

# Safety Monitor

January  
2013

NUMBER  
87

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

## Editorial

At the beginning of 2013, ETSC welcomes road safety being identified as one of the priorities of the Irish Presidency of the European Union. ETSC also welcomes the progress towards adopting a new Irish Road Safety Strategy which is to cover the period up to 2020. Ireland provides an example of political leadership for other EU Member States, as road safety remains high on the political agenda after better-than-average road safety improvements.

Key elements of the new Irish Road Safety Strategy will focus on serious injury reduction, tackling repeat road traffic offenders and developing better roads. Provisional 2012 figures from the Irish Road Safety Authority show that 161 people lost their lives on Irish roads in 2012, 25 fewer than in 2011 and 51 fewer than in 2010 when 212 people lost their lives on Irish roads. Other key provisional statistics for the last year highlight that 30% of road deaths were under 25 years of age and 41% of road deaths occurred on Saturday and Sunday. The average monthly death rate in 2012 was 13 compared to 16 in 2011 and 18 in 2010. The findings also revealed that 108, or 67%, of those killed on the roads were male.

Important issues carried over from the Cyprus Presidency are the discussions about the EU budget and the TEN-T, the tachograph legislation as well as the new Roadworthiness package released by the Commission in July 2012. At a national level, it is fundamental to keep road safety a priority on the agenda to assure that Ireland continues its steps toward achieving the 2020 road safety objective of halving road deaths. During the Irish Presidency a number of issues presented by the European Commission in the "Road Safety Policy Orientations 2011-2020" are on the agenda. These include the much awaited progress on tackling serious injuries on our roads.

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## Road Safety

### Legislative Package on the Roadworthiness of vehicles

The European Commission launched 3 proposals to revise the roadworthiness legislation as part of a new initiative to improve road safety. The first instrument is a revision of the 2009/40/EC Periodic Roadworthiness Directive. The second covers the revision of Directive 2000/30/EC on technical roadside inspections of commercial vehicles. The final Directive to be revised is 1999/37/EC on the requirements for issuing vehicle registration certificates. The Directive on Periodic Roadworthiness tests was recast in 2009 but the body of the text has not seen any major revision since adoption in 1996. Since then both cars and in-vehicle safety systems that are electronically controlled have developed rapidly. Vehicle examiners need to assure a rigorous testing regime for new in-vehicle technologies. The EC also proposed extending the Directive to cover other vehicle types such as light commercial vehicles and Powered Two Wheelers (PTWs). The main objective of the proposed legislative package is to enhance road safety and the European Commission clearly sets out both the long-term 'vision zero' objective of the Transport White Paper and also the target of halving road deaths by 2020. The ETSC published its position on the package [here](#).

The Parliament has published an [initial appraisal of the Impact Assessment](#) the Commission published together with its proposal and has held its 1st reading of the legislation on the 18th of December. The rapporteurs - Werner Kuhn (EPP, DE), Olga Sehnalová (S&D, CZ) and Vilja Savisaar-Toomast (ALDE, EE) - agreed that tougher vehicle rules will increase road safety. The proposal on technical roadside inspections of commercial vehicles led to a debate on the introduction of a risk rating system, the percentage of vehicles to be checked and the use of mobile control centres. Other points raised by TRAN MEPs included the choice of a legal instrument (Regulation versus Directive), the statistics available and the scope of the proposals. The deadline for amendments is 22 March 2013 and voting in the TRAN Committee is scheduled for May 2013 and in the plenary session in July 2013.

On the 20<sup>th</sup> of December, the Council agreed a general approach on the roadworthiness package. Overall, Member States estimated that the costs

of the proposal are too high when compared to the expected benefits and said that they would prefer a Directive (as currently) to take account of the national differences. The Council included fast agricultural tractors in the scope of the legislation, with possible exemptions. The Council general approach, however, does not retain the Commission's proposal to extend periodic tests to motorcycles and light trailers and to increase the minimum frequency of checks for older cars and light commercial vehicles from every two years to every year throughout the Union. Member States, though, are free to impose stricter rules.

### Revision of the TEN-T Road guidelines and Funding of Safe Road Infrastructure

The Cyprus Presidency of the EU Council of Ministers identified road safety as a priority, in particular for action on young drivers, under the EU's land transport policy. Key issues were carried over from the Danish Presidency: the discussions about the EU budget and the TEN-T and the tachograph legislation. The Commission proposal for the review of the TEN-T guidelines included a specific reference to the two main infrastructure Directives: Directive 2008/96/EC on road infrastructure safety management and Directive 2004/54/EC on minimum requirements for tunnels in the Trans-European Road Network.

