pressure to bring international safety rules for ro-ro ferries closer to European standards. Europe has strengthened its safety rules after the 1994 Estonia sinking in the Baltic Sea, requiring among others that ro-ro ferries are able to remain upright with 50cm of water on the vehicle deck. Most ferries meet these requirements breaking up the vehicle deck with bulkheads to prevent water movement. Several voices were raised to criticise unfair conditions as old ships are sold off to developing countries instead of being scrapped altogether.

## Aviation safety

### EU MONITOR

#### 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 felt the Directive is too problematic and burdensome.

**NEWS.** The European Parliament adopted without amendment on 15 February 2006 the common position adopted by the Council in November 2005. The Directive covers all the links in the licensing chain, notably conditions for access to the profession, training objectives, linguistic requirements, etc. It also provides mutual recognition of licences and all quali-

fications and associated medical certificates.

**FUTURE STEPS.** The Directive will enter into force in two years. The linguistic requirements will benefit from an extra two-year delay. The European Commission has announced its intention to examine the impact of such air traffic controller licences on other professions involved in air traffic management.

First proposal:12/07/2004

EP 1st reading:08/03/2005

Modified proposal:23/06/2005

Council position:14/11/2005

EP report: 25/01/2006

EP 2nd reading: 15/02/2006

## Brief news.

### External relations in aviation sector

The European Parliament has agreed on the 17 January 2006 with the European Commission to select non-EU countries with which to renegotiate the aviation bilateral agreements to bring them in line with EU law and further negotiate with other third countries on the principle of market-opening and regulatory convergence. The agreements should make reference to the International Civil Aviation Organisation (ICAO) and EU safety rules. The Parliament suggested that Member States help countries which present inadequate safety levels.

### Policy priorities in air safety

The European Commission is planning to propose several legislative initiatives that could have an impact on aviation safety. Among them, a revision of legislations on landing and take-off slots, airport charges and computerised reservation systems. Secondly, the possibility to propose a third air package which would also revise the licensing of air carriers. Thirdly, a Regulation 2408/92/EEC on access for Community air carriers to intra-Community air routes. Lastly, the first blacklist listing airlines with poor safety records is to be published by mid-April.

railway safety

# Railway Safety

## Brief news

### TEN funding for rail

Following the drastic reduction in EU funds for transport, especially as concerns the trans-European transport networks (see section "all modes"), the rail industry has proposed to use research budget to finance all the technological development aspects of TEN projects. This would concern Galileo (satellite navigation), ERTMS (European rail traffic management system) and SESAR (new era traffic management system) projects. The 2 billions saved would allow 30% more funding available on the recently adopted budget for the TENs and would also make more national investment available as often conditioned upon accompanying EU contribution.

### European train interoperability

Trains will find it easier to run throughout the whole of Europe now that the European Commission adopted two technical specifications for interoperability of the conventional trans-European rail network. The first one concerns the noise emitted by rolling stock. The second one concerns telematics applications for freight. In this case, the information and communication systems of the various infrastructure managers and railway operators will be interconnected in an effective manner to ensure high quality of railway services. Other specifications currently developed concern the high-speed railway system.

# ETSC News

## ETSC Secretariat

### ETSC Best in Europe on “eSafety that matters”

ETSC held its 7th Best in Europe conference on “eSafety that matters” in Brussels on the 21 and 22 February 2006. Transport safety researchers stressed at the event that existing technologies and policies with the largest life-saving potential should be given top priority. Technologies that tackle the major risks on road transport (seat belt use, drink driving and speeding) are available, and much more needs to be done to secure their potential benefits. The event was widely attended, and lively discussion followed the presentations. See [ETSC website](#) for the contributions.

### Mid-term Review of the 3rd Road Safety Action Programme

Following the adoption of the Mid-term Review of the 3rd Road Safety Action Programme on 22 February 2006, ETSC released a press release expressing its disappointment. The European Commission has not kept its promise to propose legislation if there was no significant drop in the number of deaths. The Commission estimates that in 2005 approximately 41,600 people were killed on European roads, which means a reduction of only 17.5% since 2001, some way off the 25% needed for the EU to be on course to achieve the target of halving road deaths by 2010.

