

Safety Monitor

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

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Pinning down Member States' performance in road safety

ETSC's latest project, the "Road Safety Performance Index (or Safety PIN)", will pin down Member States' performance in road safety to monitor their progress, since their last report card given by the European Commission in February 2006 was not better than "must try harder".

ETSC, in partnership with Toyota Motor Europe and the Swedish Road Administration, is launching the Road Safety PIN on 7 June 2006 in Brussels. The objective of this new programme is to address the increasing gap between good and less well-performing EU countries.

The Road Safety PIN will create a powerful instrument to assess and communicate the failures and successes of national road safety policy makers in Europe. Moreover, highlighting Best Practice and mobilising road safety expertise will create the necessary political leadership to improve Europe's level of safety.

National research organisations and officials from the 25 participating countries will ensure that any assessment carried out within the programme will be based on scientific evidence and will be effectively communicated to European road safety policymakers. Data will be collected and publicised on key performance indicators in the areas of user behaviour, vehicles and roads.

Among the activities planned under this project: the PIN Talks which will mobilise key road safety policymakers to design further national road safety policy, targets and strategies needed to create a real political leadership.

Lastly, all good things are exportable. Once this powerful instrument is established in Europe, we are looking forward to extending the Road Safety Performance Index beyond the EU 25 and transform the PIN into an innovative global mechanism to create political leadership in road casualty reduction world-wide.

Jörg Beckmann
ETSC Executive Director



Across the Modes

EU MONITOR

Brief news

TENs criticised by Court

The European Court of Auditors has issued a report criticising the system of fund management and the lack of technical expertise in running the Trans-European Transport Networks. It concludes that information provided by beneficiaries is generally insufficient and controls on the ground inadequate. In addition, there is also a lack of technical expertise from the Transport Directorate-General project leaders and the Auditors feel the Commission makes excessive use of internal training to remedy what it describes as “inadequacies”.

The Commission was reminded that in accordance with a decision taken in July 2005, it would set up an executive agency to deal with the technical tasks and the administrative management of TEN projects. EU funding destined for the co-financing of projects would thereafter no longer be directly managed by the Transport DG. But the Court remains sceptical that such an agency could manage the TENs in a more economic efficient way.

More information.

More high-level expertise?

After the European Commission decided to create more high-level groups in the field of transport to get technical, technological and scientific knowledge (see [Safety Monitor 63](#), the European Commission’s secretary-general of DG environment Catherine Day sent an internal note on the matter to the heads of cabinet in the Commission. This was also followed by a note to director generals in order to calm down concerns from the European Parliament and national governments. Mrs Day said that these high-level groups should only be set up in exceptional cases and should in no case become a tool to shortcut normal decision-making procedures. One of the groups most criticised in the past, among others by ETSC and T&E, is the high-level group on “Cars 21” whose composition was considered to be unbalanced and too much in favour of the industry (see [Safety Monitor 57](#) and the [news release published by ETSC and T&E](#) . A Commission spokesman said that President José Manuel Barroso would meet Parliament’s political group leaders to address the issue. Council sources also indicate that the UK, which is participating in Cars 21, wishes to shortcut the official process and use the Cars 21 final report as a formal document upon which to base Council conclusions.

Road Safety

EU MONITOR

Driving licence

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

NEWS. On 27 March 2006, EU Transport Ministers endorsed a political agreement on the proposal for a Directive on the future of EU driving licence. Compromise has been found among Member States that the old-model licences will only have to be changed after a transitional period of 26 years. The new driving licence will take the form of a plastic card - credit-card style - with photograph and can either come with or without an electronic chip (at the discretion of the Member States) containing the same information that is printed on the card so as to minimise the risk of fraud. The normal period of validity will be 10 years, but Member States will be allowed to choose to extend this to 15 years. For buses, coaches and lorries, however, the administrative validity will be limited to 5 years. The rules relating to motor bike licences will also be tightened up. The driving licence

introduces strict age limits for less powerful bikes and a test each time a rider moves up the scale, requiring up to three tests. There are two possibilities to get a driving licence for more powerful engines: either direct access to a licence after passing a theoretical and practical test but only for people over 24 (the current age limit is 21); or for those who do not want to wait until they are 24, gradual access after at least two years of practical experience on a smaller engine.

FUTURE STEPS. National licences will be phased out between 2012 and 2032. By 2032, all driving licences will have to comply with the EU model. Given that the agreement has already been negotiated with the European Parliament under co-decision, the second reading Recommendation should be passed without much delay and the Directive should be adopted sometime during 2006.