Following the March meeting of the Transport Council when the ministers adopted a general approach to the TEN-T Guidelines by upholding conditionality and safety as a priority, the European Parliament held its second exchange of views on the revision of the TEN-T guidelines on the 6<sup>th</sup> of November. The Rapporteurs supported keeping the methodology applied by the Commission and the European approach for TEN-T projects. They strongly urged retaining the deadlines and the requirements for the core and the comprehensive network and argued against national oriented approaches, which would, in their view, not lead to a real TEN-T network but maintain the current status of a loose patchwork. The MEPs' draft report contained 1030 amendments and the majority of them aim to add railway lines, inland waterway routes, airports, ports or motorway sections to the maps and lists of projects to be funded as priorities by the EU.

On the 18<sup>th</sup> of December the Committee adopted

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its first-reading report on the orientations of the future Trans-European Transport Network (TEN-T). The TRAN committee added a series of railway lines, inland waterway routes, roads, ports and airports to the maps and lists of projects that make up the TEN-T. As a result, in future these links could benefit from co-financing from the EU much more easily. The European Cyclists' Federation welcomed the vote because of an amendment that includes the European network of cycle lanes EuroVelo in the TEN-T.

The report was adopted with 32 votes in favour, five against and three abstentions. It will go through plenary vote in February at the earliest.

### EU budget and Road Safety

The debate on various aspects of the European Commission's proposal for the 2014-2020 Multi-Annual Financial Framework (MFF) is continuing. Following the Council's meeting on the 20<sup>th</sup> of December, items relating to the ongoing MFF negotiations are still open, including the amounts allocated under the Connecting Europe Facility (CEF), the amount to be transferred from the Cohesion Fund, and the question of whether value added tax should be an eligible cost for grants under the CEF.

The MFF will detail the entire EU spending and financing for the 2014-2020 period and as such, all EU actions aimed at reaching the 2020 road safety target of halving road deaths will be financed through various funds included in the MFF. The two main funding sources – in terms of financial firepower – that can be used to increase the EU levels of road safety are the CEF – proposed by the European Commission as a dedicated financial instrument to fund the completion of the TEN-T infrastructure network according to revised guidelines – and the regional funds.

The Transport Committee's meeting on the 7<sup>th</sup> and 8<sup>th</sup> of June in Luxemburg has given their first opinion on the CEF proposal. As a result of the discussions, the delegations agreed that the possibilities of financing road projects by means of grants should be extended. Furthermore the Council agreed to add member states with an isolated rail network without long-distance rail freight transport to the cases where grants can be given to road projects. In addition, it was decided

to provide for co-financing of road works at cross-border sections in all member states at a rate of up to 10 %. All those funding possibilities, however, are subject to the general conditions for grants for TEN-T projects. Apart from road financing, in order to reach broad agreement on a final compromise, the Council increased the co-financing rate for the development of the Motorways of the Seas from 20 % to 30 % and added the interconnection of maritime ports to the indicators for achieving the objective of enhanced interconnection and interoperability.

On the 5<sup>th</sup> of November, the Joint TRAN and ITRE Committee meeting discussed the 743 amendments tabled to their draft report for the CEF regulation. The Connecting Europe Facility amendments criticised the cuts in the Multiannual Financial Framework for the Connecting Europe Facility (CEF) proposed by the Cypriot Presidency - in particular the ones for the transport sector. The importance of the CEF as an instrument for growth was clearly stressed. In the absence of an appropriate budget for the CEF, a redrafting of the annex was an option. The Council and the European Parliament, meeting within the Conciliation Committee, could not yet reach agreement on the 2013 EU budget and other related items. Divergent views persisted notably on the extent by which the 2012 EU budget needs to be increased in order to bridge the gap between the payments jointly agreed last year and actual implementation (draft amending budget no 6 for 2012) and on the question whether the Commission proposal exploited all possibilities for redeployment. On the 18<sup>th</sup> of December the TRAN and ITRE committees adopted the legislative resolution with 81 votes in favour, 8 against and 5 abstentions. They mandated Parliament's negotiating team to open talks with the Council in order to find a first reading agreement, and decided to schedule a plenary vote only thereafter.

### Advanced Braking Systems to become mandatory for new L-category vehicles

New rules to make motorbikes safer and greener got the thumbs up from the European Parliament on the 20<sup>th</sup> of November in the EP's Strasbourg Plenary Session and formal agreement from the Council on the 11<sup>th</sup> of December. They are to apply to new models of powered two- and three-wheel vehicles, from mopeds to heavy motorcycles, and also quads, as of 2016, and to new vehicles as of

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2017. As L-category vehicles account for 16% of collision deaths on Europe's roads, but only 2% of road traffic, MEPs approved more stringent safety requirements for them, as well as tougher emission targets. "Of course safe motorcycling is largely the responsibility of the rider, but there is still some scope to make bikes safer and cleaner", said rapporteur Wim van de Camp (EPP, NL). Under the new rules, anti-lock braking systems (ABS) will have to be fitted to all "bigger" motorbikes (i.e. with an engine capacity over 125 cc), while ABS or combined brake systems (CBS) could be fitted to smaller ones (under 125 cc), including scooters and mopeds. By the end of 2019, the Commission should present a cost-effectiveness analysis, with recommendations as to whether the rules should be revised to make ABS mandatory for smaller motorbikes too. MEPs also welcomed the measures to improve the visibility of motorbikes and riders by introducing automatic switching-on of lighting when the engine starts. ETSC recommends that Member States and motorcycle manufacturers anticipate the implementation of the functional safety requirements in order to reap the maximum benefits in terms of reducing the number of road deaths.