See news in this Safety Monitor under road mode. Also see [ETSC website](#) and the [EC website](#).

### ETSC Review “A methodological approach to national road safety policies”

ETSC published a new Review entitled “A methodological approach to national road safety policies”. The main goal of this Review is to set out a methodological approach to the effective development and implementation of national road safety policies in EU Member States. It has done so by paying particular attention to the SEC Belt countries – the 16 Southern, Eastern and Central European countries where the level of risk is higher than the average for the former EU15. Central to the output of the Review is a checklist to help decision makers and practitioners at national level to assess what they already have achieved and what they should still do to further reduce death and injury on their roads. [Link to report](#).

### VOICE update

VOICE sites: a video focusing on the unsafe situation for vulnerable road users at Place des Palais featuring an interview conducted by ETSC director Jörg Beckmann with Ruddy Dieleman, a Belgian road safety expert, was sent to Brussels authorities in September 2005. Also a report on Blackfriars Bridge was completed by Danish expert Søren Underlien Jensen and presented to Transport for London in October 2005 prior to the finalisation of their own proposal for improvements on the bridge. [More information](#).

VOICE Facts: A fact sheet on Belgium (focusing on 30km/h Zones around schools, road safety policy coordination and data collection) was finalised and circulated in February in 3 languages (English, French and Dutch). [More information](#).

### ETSC Fact sheet

ETSC has published two more fact sheets: the first one on Conspicuity and another one (available in English, French and Dutch) on Vulnerable road users in Belgium. All fact sheets can be downloaded from the [ETSC website](#).

### Motorcycling Working Party

The new ETSC Working Party dealing with motorcycling has met for the first meeting in Brussels on 17 January 2006. The meeting was an occasion to discuss the scope and first outline of the Review, which is expected

to be published by mid-2007. The new Review on motorcycling will consider all the different issues that are inherent to the use of powered two-wheelers in today's traffic system. This system has been designed from a car user perspective and the specific needs and vulnerabilities of motorcycle/moped users are not always taken into account. The Review will focus on the three traditional pillars of road safety – vehicle characteristics, infrastructure and user behaviour – as well as taking an integrated, systemic perspective on the safety implications of motorcycling in European societies. The Review intends to identify recommendations for European and national policy makers.

### Working Party on car fleet polarisation

The first meeting of the new ETSC Working Party on car fleet polarisation was held in Brussels on 31 January 2006. The meeting was an occasion to discuss the scope and first outline of the Review, which is expected to be published by mid-2007. The car-fleet across Europe is subject to an increasing polarisation and incompatibility. On the one hand, there is a substantial growth of cars of increased size and weight as best reflected by the increasing share of sports utility vehicles (SUVs) or large pick-ups and vans. On the other hand, there is an increasing demand for smaller cars and light weight vehicles, offering higher fuel-efficiency and less pollution. The Review will focus on the implications of car fleet polarisation and will formulate recommendations to the European policy makers.

### Alcolocks

An alcohol interlock seminar chaired by Swedish Minister for Communications and Regional Development, Ulrica Messing, was held in Brussels on 6 December 2005. On this occasion, ETSC backed the initiative of the Swedish government to investigate the possibility of requiring by law alcohol interlocks in all new trucks and buses from 2010, and in all new cars from 2012. Alcohol interlocks could form an important part of preventing alcohol-related road deaths, if the experience is disseminated across Europe. See [ETSC Press release](#).

## New members

### INTRAS

INTRAS (Institute of Traffic and Road Safety) is an interdisciplinary research centre of the University of Valencia, Spain, and is dedicated to scientific and applied research, development and innovation, as well as the training and advising in the field of road safety and traffic accidents. It mainly focuses on the point of view of interaction between humans and vehicle, infrastructures and police controls.

INTRAS was set up by the decree 105/1995 of the Generalitat Valenciana, of the 16 May 1995, under the University Reform Law and is now regulated by the Spanish Organic Law on Universities of 2001 and by the Statutes of the University of Valencia of 2004.