First proposal: 21/10/2003

Council general approach: 07/10/2004

EP 1st reading: 23/02/2005

ETSC position paper: 19/11/2004

road safety

Brief news

eCall

On 27 April 2006, the European Parliament adopted a non-legislative resolution on the Communication "Bringing eCall to citizens". Large-scale roll-out of eCall by 2009 is a priority of the eSafety initiative. The European Parliament has condemned the unwillingness of certain Member States to promote and implement the in-vehicle emergency call system, and urged them to sign the Memorandum of Understanding and implement eCall as soon as possible. Member States should complete the implementation of E112 as soon as possible, and promote both the use of 112 and E112. The eCall system has the potential to reduce the response time to accidents and could save up to 2,500 lives a year as well as a reduction of up to 15% in the gravity of injuries. Despite questions remaining about the final costs of eCall and who should pay, the introduction of the eCall system should reduce the annual external costs of road traffic by up to EUR 26 billion.

See [EP non legislative resolution](#).

Infrastructure Directive on its way

Transport Commissioner Jacques Barrot's services are preparing a new Directive on safe infrastructure. The proposal should be presented in the course of the year. A consultation paper was published on 12 April 2006 and interested parties are invited to respond before 19 May 2006 at the latest. The proposal will however only cover the highways making up the trans-European transport network. Also, fearing opposition from Member States, the Directive will not be very detailed. It will rather put emphasis on guidelines on how to improve infrastructure safety, ensuring that Member States take into account safety considerations from the programming and design of infrastructure up until their exploitation. The guidelines will enable to choose a middleline, between coercion and the simple exchange of good practice which, the Commission insists, would not be enough to guarantee "appreciable" results.

Retrofitting of blind-spot mirrors

At the same time than the consultation on infrastructure, the European Commission launched a public consultation on 12 April 2006 in order to prepare the adoption of a new legislation on the retrofitting of blind-spot mirrors for trucks. The consultation will also run until 19 May 2006. The EC proposes to make the fitting of blind-spot mirrors compulsory on all vehicles registered from 1998 and on all EU roads. This obligation would enter into force from 2008 and would require an extension of the scope of Directive 2003/97/EC which provides for the fitting of these new generation rearview mirrors only on all trucks registered in the European Union from 1 January 2007 on, and does not apply to trucks already in circulation before this date. According to impact studies, such measure would cost between 100 and 150 euros a year per lorry, would concern about 4 million vehicles, and would save about 1,300 people every year. If timely implemented (by 2008), the cost-benefit ratio of the measure is in the order of 1:3.5 where for each euro invested, there is a benefit of 3.5 euros. [More information.](#)

Daytime-running lights

EU Transport Commissioner, Jacques Barrot, is looking together with Günter Verheugen (EU Commissioner for Enterprise and Industry) to table a proposal for legislation on using car headlamps during the day. But according to EIS they hesitate on the approach to take as certain Member States have shown objections at last informal Transport Council meeting (Bregenz, March 2006). Still the European Commission envisages to make a proposal this year and to include in the legislation both new and existing cars at the same time. Member States' objections related mainly to preoccupations of motorcyclists' safety because of worry that they would become less visible if the use of headlights during the day becomes more widespread. Others also worry that important energy costs would result from using daytime running-lights. In a [study](#) published by ETSC, the analysis shows that the introduction of daytime running lights in European countries could lead to an annual reduction of 2,800 fatalities. The calculation of the cost/benefit ratio showed that the costs of daytime running lights are considerably lower than the benefits (value 1 : 4.4). Furthermore, the cost/benefit ratio could even be more favourable if special daytime running-lamps equipped with economical bulbs were installed (in which case it would increase to 1 : 6.4). As for the motorised two wheelers, a second [study](#) published by ETSC has shown that even if there was a negative effect from daytime running lights (this has been proven by no empirical evidence so far), it would in any case be offset by the benefits motorcyclists gain from increased perception of cars. This would successfully reduce the number of multiparty daytime accidents involving motorcyclists.

EC to take action in the field of urban transport

As a follow-up to the 2001 White Paper on transport, EU Commissioner Barrot would like to present a Green Paper on urban transport which will support projects as various as urban road tolls, safe infrastructure particularly for cyclists and pedestrians or regulated access to city centres. He warned that the principle of subsidiary needs to be flexible in order to enable innovative urban transport policies to be implemented.

No road safety agency....for the moment

At the last Transport Council on 27 March 2006, EU Transport Commissioner Barrot responded to Pietro Lunnardi (Italian Transport Minister) that there is no cash available for the moment to create a European road safety agency, nor is there sufficient agreement among Member States of the relevance of such an agency.