### European Parliament and Council move ahead with Tachograph rules

The new legislative proposal aims to reduce tampering with the devices. The Council's full general approach was given on the June 29th and does not retain the Commission's proposal to incorporate a microchip with the driver card functionalities into the driving licence for professional drivers, since the majority of delegations have doubts as to whether the benefits of such a merger would justify the costs it entails. Also, it was decided to await a more thorough cost-benefit analysis by the Commission before further discussing its proposal for a revision of the driving licences directive, providing for a mandatory merger of the two documents. On the 29th of October the Council reached a political agreement, confirming the general approach agreed in June which means that the new tachographs should be in trucks by around mid-2018 (40 months after the entry into force of technical specifications expected to be adopted no later than the end of

2014). The new draft legislation, which will replace the 1985 tachograph regulation, is designed to make fraud more difficult and to reduce administrative burden, notably by introducing a satellite-linked "smart tachograph" as well as a number of new regulatory measures. The novelty of these tachographs is that they will be connected to a satellite positioning service, which will reduce manual handling such as the encoding required at the beginning and end of the work day and thus limiting the chances of fraud. An agreement will now have to follow with the European Parliament who wants to see new vehicles equipped with these devices by 2017 and also wants to include all vehicles over 2.8 tones while the Council targets only those over 3.5 tones. ETSC's report entitled "[Tackling Fatigue; EU Social Rules and Heavy Goods Vehicle Drivers](#)", looks at how enforcing the social rules is one of the important tools to manage fatigue.

### European Parliament Own-Initiative Report on the Implementation of eCall

The European Parliament's own initiative draft report on 'The regulatory introduction of eCall' was presented on 24<sup>th</sup> April at a joint meeting between the Transport and Tourism and the Internal Market and Consumer Protection Committees. The report, drawn up by Olga Sehnalová, and Dieter-Lebrecht Koch, strongly supports mandatory eCall in all new type approved cars.

The rapporteurs firmly advocated eCall as a public emergency call service based on the E-112, free of charge, for the benefit of drivers in Europe independently of their car brand. They also stated that the technology should be required even if the vehicle is fitted with a system that calls a private dispatcher.

Key recommendations from the rapporteurs included calling on the Commission 'to ensure that the eCall system is based on an interoperable and open-access platform in order to encourage innovation' and also stressing 'that any additional services to be used in a vehicle – especially when driving – will need to comply with clear safety, security and data protection privacy standards'.

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The rapporteurs gave their commitment to ensuring consumers' freedom of choice and to safeguarding competition in the area of in-vehicle devices by supporting an eCall system based on an interoperable and open access platform. Importantly, it was also underlined 'that the mandatory deployment of a public eCall should not be based or made conditional on the existence of a positive business case for the standalone eCall service, as its benefits for society as a whole should also be considered.'

The resolution received full support in the July's European Parliament plenary session and can be viewed [here](#).

### Commission publishes report of Consultation on Serious Injuries

The European Commission has published the results of the public consultation on an EU strategy to reduce injuries resulting from road traffic accidents. With the aim of developing a comprehensive strategy of action concerning road traffic injuries and emergency services, the questionnaire gathered comments from national governments, companies and research institutes, associations and individuals. The 154 responses indicate that road safety is regarded as a priority on the political agenda. Moreover, the EU added value of an initiative that addresses injuries due to traffic has been acknowledged. Target-setting and support of exchange of best practices are seen as the two areas with the highest EU added value, followed by research and project funding, legislation and data analysis. Also, most of the contributors agreed that a common EU definition of serious injuries was needed along with better synchronisation between police and hospital records, following each individual accident, which could have a significant spill-over effect on the industry. The full report of the consultation can be found [here](#).

### Consultation on Urban Mobility launched by the Commission

On the 17th of September the Commission launched a consultation on the urban dimension of the EU transport policy. The consultation aimed to collect contributions from the public and all other relevant stakeholders on how best to contribute with targeted EU-level action to quality

and sustainable urban transport and mobility for road users in the 27 EU Member States. The questionnaire inquires about access restriction schemes in cities, harmonisation of these at EU level and better integration of urban freight and ICT use. The deadline for contributions was the 17<sup>th</sup> of December.