It is composed of teachers and researchers from several departments of the University of Valencia. Moreover, it counts upon its own research, technical and administrative staffs.

INTRAS focuses its activities on:

- 1) scientific and applied research, by taking part in several national and European programmes. Furthermore, it develops these activities in collaboration with public and local institutions and with private bodies aiming to facilitate the R&D and the technological transfer.
- 2) academic and professional training, through PhD and master's degree of the University of Valencia programmes, as well as other training courses specially designed for other people.

- 3) advising and development of solutions for both public and private organisations in the fields of transport, mobility and road safety.
- 4) the diffusion of the results of its studies, further developments and researches to academic entities as well as to social media aiming to promote the improvement of the road safety.

### TRAIL

TRAIL is a Centre for Education and Research of International Stature in the Fields of Transport, Infrastructure and Logistics. It results from a cooperation between 5 universities: Delft University of Technology, Erasmus University Rotterdam, University of Groningen, Twente University in Enschede and the Radboud University in Nijmegen.

The purpose of TRAIL is to educate high-level scientific researchers and research-leaders with a broad background and of high standing who will contribute scientific innovations to the solution of scientific, business and societal problems in the field of transport, infrastructure and logistics.

Furthermore, TRAIL's purpose is to build up and transfer new, ground-breaking interdisciplinary knowledge and insights at the highest international level in the fields of transport, logistics and associated infrastructures, by adopting an integrated and solution oriented approach aimed at supporting an economically viable, sustainable and accessible society. Knowledge transfer is realised by a two-yearly TRAIL congress and frequent courses, seminars and master classes.

TRAIL has about 35 highly qualified research fellows from many disciplines who all have a position at one of the five participating universities. These fellows supervise the research of the 95 PhD researchers, and contribute to the scientific, societal and educational activities of the research school. Furthermore, TRAIL publishes scientific publications such as congress proceedings and theses.

### Road Safety Institute Panos Mylonas

The Panos Mylonas Institute was established on 12 May 2005 as a non-profit organisation to prevent and reduce the number of road accidents through the support and promotion of activities related to road safety and the improvement of driving behaviour. The Institute also aims at supporting and rewarding research in the field of road safety.

The catalyst for the foundation of the Institute was the tragic loss of Panos Mylonas, a student in his fourth year of Mechanical and Aeronautical Engineering Department of the University of Patras and editor of the *Auto Motor* and *Sport Auto* magazines. He was killed at the age of 22 in a road accident on 22 March 2004 as he was driving to his University to attend lectures. He was a student of outstanding academic performance, excellent moral values, of rare talent in car journalism and very promising for the car industry and technology.

As thousands of others every year, Panos was a victim of poor planning, construction and maintenance of the Greek road network, as well as of the insufficient road safety and level of driving education. The tragic car accident did not allow him to contribute to society, and his loss has shocked the University Community.

Among the founding members are the University of Patras and the Athens University of Economics and Business. A yearly scholarship award has also been established at the University of Patras (School of Engineering) in the memory of Panos Mylonas.

### Foundation for the development of civil engineering in Gdansk

The Polish organisation « Foundation for the development of civil engineering in Gdansk » also joined ETSC. Its main objectives are to develop and promote the science of civil engineering also in the field of road safety. Professor Ryszard Krystek, who is at the head of the organisation has been very active in the preparation of Poland's National Road Safety Programme – GAMBIT 2000, commissioned by the Minister of Transport and adopted as programme for 2001-2010.

## Members' activities

### CIECA

CIECA, the international association of driver testing organisations, is currently revising its 'Guide on Driver Licensing'. The new Guide is radically extending the scope of the previous 2001 version. It will consist of data from over 30 countries worldwide on national practice regarding driver training and testing for all vehicle categories, fitness-to-drive requirements and general driver licensing issues (validity, probationary periods, etc). The Guide will be publicly available on the CIECA website at [www.cieca.be](http://www.cieca.be) towards the end of 2006. For more information contact: Nick Sanders, [nick.sanders@cieca.be](mailto:nick.sanders@cieca.be)

### Finnish Motor Insurers' Centre (VALT)

VALT recently signed the Road Safety Charter and committed to increase the availability and use of accident statistics by compiling and publishing an annual report on accidents compensated from motor liability insurance. General findings of Road Accident Investigation Teams will be published annually and preliminary information will be published every three months.