On the other hand, the idea of a road safety agency has been backed by the European Parliament and was raised on several occasions during the regular conferences on road safety organised for the European Transport Ministers in Verona, Italy. At the same time, Pietro Lunardi also took the opportunity to tell his colleagues that the next road safety conference in Verona, from 3 to 5 November 2006, would focus on four core issues: child safety and awareness-raising; harnessing innovation and technology for road safety; safety in urban areas and improving safety for motorcycle and bicycle riders.

Digital tachographs

The International Road Transport Union (IRU) claimed that several countries were late in introducing the digital tachograph, a legal obligation for all new heavy goods vehicles since 1 May 2006. Hungary, Slovenia, Slovakia, Portugal, Greece, Cyprus and Malta have declared they won't be ready before the summer, possibly even later. As a result, transport companies in these countries cannot meet their legal obligations and are unfairly penalised. The IRU has urged the Commission to start legal proceedings against the late countries and also to check Member States which said they were ready but, so far, only on paper... [More information.](#)

EuroNCAP new results

EuroNCAP has published the latest crash results in April 2006 for the Fiat Idea and Nissan Pathfinder. Both have been awarded four stars for adult occupant protection. The Nissan Pathfinder nearly achieved Euro NCAP's maximum of 5 stars. The Fiat Idea, on the other hand, was weaker because it did not fulfill high enough criteria for the protection of children among others (only 2 stars), nor was it equipped with an air-bag to protect the body in a side impact accident. Moreover, EuroNCAP regretted that the Fiat Idea level of protection of pedestrians was very disappointing (only 1 star). Nissan Pathfinder got 2 stars for pedestrian protection and 3 stars for child protection.

Claes Tingvall, Euro NCAP Chairman reminded that consumers should prioritise safety when buying a car in order to encourage manufacturers to provide the optimum level of equipment available. [More information.](#)

Cars 21

The European Commission has organised a public consultation on the final report of the CARS 21 adopted in December 2005. This should help them draft the Communication on the future regulation of the European Automotive sector planned for autumn 2006. ETSC regretted the rather short time of the consultation (only 15 working days) alongside the fact that it has been undertaken during the Easter holiday and therefore made difficult for ETSC to consult all its experts. Moreover, ETSC regretted that the report did not include anything on enforcement technologies such as ISA and alcolock. Still, ETSC welcomes many of the Cars 21 report recommendations on safety – particularly the repeated calls for an integrated approach to attain the three objectives of safer, cleaner and leaner automotive regulation. However, ETSC also reminds the Commission that an integrated approach does not mean that efforts required in any one sphere need to be restricted or ambition levels downgraded for any of the other objectives. This is particularly true in areas where the Community has established goals or targets or has binding international commitments. "If these existing Community targets are to be retained, then an integrated approach is necessary to ensure that the automotive regulatory environment is as supportive as possible", says Frazer Goodwin, Policy Officer at ETSC. See the [public consultation](#) and [ETSC response to the consultation](#).

RESEARCH NEWS

SUPREME

A new EU funded project SUPREME kicked off in March 2006 in Vienna. The objective of SUPREME is to collect, analyse, summarise and publish best practices in road safety in the Member States of the European Union as well as in Switzerland and Norway. The crucial task of the project lies with the sound identification of best practice from the vast amount of available measures. A set of tools for classification, selection and ranking of measures will be developed, along with a strategic outline for dissemination activities among European, national and local decision makers.

The project will run for 18 months, is being coordinated by the Austrian Road Safety Board (KfV) and has 30 international partners including ETSC. ETSC will be mainly responsible for the writing of a European handbook. This handbook will summarise the main findings of the study with specific regard to policy makers, as well as related industries and interest groups at European and international level.

[More information.](#)

PEPPER

A new EU funded research project: Police Enforcement Policy and Programmes on European Roads (PEPPER) kicked off in March 2006. The objective of the project is to enhance the effectiveness and efficiency of the police enforcement of road traffic. Five different work packages cover enforcement chains, the use of innovative technology in enforcement, the development of enforcement data collection systems and the evaluation of the impact of enforcement on road user behavior and accidents. The project, which will run for 30 months, is coordinated by the Technical Research Centre of Finland (VTT) and has 18 international partners which include ETSC.