### Vice President Kallas addresses HGV transport conference

On the 14th of November, Vice-President Kallas addressed among other topics, the issue of road freight transport safety: "Last year, 4,500 of the 35,000 fatal road accidents reported in the EU involved HGVs. With millions of trucks travelling on Europe's roads every day, we must do everything we can to improve the situation." To this end, he encouraged the use of ITS innovations such as trucks travelling in convoy, or 'platoon', linked by smart communications with automatic speed and braking controls. "Not only is this type of transport streamlined for saving energy, it will also help to improve road safety, driver comfort and make better use of road space", said the Vice President. He also stressed that Intelligent transport systems can play a highly beneficial role in preparing European road transport for the future, to make it cleaner, safer and more efficient. "In general, it is estimated that ITS can reduce annual fatalities on Europe's roads by 10% and cut congestion costs by the same amount." he added. Finally, the Commission will continue to support ITS, although the limited financial resources have to be prioritised on the most promising research areas. The full speech can be found [here](#).

### European Commission publishes Action Plan for the European automotive industry

Following the European Commission Cars 21 high level group recommendations report, the ETSC is happy to see the launching of the CARS 2020 Action Plan. The Action Plan identifies intelligent speed management devices and seatbelt reminders, a particularly positive development. ETSC recommends the European Commission to follow up the Action Plan with the appropriate legislative proposals for the full-scale deployment of these life-saving technologies. The plan represents the first concrete delivery of the new policy priorities proposed in the recent

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Communication on industrial policy. It builds on the outcome of the CARS21 High Level Group, in which seven Commissioners, as well as Member States and key stakeholders (including industry representatives and NGOs) were represented. Re-launched in 2010, the CARS 21 Group adopted its Final Report in June 2012. For more information please see [here](#).

### **New safety requirements for new types of motor vehicles come into force on the 1<sup>st</sup> of November**

Among the mandatory measures to be implemented there are safety belt reminders, safety requirements for electric vehicles, easier child seat anchorages (ISOFIX), better protection of passengers against the displacement of luggage in case of the accident and tire pressure monitoring system. In addition, cars will be also equipped with gear shift indicators to help drivers save fuel and reduce CO2 emissions. These new features are required under the General Safety Regulation, adopted in 2009. This one Regulation replaced more than 50 Directives without weakening any safety standard. It thus aims to simplify the European legislation and reduce regulatory and administrative burdens for the vehicle industry. Full press release can be found [here](#).

### **ITS and Road Safety Related Minimum Traffic Information**

The European Commission published the conclusions of the public consultation under the Intelligent Transport Systems (ITS) Directive (2010/40/EU) focusing on 'the provision, where possible, of road safety related minimum universal traffic information free of charge to users.' The objective of the consultation was to collect the opinions of stakeholders and EU citizens on this issue as an input to the development of specifications on road safety related minimum universal traffic information. Indeed, timely warning for unexpected traffic situations could allow motorists to better anticipate, increase their vigilance, and hence avoid potentially dangerous situations. The questionnaire revealed that the harmonisation of the means of dissemination and the definition of a uniform presentation of safety related traffic information to the end-user is strongly supported. Also there was great support for radio, navigation devices, smartphones and low

support for TPEG, mobile phones and specialised web sites. The public consultation survey showed that most stakeholders agree that TERN can be considered an appropriate minimum requirement for road network coverage, leaving open the option of coverage of other roads where safety related traffic information is available. The public consultation showed broad consensus for making all private safety related traffic data available to end-users, although opinions differ on the co-operation model. The results of the consultation can be accessed [here](#).

### **Safer Roads at Rio +20**

In June 2012 world leaders met in Rio de Janeiro for the Rio+20 UN Conference on Sustainable Development to identify challenges and agree new priorities for the international community. Trends identified in Rio, and decisions taken, will define international action on the environment, development and public health priorities. 'Safer Roads @ Rio+20', is an initiative led by the Make Roads Safe campaign, building on the momentum of the UN Decade of Action for Road Safety to broaden the coalition supporting action to prevent 5 million road deaths by 2020. The campaign for 'Safer Roads at Rio+20' was a success and road safety was included in the Rio+20 'Outcome Document', the first time ever that the road injury epidemic has been recognised in a major global sustainable development summit. More details on this initiative can be found [here](#).

## Aviation Safety

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### **EASA publishes proposal for aircrew flight duty times**

On 1<sup>st</sup> of October the European Aviation Safety Agency (EASA) published its final proposal to amend the existing EU regulations on flight and duty time limitations, as well as rest requirements for commercial air transport operations. The proposed rules build upon the current rules and aim at harmonising various national regulations into one EU-wide standard. After two and a half years, EASA's opinion recognises that aircrew "fatigue is one of the major factors affecting human performance" and a potential risk to the safety of air operations. In 2006, the European Parliament and Council of Ministers mandated

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the European Commission and EASA to carry out a medical and scientific evaluation and on that basis to revise, the current EU rules, if necessary. The Opinion will be finalised by the European Commission and needs to be approved by Member States, with parliamentary scrutiny. The new rules are expected to be adopted in mid-2013, and fully implemented by mid-2015.