Disaggregated accident databases on fatal accidents as well as insurance claim information will be available for scientific and statistical road safety research and for use by authorities in road safety work. In addition, VALT will donate 10,000 pedestrian reflectors to the National Traffic Police to be distributed to road users. Furthermore, for the benefit of novice driver education, it will produce educational material based on real-life accidents and risk factors and distribute it free of charge for use by driving schools all over Finland.

[More information.](#)

# International Events Diary

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27-29 March 2006 **10th PRI World Congress "Think Global - Act Local" Road Safety Strategies**  
 Abu Dhabi, U.A.E. Contact: Etss, Tel: 009712 4466606, Fax: 009712 4466022  
 website: <http://www.pri.ae/>

31 March 2006 **Child Seats and Seat Belts: New Laws Seminar**  
 London, UK Contact: RoSPA, Tel: 0044 (0)870 777 2120,  
[events@rospa.com](mailto:events@rospa.com)

3-5 May 2006 **Fit to drive - 1st International Traffic Expert Congress**  
 Berlin, Germany Contact: Vd TUV, Berlin, Tel: 0049 (0)30 760095-34, Fax: +49 (0)30 760095-40,  
 E-mail: [info@fit-to-drive.com](mailto:info@fit-to-drive.com), website: <http://www.fit-to-drive.com/index.html>

4 May 2006 **Speed conference**  
 London, UK Contact: Brake, Tel: 0044 (0)1484 559909, E-mail: [admin@brake.org.uk](mailto:admin@brake.org.uk),  
 website: [www.brake.org.uk/index.php?p=17](http://www.brake.org.uk/index.php?p=17)

10-11 May 2006 **SafetyNet Conference**  
 Prague, Czech Republic Contact: Loughborough University, Tel: 0044 (0) 1509 22 6900,  
 E-mail: [safetynet@lboro.ac.uk](mailto:safetynet@lboro.ac.uk) , website: [www.http://safetynet.swov.nl/](http://www.safetynet.swov.nl/)

17-19 May 2006 **3rd Traffic and Road Safety**  
 Ankara, Turkey Contact: Gazi University, Tel: 0090 (312) 213 1214, E-mail: [spampa@trodsa.org](mailto:spampa@trodsa.org),  
 website: <http://www.trodsa.org>

12-16 June 2006 **First European Conference on Road Transport Research**  
 Göteborg, Sweden Contact: Transport Research Arena Europe 2006, Tel: 0046 31 774 26 28  
 E-mail: [info@traconference.com](mailto:info@traconference.com), website: [www.traconference.com/](http://www.traconference.com/)

25-27 June 2006 **European Conference on Injury Prevention and Safety Promotion**  
 Vienna, Austria Contact: EuroSafe, Tel: +31 (0) 20511 4513, E-mail: [secretariat@eurosafe.eu.com](mailto:secretariat@eurosafe.eu.com)  
 website: [www.eurosafe.eu.com/events](http://www.eurosafe.eu.com/events)





**European Transport Safety Council**

## Members

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Commission Internationale des Examens de Conduite Automobile (CIECA) (Int)  
Confederation of Organisations in Road Transport Enforcement (CORTE) (Int)  
Czech Transport Research Centre (CDV) (CZ)  
German Transport Safety Council (DVR) (D)  
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)  
Foundation for the Development of Civil Engineering (P)  
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA) (E)  
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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)  
Road Safety Institute Panos Mylonas (GR)  
Swedish National Society for Road Safety (NTF) (S)  
Swiss Council for Accident Prevention (bfu) (CH)  
Finnish Motor Insurers' Centre, Traffic Safety Committee of Insurance Companies (VALT) (Fin)  
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