COUNTRY NEWS

Strategies and targets

The Netherlands is considering to make its road safety target even more ambitious. Following an important fatality reduction between 2004 and 2005, Dutch Transport Minister Karla Peijs suggests a new target of no more than 750 road deaths in 2010 (and no more than 640 a year by 2020). This new target has still to be agreed by the regional authorities who play an important role in road safety management in the country. In 2004, 881 people died in traffic in the Netherlands. In 2005, the number decreased to 817. [More information.](#)

Latest statistics

The number of road accidents between 2003 and 2004 was only recently published for **Belgium**. They show a 3.7% reduction of accidents resulting in deaths and injuries. There has particularly been a strong decrease in the number of cyclist deaths (-24.6%), as well as of "velomoteur" drivers (-20.8%) and pedestrians (-5.7%). On the other hand, there has been a sharp increase of death accidents involving truck and lorry drivers (+27.6%), as well as accidents involving motorcyclists (+3%). The publication of these data was delayed, partly due to the problem of underreporting and the reorganisation of police forces. But the Ministry recognised the importance of accident data for the follow-up of the road safety policy and has promised to publish the next data faster. Data for 2005 should be available by summer 2006

Traffic law

A new traffic law came into force in **Belgium** on 31 March 2006, introducing a new and "more logical" categorisation of traffic offences. The sanction is now in proportionate to the risk of creating a danger. A large scale campaign was set up in April to inform people and more than 1 million 'fine-cards' describing the sanctions were distributed via the police.

Seat belt wearing

Austria's Transport Minister Gorbach launched a new seat belt campaign made up of a new TV spot, posters and increased police enforcement in early March. The campaign was launched during the EU Informal Transport Council meeting in Bregenz. It focuses on raising the front passenger seat belt wearing rate and is part of its campaign "Seat Belts Save Lives: Life has priority" which stresses how essential the use of seat belt is to save lives in traffic accidents. First results from another Austrian campaign focussing on child restraints show that the use of child seats increased from 75% to 90% on rural roads and 100% on motorways. The TV spot won the first prize at the International Road Safety Campaign competition in Tunis in December 2005.

Alcohol enforcement

In **Cyprus** the legal blood alcohol level was recently reduced from 0.9mg/ml, the highest in the EU, to 0.5 mg/ml. The new law reducing the BAC limit to the European average is part of Cyprus's effort to reach the 2010 target of reducing road deaths by 50%. The European Commission Recommendation on a 0.5 BAC limit was also cited as a basis for this change. A special 0.2 mg/ml BAC limit for new drivers (first three years) and professional drivers was also proposed but not passed. However this may be raised again after the upcoming general

elections. Random and evidential breath testing is undertaken with the benefit of roadside testing equipment. Of the 32 blood tests taken on drivers killed in crashes in 2005, 13 of them (40.6%) exceeded the BAC limit, which was 0.9 mg/ml at that time.

In **Ireland**, the government is considering introducing new measures to crack-down on drink-driving. The government wants to introduce random breath testing of motorists. There have been suggestions that it may take a constitutional referendum to introduce such tests but Attorney General said that such an introduction is already constitutional and therefore can be introduced as soon as possible. The legislation will allow for random breath testing to be carried out at certain times and in certain areas where the statistical likelihood of road fatalities is greater, such as on weekend nights. In the past, the gardai (Irish police) have needed to show that they had reasonable reasons to suspect that a driver had consumed excess alcohol before asking for a sample. The Irish National Safety Council has said such tests could save 150 lives every year. It was first promised in 1999.

Vulnerable road users

UK Transport Secretary Alistair Darling has backed the view of Carlisle MP Eric Martlew that UK Road Safety Bill should also include provision to increase safety of cyclists. Mr Martlew has been bidding for several years to get new legislation introduced to make it compulsory for all cyclists under 16 to wear a helmet. When he introduced a Private Member's Bill in the last Road Safety Bill, he faced strong opposition. But this time the British Medical Association also supports Mr Martlew's drive for new helmet laws. Research from the Government's THINK! campaign a year ago showed a quarter of all parents who bought children bikes at Christmas never bought a helmet. In Britain, around 50 child cyclists were killed or seriously injured during each month of 2003. Will this be enough to convince Transport Minister Mr. Alexander, successor to Mr. Darling, to introduce a motion into the next Road Safety Bill?

[More information.](#)

Maritime and Inland Waterway Safety

EU MONITOR

Inland Waterways Action Plan

BACKGROUND. Infrastructure is often under-financed and important bottlenecks remain in inland waterway transport. Moreover, 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). On 17 January 2006 the European Commission presented an action plan (2006-2013) on the NAIADES and proposed to attract new markets, modernise the fleet, develop employment and competences, as well as improve the sector's image and develop infrastructure.

NEWS. In a hearing before the EP Transport Committee on 20 April 2006, MEP Corien Wortmann-Kool (EPP-ED, Germany) presented a report she drafted in response to the action plan. The action plan was generally well received, although concerns over the environment have been expressed. In addition, the European Commission appointed two coordinators to work on these two trans-European transport network river projects.

In the meantime, the European Transport-workers Federation (ETF) has drawn MEPs' attention that certain aspects have not been addressed in the Commission's Communication. Among these are the problems regarding working conditions: increasingly crew are used from the new Member States or non-EU countries. In the eyes of the ETF, it is important therefore that ships registered in EU countries where geography means inland navigation is not an option (Malta and Cyprus) are banned.