### Study reveals that fatigue is not uncommon amongst pilots

According to a study published by the European Cockpit Association, a good many number of pilots are dealing with tiredness and fatigue – or are even half-asleep – while behind the control board of a plane. According to the survey conducted in Austria, Sweden, Germany and Denmark, for out of five pilots deal with fatigue while in the cockpit. Furthermore, between 43% and 54% of pilots surveyed in the UK, Norway and Sweden said that they had already fallen asleep involuntarily while flying – and a third of these pilots found their colleagues were also asleep when they woke up. However, this is underreported due to the fear of disciplinary actions or stigmatisation by the employer or colleagues. Therefore 70-80% of fatigued pilots would not file a fatigue report or declare to be unfit to fly. Only 20-30% will report unfit for duty or file a report under such an occurrence. More than 3 out of 5 pilots in Sweden (71%), Norway (79%) and Denmark (80-90%) acknowledge to have already made mistakes due to fatigue, while in Germany it was 4 out of 5 pilots. The publication arrives at a time when the European Aviation Safety Agency (EASA) has published a final proposal on flight and break times for airline pilots and the European Commission must either approve or amend it. The EASA has proposed that the maximum length of red-eye flights should be brought back to 11 hours (a reduction of 45 minutes compared to the currently allowed time – while the European Cockpit Association recommends a maximum of ten hours) and bringing maximum annual flight times down to 1,000 hours (instead of 1,300).

### Commission updates the European Safety list of Airlines

On the 4<sup>th</sup> of December the Commission has adopted the 20<sup>th</sup> update of the European list of air carriers which are subject to an operating ban or operational restrictions within the European Union, also known as “the EU air safety list”. The new list replaces the previous one established in April 2012 and can be consulted on the [European Commission’s website](#). The updated European air safety list includes all carriers certified in 20 States, accounting for 287 known air carriers, whose operations are fully banned in the European Union: Afghanistan, Angola, Benin, Republic of Congo, the Democratic Republic of Congo, Djibouti, Equatorial Guinea, Eritrea, Gabon (with the exception of three carriers which operate under restrictions and conditions), Indonesia (with the exception of six carriers), Kazakhstan (with the exception of one carrier which operates under restrictions and conditions), Kyrgyzstan, Liberia, Mozambique, Philippines, Sierra Leone, Sao Tome and Principe, Sudan, Swaziland and Zambia. The list also includes three individual carriers: Blue Wing Airlines from Surinam, Meridian Airways from Ghana and Conviasa from the Bolivarian Republic of Venezuela.

## Maritime Safety

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### Minimum level of training for seafarers

Safety standards of seafarers were discussed on the 23<sup>rd</sup> of October in the EP’s plenary session in Strasbourg. The MEPs support setting up minimum levels of training, updated medical fitness requirements and tougher certification standards for seafarers. This will bring EU law into line with the revised standards set by the International Maritime Organisation (IMO) and adopted by member states. MEPs have also guaranteed that the new rules will preserve the EU’s stricter limits on exemptions to minimum rest periods and they insist that the requirements for rest periods must be maintained in the case of drill. In addition, the text, which has been agreed with the Council, mandates the Commission to collect data on personnel operating in EU waters, for statistical purposes, in order to get a better picture of the seafarer profession in Europe. The legislation was adopted 619 votes in favour to 16 against and 16 abstentions. For more information please see the [website](#).

## Railway Safety

### Consultation on the prospective use of smartcards

On the 8<sup>th</sup> of November, the European Railway Agency launched a consultation in order to gather opinions from stakeholders on the draft report on the possibility to use smartcard combining data from train driving licenses and complementary certificates. The report contains an outline of technical features for the smartcards, both generic and specific for the train drivers licensing and certification. The report assumes that such smartcards should incorporate data which pertain to the train driving licence and those which pertain to the complementary certificate, in order to detect and eliminate duplications of data and optimise the use of memory.

<http://www.era.europa.eu/Document-Register/Pages/Report-on-the-use-of-smartcards.aspx>

### Commission's long awaited 4<sup>th</sup> Railway package to be adopted

The European Commission is expected to publish its proposals for a fourth railway package early this year – a collection of legislation intended to revitalise the railway market across Europe and open up passenger services to competition. The new measures will strive to ensure nondiscriminatory access to infrastructure and other essential facilities. The Commission argues that the best way to achieve this is institutional separation of infrastructure management from train operations, but given the opposition of some member states, other options are under consideration. Furthermore, the Commission wants to reduce the problems faced by operators in obtaining acceptance for vehicles to run in different countries, by giving the European Railway Agency a stronger role. The third step would be to open up domestic passenger services to competition through a combination of open access rights and the compulsory competitive tendering of public service contracts. After almost a quarter of a century, the separation of infrastructure and operations remains controversial, with France and Germany, in particular lobbying against the proposed liberalisation.