FUTURE STEPS. The European Commission is planning to draft a Funding Handbook for Inland Waterway Transport during 2006. 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. More information see [Safety Monitor 63](#).

[EC Communication:17/01/2006](#)

Brief news

Responsibility and compensation for "safe harbours"

At a forum staged by the EU's Committee of the Regions on maritime safety on 5 April 2006, participants tried to clarify the issue of "safe harbours" as presented by the European Commission (amending Directive 2002/59/EC), whereby vessels in distress have to be granted access to safe havens (port, bay, anchorage, etc.) by Member States. The European Commission proposed that the decision to direct a ship towards a safe haven should be taken by an independent authority designated by each Member State. Before taking in a ship in distress, the Member State would however be able to try and secure financial guarantees from the operator or the vessel's captain in order to cover any damage that might be caused. But if such financial guarantee can't be obtained, the EC still would request Member States to provide refuge to the vessel in distress. Local and regional authorities are not satisfied with this provision and would like to limit their responsibility. Supported by Patrick Verhoeven, Secretary-General of the European Sea Ports Organisation (ESPO), they would like to shift the financial responsibility of compensating local (port) authorities on independent authorities.

The Committee of the Regions' rapporteur, Flo Clucas (ALDE, United Kingdom), supports clear provisions that guarantee quick compensation to local and regional authorities. Moreover independent authorities should be able to take legal action against operators or ships' captains in order to recover costs incurred. Lastly, she regretted that while international funds cover damage caused by oil pollution, they do not for the moment cover economic losses suffered by ports.

Responsibility of Flag States

Under the package of measures presented with Erika III, the European Commission has tabled a proposal on the 27 March 2006 for a Directive on the responsibility of Flag States. The legislation proposed will amend Regulation 417/2002 in order to guarantee that no tanker carrying heavy oil products will be allowed to fly the flag of an EU country unless it has a double hull. So far, only the transport of heavy oil in a single-hull tankers destined for or sailing from EU ports were banned, so that a single-hull tanker flying the flag of a Member State can still legally carry heavy oil outside of EU waters. This amendment, which will rectify a legal anomaly, must now be adopted through the co-decision procedure by the EU Council of Ministers and the European Parliament.

Aviation Safety

EU MONITOR

Brief news

Black list

On 24 March 2006 the European Commission published the first black list. From now on, the list will be renewed at least every three months. Ninety two foreign airlines have been banned from operating in the EU in this first list. Among them, fifty national carriers from the Democratic Republic of Congo and all airlines from Equatorial Guinea, Liberia, Sierra Leone and Swaziland, along with a number of airlines from Kazakhstan, Afghanistan, Kyrgyzstan, Rwanda, North Korea and the Comoros.

The black list aims at encouraging all airlines operating in Europe (and outside Europe) to fully comply with safety standards and will dissuade unscrupulous airlines from starting up services in Europe. The black list will be publicly available. Travel agents and airports will also be obliged to display the list.

The black list was drawn by the Aviation Safety Committee, based on the detailed assessments made by Member States' national safety measures and the information provided by the airlines and the civil aviation authorities concerned. The Regulation (EC) No 2111/2005 which came into force on 16 January 2006 and listed the common safety criteria to all Member States also helped the Aviation Safety Committee to prepare the black list. Moreover, under Directive 2004/36 on the safety of third-country aircraft using Community airports (the SAFA Directive), the Committee is also able to recommend stepping up checks on certain airlines which are allowed to operate in the European Union.

The list was challenged by some who point out that the majority of the airlines concerned have never touched down in the EU and has no intention of doing so. But EU Transport Commissioner Barrot said that the list

aviation safety

will also be useful for consumers when they travel outside Europe. Secondly, the list will put an end to the practice whereby airlines holding traffic rights in Europe sub-contract flights to carriers that do not offer the full range of safety guarantees.

This time, no EU airline has been included in the black list. But if Cyprus fails to meet inspection requirements, it might well be included in the next list.

At the same time than approving the black list, the Commission also adopted a procedural regulation on updating the list. It complements the basic regulation establishing the black list (Regulation 2111/2005) and allows a Member State or the Commission to revise the list immediately if some important shortcomings are noticed. In addition, a Member State is allowed to impose an immediate ban on his territory in case of emergency. The Commission may then decide to extend this measure across the entire EU by including the airline concerned on the black list.