## ETSC and partner organisations news and events

### 30<sup>th</sup> PIN Talk organised in Belgrade



*From left to right: Boban Radoičić, Director Toyota Serbia, Antonio Avenoso, ETSC Executive Director, Ivica Dačić, Prime Minister of Serbia, Stojadin Jovanović, Director Road Traffic Safety Agency, Dušan Rafailović, Secretary of State, Ministry of Transport, Karl Pihl, EU Regulatory Affairs Manager, Volvo Group*

On the 29<sup>th</sup> of November, ETSC, in cooperation with the Serbian Road Traffic Safety Agency organised the 30<sup>th</sup> event in the series of PIN Talks. The event received considerable political support, with the Serbian Prime Minister, Mr. Ivica Dačić, giving the keynote address to the 100 participants. The event focused on the road safety situation in the Republic of Serbia and highlighted the importance of international cooperation and exchange of good practices in order to improve road safety management in the country, which has recently entered the PIN programme.

Further details about the event and speakers' presentations are available [here](#).



## ETSC and partner organisations news and events

### University lecture tour to improve the safety of cyclists



*From left to right: Dr. Gražvydas Jakubauskas, Director Road Transport and Civil Aviation Policy Department, Rimvydas Vaštakas, Viceminister, Ministry of Transport and Communications, Antonio Avenoso, ETSC Executive Director, Lin Domarkiene, Chief Councillor, Mircea Steriu, ETSC Communications Manager, Dmitrij Bial, Chief Specialist of Traffic Safety Division.*

Starting in September 2012, the ETSC team toured selected universities across the EU to spread the findings and knowledge gathered so far in the BIKE PAL project. "Our goal is to increase the visibility of the project, to raise awareness of the need to improve cyclists' safety and to motivate students to take action themselves to make cycling safer in their own community," said Mircea Steriu, ETSC Communications Manager and BIKE PAL project officer. The lectures drew considerable interest, not just from the students, but also from local authorities, NGOs involved in cycling and road safety, and in some cases government authorities. The Lithuanian Ministry for Transport and Communications expressed support for the goals, and the continuation of the BIKE PAL project in their country, where the BIKE PAL team met with the representatives of the ministry to discuss the future steps in the project.

BIKE PAL lectures have, to date, been organised in Estonia, France, Germany, Italy, Latvia, Lithuania, Malta, Poland, Portugal and Spain. Students are invited to apply in groups of two with their cost-effective ideas to make cycling safer in their community. The best applicants will be invited to Brussels for a one-week training camp which will prepare them to refine and subsequently implement their ideas. The BIKE PAL project

receives financial support from the European Commission, the German Road Safety Council (DVR) and Fundación MAPFRE.

Further information about the BIKE PAL project is available [here](#).

### TISPOL road policing seminar and new action plan for 2013

The organisation of the traffic police forces of Europe organised a Road Policing Activity Seminar which took place on Tuesday, the 27<sup>th</sup> of November in Nicosia, Cyprus. The event attracted a total of 60 delegates from across Europe and discussed the effects of the economic crisis as well as developments in the road transport market on crime. Presentations were given by representatives of the Cyprus Ministry of Communications and Works and the Cyprus traffic police, ETSC as well as the police from Finland, Netherlands and the UK. Among the participants there were also representatives from Europol. For more information about the event as well as upcoming seminars, see the [website](#). TISPOL has also published its 2013 [annual action plan](#). Among communication, events and international activities, the organisation aims to increase research and advance on the international technologies that aim to provide safe and secure mobility. They will move ahead with the discussion on the detection and deterrence of the misuse of driving hours and the manipulation of digital tachographs. The organisation will also establish a technology working group who will seek best practices and solutions for the safety of road users.

### Registration opens for the International Research Council on the Biomechanics of Injury (IRCOBI)

The 2013 IRCOBI conference will take place at Chalmers University of Technology in Gothenburg on the 11<sup>th</sup> to the 13<sup>th</sup> of September 2013. The IRCOBI conference has a long standing tradition and has been taking place annually since 1973 establishing itself as the premier forum for researchers in the field of injury biomechanics. The last conference took place in September 2012 in Dublin and featured about 80 presentations and attracted over 170 delegates.

Researchers in the fields of biomechanics, crash

## ETSC and partner organisations news and events

mechanics, accident reconstruction, sports injury, tissue modelling, epidemiology and all other fields relating to the biomechanics of injury and protective systems are invited to attend. For more information on the upcoming conference visit the [website](#).