Cyprus and air traffic management

Cyprus' government hopes to become coordinator of the EMAC (Europe Middle-East Air Traffic Management Co-ordination), a regional mechanism to foster co-operation in Air Traffic Management. EMAC will cover particular air traffic flow management, route network development, air transport safety, training, and consultation with the users. The protocol was already signed in 2003 together with Egypt, Jordan, Lebanon, and Syria. But since then, Cyprus has faced resistance from Turkey which vetoed against Cyprus getting a regional role in the skies. However Eurocontrol, which considers EMAC as one way to implement Single European Sky, states that it has found a way to thwart Turkey's opposition, by making the EMAC protocol no longer directly financed by Eurocontrol. Cyprus expects an answer by late May 2006.

Cyprus still shows important weaknesses in its safety standards. Among others, the Greek Transport Ministry has delayed the acquisition of Lefko - a state-of-the-art air traffic control (or ATC) system. New-generation ATCs can more accurately and quickly detect air traffic. "This is crucial, given Eurocontrol has decided to halve the minimum vertical distance between aeroplanes (because of traffic congestion)", says Former Greek Transport Minister Averoff Neofphytou who signed the Protocol in 2003. Better detection allows for smoother traffic flow and further reduces the risk of accidents. Moreover, Cyprus, Greece and France are the only EU-member countries where air traffic control is still not independent of civil aviation. Cyprus has faced widespread criticism, also at European level, for its low safety standards in place. Last summer a Cypriot airliner crashed into a ravine outside Athens, killing all 121 people onboard.

Railway Safety

EU MONITOR

Brief news

ERMTS

The EU is currently working on the European rail traffic management system (ERMTS) which is to create a European rail system composed of a single train signalling system that is standard throughout Europe (See [Safety Monitor 58](#))

Once ERTMS is fully implemented, international passenger and goods trains will no more need to stop

at the border station to change locomotive. On 30 March 2006, the European Commission has adopted Technical Specifications for Interoperability for control/command and signalling on the conventional trans-European railway network. The ERTMS currently features two basic components: the GSM-R, which is the radio system used to exchange information (voice and data) between trackside and on-board; and the ETCS (European Train Control System) which is a train-based computer used to compare the train's speed with the maximum permitted speed and slow it down automatically if the latter is exceeded.

The European Parliament however failed to identify the geographic priorities of ERTMS. When the EP Committee met on 2 May 2006, it picked out six priorities and not just the one (Rotterdam-Genoa rail corridor) proposed by Rapporteur Michael Cramer (Greens/EFA, Germany). The report also suggests that the European Railway Agency should ensure in future that new locomotives are only licensed if they are fitted or pre-fitted with ERTMS. The national signalling systems and ERTMS would have to cohabit for a transition period of several years.

The Transport Committee acknowledges that ERTMS will enhance the efficiency and attractiveness of rail transport but also draws attention to other initiatives liable to have the same effect.

In addition, the International Union of Railways (UIC) has decided to set up an 'ERTMS platform' to facilitate the installation of the new European Rail Traffic Management System (ERTMS). The platform will bring together high-level directors and infrastructure managers responsible for the introduction of the ERTMS in railway undertakings. It will provide a forum for the exchange of experiences and best practices relating to the technical, operational and financial aspects associated with the introduction of the ERTMS

[More information.](#)

railway safety

ETSC News

ETSC Secretariat

First publication on enforcement in all EU-25 Member States

ETSC has launched a new publication "[Traffic Law Enforcement across the EU: An Overview](#)" which evaluates the progress made by the 25 EU Member States in the areas of enforcement of speeding, drink driving and seat belt law. Based on available data, Finland tops the score with its exemplary speeding and drink driving enforcement records. It is followed by Sweden, the UK, the Netherlands and Germany who are all champions in one of the three areas. Other countries show marked improvement in all three fields: Austria, Belgium, Denmark, France, Luxembourg and Slovenia but Cyprus, Estonia, Greece, Hungary, Italy, Latvia, Lithuania, Poland, Slovakia and Spain are clearly lagging behind. Also see the [news release](#). The publication is the first ever published that covers activities in every single one of the EU 25 Member States on the three priority areas as identified in the EC Recommendation on traffic law enforcement (2004). The publication presents an overview of countries' practice and data for the period of 2003-2004 and shows that EU countries increasingly apply best practice methods as outlined in the EC Recommendation in the areas of speed and alcohol enforcement.

The report can be downloaded on www.etsc.be. Copies are also available from ETSC's secretariat.

Intelligent Speed Assistance – Myths and Reality

ETSC has recently launched a second publication which debunks ten of the myths that are preventing the use of Intelligent Speed Assistance (ISA) technologies.

This ETSC Position paper on ISA highlights why the continued blockage of this robust and effective technology is based on myths rather than reality. ISA technologies assist drivers by helping them abide by speed limits. ISA provides drivers with additional information upon the speed limit of the road they are using and alerts them when they are above the limit.

The report can be downloaded on www.etsc.be. Copies are also available from ETSC's secretariat.

Transport Safety Lunch on conspicuity

ETSC's Transport Safety Lunch on Conspicuity took place on 29 March 2006. Among the main points addressed during the event were the importance of conspicuity of road signals and road markings, visibility vests, the conspicuity of pedestrians and cyclists, and the conspicuity of trucks. Panelists included: René Jacobs (Belgian Road Research Center), Flor Koninckx (MP, Belgian Senate), Roland Gillebeert (CLEPA), Annie Luchie (Liaison Committee of the Body Builders and Trailer Manufacturers), Jacqueline Lacroix (German Transport Safety Council), Jean-Paul Repussard (DG TREN European Commission).

See the [report of the event](#). Also see the [fact sheet on conspicuity](#).

Road accident data collection

ETSC published a report on "Road accident data in the enlarged European Union – Learning from each other". The reliability, comparability and effectiveness of road accident data collection and the systems of analysis of all EU countries were examined. The Review has drawn the attention to the fact that the quality of reporting has still not much improved. Many deaths caused by a road accident are left unreported or important elements are missing when collecting data. The underreporting is particularly serious for the case of accidents involving vulnerable road users (pedestrians, two-wheelers) and single vehicle accidents. Thus, one of the primary recommendations of the Review is that each country takes its responsibility to change the situation, by adopting policies which will improve data collection. This will enable countries to better measure the scale of the problem and devise the effective countermeasures to reduce road casualties. The most efficient measures can only be adopted if there is also a rigorous analysis of the available evidence.

[ETSC report](#).

ETSC reacts to EC consultation on TEN extension

ETSC drafted a response to the EC consultation on the TEN extension to the neighbouring country. ETSC generally welcomes the report which stresses the need for further studies and analyses, particularly concerning the economic viability, the technical specifications, environmental impact and financing mechanisms before the final project on the extension of the major trans-European transport is implemented. However, ETSC also highlights the importance not to neglect that safety considerations should play an important role in these decisions. In the area of maritime safety, ETSC believes that the strategy should be uniform and harmonised at the highest level of performance. In particular, ETSC can share the Report's conclusion that a particularly important role should be played by maritime accident and incident investigation, given that there are currently no consistent procedures and practices for accident investigations in the EU and the neighbouring countries. In the field of railway safety, ETSC suggests that the interoperability planned by the European Commission guarantees that safety levels along the axes are at least as good as the ones currently achieved in the European Union. Finally, the response also stresses that an immediate priority is to ensure that European roads become safer by addressing the three main pillars of infrastructure, behaviour and vehicle safety. The [consultation](#) can be found on ETSC website.

Road Safety PIN

ETSC, together with the Swedish Road Administration (SRA) and Toyota Motor Europe, is launching a new programme "Road Safety PIN" on 7 June 2006 in Brussels. The Road Safety Performance Index (so-called "Road Safety PIN") will track and compare EU Member States' performance in promoting safe road user behaviour, improving infrastructure and vehicles as well as sound and evidence-based policymaking.

National research organisations and officials from all 25 EU Member States will ensure that any assessment carried out within the programme will be based on scientific evidence and will be effectively communicated to European road safety policymakers.

More [information and registration](#) to the event on [ETSC website](#)

Seat belt wearing rates

On the occasion of the introduction of the new Directive (2003/20/EC) on the extension of the use of seat belt also to occupants of trucks and coaches, ETSC organised a breakfast briefing and released a news release on 9 May 2006 to present the most recent data on seat belt wearing rates in the EU-25, as well as to give an overview of the most effective measures to increase seat belt wearing rates. According to ETSC's latest available data for 2004, seat belt wearing rates in the EU-25 lie between 59% (Hungary) and 97% (France) for front seat occupants and between 21% (Estonia) and 90% (Germany) for rear seat passengers. Combining the two categories, Germany has the highest wearing rates (94% driver, 90% rear seat adults) followed by the U.K. (93% driver, 83% rear seat).

For more information, see the two fact sheets "[Promoting Seat Belt Use](#)" and "[Promoting Child Safety Restraints](#)".

VOICE news

Country sheets on UK and Spain: The latest VOICE fact sheets on vulnerable road users (VRUs) can be found on ETSC website (http://www.etsc.be/Voice_Facts.php). The countries featured are Belgium and Spain. The country sheet on Belgium features the question of national road safety policy coordination, the recent 30 km/h speed limit around schools legislation, the new street code, and accident data collection. Available versions are in English, French and Dutch. The country sheet on Spain features the following topics: the need for better infrastructure for pedestrians and cyclists; sustainable mobility and behavioural factors affecting the safety of VRUs. The fact sheet is also available in Spanish.