### France National Council of Road Safety reconvenes for the first time since 2008

The ministry of interior Manuel Valls has reconvened the National Council of Road Safety (NCRS) – a consultative body - who met for the first time since 2008 on the 27<sup>th</sup> of November this year. The role of this council is to set priorities and evaluate policies at the national level in the field of road safety. It is also responsible to submit to the Government proposals to fight against road deaths and to carry out checks to assess the actions implemented each year. Bringing together representatives of all road users, the NCRS aims to be a “parliament of road safety”, that is to say, a place of debate with the aim of increasing the participation of citizens concerning road safety matters. The minister has defined two sets of key priorities for the NCRS. Work will be undertaken on the main road killers (alcohol, drugs and speed) and vulnerable road users: young people and of power two-wheeled riders. Motorcyclists and other power-two wheeled drivers will be given special attention as their mode of travel makes them particularly vulnerable - in 2011, 23% out of all road deaths were motorcyclist. According to ETSC's 6<sup>th</sup> Pin Report, France has achieved a 51% reduction in road deaths since 2001 but further work needs to be done in order to achieve the 2020 EU target of halving road deaths. The reestablishment of the Road Safety Council is a commendable step in achieving this. For more details on the councils work and targets please see their [website](#).

### Social Attitudes to Road Traffic Risk in Europe (SARTRE 4) final conference

The results were presented on the 9<sup>th</sup> of November and were based on surveys conducted on car drivers, motorcycle riders, pedestrians, cyclists and other road users. The project aimed at addressing road safety policies in order to better adapt to the growing numbers of seniors and see what are the attitudes towards eco-driving, car sharing and

hybrid vehicles. The first three editions focused more on car drivers while Sartre 4 tackled for the first time the motorcycle and other road users. Also the project benefited from a sample of 21 280 respondents from 43 countries. The added value of this project is that policy makers now have a better grasp of the people's attitude, their perceptions and level of education towards road safety. The results of the survey can be used for new laws such as harmonisation across EU, introducing intelligent transport systems (by seeing what people consider acceptable or not acceptable) and therefore lead to better training and education of the citizens.

More information, the full report and presentations of the researchers can be found [here](#).

### 12 Ways to Make Roads Safer for Pedestrians – new report from the International Transport Forum

A new international report from ITF was launched early November. The publication highlights ways for policy makers to improve walking conditions for more liveable cities. The study, entitled “Pedestrian Safety, Urban Space and Health”, gathered a Working Group of transport experts, urban planners from 19 countries and the World Health Organisation under the leadership of the ITF. Key facts of the report underlined that walking represents up to 50% of trips in urban areas and that the life of a city is closely linked to people being out and about on foot for many purposes. Also, according to the report, a 80% drop in pedestrian risk of death is achievable by traffic speed reductions from 50 km/h to 30 km/h. Lowering motorised traffic speeds is key to improving pedestrian safety. The report underlines that around 30% of pedestrians have impaired mobility at any given time – from mothers negotiating traffic with young children to walkers carrying heavy items to older pedestrians with physical handicaps. Up to 75% of pedestrian injuries result from walkers falling in public spaces. This hazard is in part related to maintenance and design of public spaces, not to a collision with a vehicle. This is underrated and frequently ignored. For more information on the report please click [here](#). ETSC has already undergone work on safe mobility in cities in its [2009 PIN Report, “2010 on the Horizon”](#).

## ETSC and partner organisations news and events

### ETSC Receives Prince Michael International Road Safety Award

The Prince Michael Road Safety Awards were established in 1987 to give recognition to those improving road safety throughout Britain. The award recognises achievements and innovations which will improve road safety. Each year the most outstanding examples of international road safety initiatives are given public recognition through the scheme. Antonio Avenoso, ETSC Executive Director received the Award on behalf of ETSC: "I am deeply honoured to receive the Prince Michael Award, one which is presented to individuals and organisations with the highest level of commitment towards improving road safety". "The award is not just recognition of the advocacy work done by ETSC, but also of the high quality work of our Member Organisations, throughout Europe and even beyond, and of the experts we gather in our continuous work towards scientifically-based policymaking. I promise this Award will act as a further spark in our efforts to contribute towards a reduction of the number of road casualties," added Mr. Avenoso.

### New Road Safety ISO to help businesses

The new ISO 39001:2012 standard specifies requirements for a road traffic safety (RTS) management system that will enable an organisation that interacts with the road traffic system to reduce death and serious injuries related to road traffic crashes. The [requirements](#) in ISO 39001:2012 include development and implementation of an appropriate RTS policy, development of RTS objectives and action plans, which take into account legal and other requirements to which the organisation subscribes, and information about elements and criteria related to RTS that the organisation identifies as those which it can control and those which it can influence. The new standard lays down harmonized requirements, based on international expertise and applicable to all countries, to support all public or private sector organisations involved in regulating, designing or operating road transport. It will also help by providing a framework for contracts and communication between regulators, vehicle manufacturers and their suppliers. ISO 39001 will be useful for organisations involved in road-safety related activities as varied as auditing the effectiveness of road safety programmes or

providing funding or awarding prizes for road safety. The standard has been developed with the support of experts from 40 countries and 16 liaison organisations, including the World Health Organisation, and the World Bank. The new ISO is also widely regarded as a significant contribution to the United Nations' Decade of Action for Road Safety 2011-2020.

### 2013 Young Researcher of the Year Award Competition is now open

The award is offered by the International Transport Forum at the OECD, an intergovernmental organisation that acts as a think tank for the transport sector and brings together transport ministers from its 54 member countries and beyond through an annual meeting. The theme of the 2013 Summit is "Funding Transport". The Young Researcher of the Year Award aims to encourage and reward creative reflection and analysis by young academics under 35 years of age who are investigating and want to make a contribution in the field of transport for the well-being of the society. A prize of 5,000 Euros and an invitation to the Annual Summit of transport ministers in Leipzig, Germany on 22-24 May 2013 awaits the winner of the 2013 Young Researcher of the Year Award for the best paper analysing interlinkages between financial needs and specific projects in the transport sector. The deadline for submissions is Friday, 15 February 2013.

For more information, including the application form, visit the International Transport Forum website at [www.internationaltransportforum.org/2013](http://www.internationaltransportforum.org/2013).

### European Week for Safety and Health at Work (EU-OSHA)

From the 22<sup>nd</sup> to the 26<sup>th</sup> of October, the 2012 European Week for Safety and Health at Work brought to the attention the role of strong management leadership combined with active worker participation in making sure that Europe's workplaces are safe, healthy and productive. Organised by the European Agency for Safety and Health at Work and its partners, the event took place all across Europe in support of the Healthy Workplaces Campaign 'Working together for risk prevention'. In support of this campaign, the agency has prepared two practical guides on

## ETSC and partner organisations news and events

management leadership and worker participation in occupational health and safety. [The first one](#) gives business leaders practical information on how safety and health can be improved through effective leadership, worker involvement and ongoing assessment and review. The guide [Worker Participation in OSH](#) shows how workers can use their knowledge to actively liaise with managers to improve workplace safety and health. It outlines the respective roles, responsibilities and legal duties of workers, their representatives and employers. The guides also contain useful 'checklists' for both employers and workers and their representatives. ETSC has published a road safety manual which brings together different road safety at work related topics and is available [here](#).

### Health promotion in the road transport sector – fact sheet now available in 24 EU languages

The European Agency for Safety and Health at Work has now made available on their website the report on the healthiness of workers in the road transport sector in 24 European languages. According to the publication, promoting health at the workplace requires a holistic approach and any scheme should consider all aspects of the workers life from the private to the working life and the many interactions between the two. Working conditions are known to influence the general health of workers; for example, sedentary work can contribute to obesity. Similarly, workers' personal habits, attitudes and lifestyle choices affect their health and wellbeing, and also can have an impact on their work performance. The [report](#) maps the most common health problems of road transport workers and offers science based recommendations as well as guidance and best practice for enterprises to take on for the benefit of their employees.

### DaCoTA Project publishes latest findings

The European Road Safety Conference on data and knowledge-based road safety policy-making took place in Athens on the 22<sup>nd</sup> and 23<sup>rd</sup> of November 2012. The conference aimed to interactively involve all who work in the road and vehicle safety community including policy-makers, their advisors, road safety researchers, experts and others involved in road safety policy-making. High-level speakers presented the latest developments in road safety policy and speakers in technical sessions spoke about the latest research developments. Delegates were invited to submit posters describing their own recent research contributions to casualty reduction. Full details can be found [here](#).

### Inauguration of the remembrance ground for Road Traffic Victims

On the 21<sup>st</sup> of September 2012 the vice-president of the European Federation of Road Traffic Victims (FEVR) held a speech at the inauguration of the memorial in the honor of the traffic road victims in Luxembourg. "Dedicating a memorial to the victims of the road is the materialisation of the social desire to honor the memory of those who fell in the continuous war we battle on the streets and roads of the world", said Mr. Manuel João Ramos, vice-president of FEVR. The memorial also stands as a recognition and public corporate responsibility to the trauma and suffering of individuals who lost their lives on the roads of any country but also to their families and the ones left with disabilities. Photos and the full speech can be found [here](#).



European Transport Safety Council

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ETSC is grateful for the financial support provided for the Safety Monitor by

ACS - Alcohol Countermeasure Systems Shell International Volvo Group Toyota Motor Europe 3M Fundación MAPFRE  
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