VOICE awards: In the framework of ETSC's publication "Traffic Law Enforcement across the EU", ETSC published the VOICE award for Traffic Law Enforcement. Finland received the best record on traffic law enforcement and therefore received the "VOICE Best Administration" award. Poland, on the other hand, received the "VOICE "Worst Administration" award for its very poor record on traffic law enforcement and vulnerable road user protection. Interestingly, the best country, Finland, is run by an all female Finnish team for its traffic law enforcement (Susanna Huovinen, Transport Minister and Leena Luhtanen, Justice Minister), while Poland is run by an all male Polish team (Transport Minister Jerzy Polaczek and Interior Minister Ludvick Dorn) See the [news release](#).

Fact sheet on Road Safety Day/Week

ETSC also published a fact sheet on how to create a Road Safety Day or a Road Safety Week in one of the Member State. The fact sheet gives examples of countries where such events have already been set up. Also, it recalls that these Road Safety Activities should be part of a broader national road safety strategy if they want to reach their full effectiveness.

See the [fact sheet](#).

Members activities

VTI, new member at ETSC

ETSC welcomes its 34th member. VTI, the Swedish National Road and Transport Research Institute, is organised under the Ministry of Industry, Employment and Communications. VTI performs advanced applied research and development of high quality aiming to contribute to the national transport policy objective for sustainable development.

VTI's principal duty is to carry on research and development concerning infrastructure, traffic and transport. The R&D also includes general analyses of the impact of the transport sector on the environment and energy use. The research contributes to enhancing knowledge and skills within the transport sector aiming to fulfilment of the six sub-goals of the national transport policy objective: 1) an accessible transport system, 2) high transport quality, 3) safe transport, 4) a sound environment, 5) favourable regional development and 6) gender equality.

VTI also performs research commissions in a multi-disciplinary organisation. The Swedish Road Administration is the principal client. Extensive research and development are also conducted for the Swedish Agency for Innovation Systems (Vinnova) and to an increasing extent for the EU. VTI will participate in **ETSC's PIN project**.

More information on VTI: <http://www.vti.se>

RSI Panos Milonas - news

Panos Milonas published a Road Safety Guide which provides information on road safety issues related to Greece. The publication of the 80-page booklet was accompanied by a press conference. The publication was distributed in mass at the toll posts and at the two big harbours, especially around Easter time. The event was largely covered in the Greek press. Another publication was also published this year on the 14 most dangerous points in Greece.

International Events Diary

30-31 May 2006 **Advanced Methods for Improving Child Safety**
Berlin, Germany Contact: Sally Shalloe, Vehicle Safety Research Centre, Tel: +44 (0) 1509 226923,
E-mail: s.a.shalloe@lboro.ac.uk, Website: www.childincarsafety.org

30 May - 1 June 2006 **International Congress on Traffic Accidents Prevention**
Madrid, Spain Contact: Asociacion Espanola de la Carretera, Tel: 0034 91 5779972,
Email: congresos@aecarretera.com, Website: www.aecarretera.com

7 June 2006 **ETSC Road Safety Performance Index (PIND)**
Brussels, Belgium Contact: Franziska Achterberg, Tel : + 32 230 4106, E-mail: information@etsc.be,
website: www.etsc.be

12-15 June 2006 **Transport Research Arena Europe 2006**
Göteborg, Sweden Contact: CEDR and ERTRAC, Tel : + 46 31774 2628,
E-mail: info@traconference.com, website: www.traconference.com

20 June 2006 **Alcolock Symposium - Alcolock Implementation in Europe**
Brussels, Belgium Contact: Peter Silverans, IBSR, Tel: +32 2244 1544, Fax: +32 2216 4342,
E-mail: peter.silverans@bivv.be, website: <http://www.bivv.be>

25-27 June 2006 **1st European Conference on Injury Prevention and Safety Promotion**
Vienna, Austria Contact: EuroSafe, Tel: +31 20511 4513, E-mail: secretariat@eurossafe.eu.com
website: www.eurossafe.eu.com/events

13 September 2006 **ETSC European Transport Safety Lunch on Aviation Safety**
Brussels, Belgium Contact: Jolanda Crettaz, Tel: +32 2 230 4106, Email: communication@etsc.be,
website: www.etsc.be

19 September 2006 **ETSC 8th European Transport Safety Lecture**
Dresden, Germany Contact: Roberto Cana, Tel: +32 2 230 4106, Email: support@etsc.be, website:
www.etsc.be

26-27 October 2006 **ASK-IT International Conference**
Nice, France Contact: Karen Vancluysen, Email: kvancluysen@polis-online.org,
website: www.ask-it.org, Tel: +32 2 500 56 75



European Transport Safety Council

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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)
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