



SAFETY MONITOR

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

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SUMMARY

Council of Ministers

- The Greek Presidency outlined its priorities for transport safety (p.1)
- Reached a common position on the training of professional drivers (p.3)
- Reached political agreement on the Single European Sky package (p.5)

The European Commission

- Published the first calls for proposals within the Sixth Framework Research Programme (p.2)
- Adopted a draft Directive on the minimum safety requirements for tunnels (p.3)
- Took steps to improve maritime safety (p.4)

The European Parliament

- Exchanged views on transport issues related to Enlargement with the Commission's Director-General for Transport and Energy, François Lamoureux (p.2)
- Adopted the first reading on the second railway package (p.6)

European Transport Safety Council

- Brought senior policymakers and professionals together in the 5th European Transport Safety Lecture on the theme "Ageing Europe: the challenges and opportunities for transport safety" (p.7)



ACROSS THE MODES

COUNCIL OF MINISTERS

Greek Presidency Transport Safety Priorities

The Greek Presidency set out its priorities in transport safety for the next six months (*See Greek Presidency's website at: www.eu2003.gr*).

The Presidency considers work on the EU Third Road Safety Action Programme as a top priority. It is also particularly interested in the urban transport sector, on which it will hold discussions.

In maritime transport, emphasis will be given to improved ship safety and quality shipping, as well as training, employment and mechanisms to motivate young people to work in this sector.

In relation to pending safety issues, the Greek Presidency will continue work on:

- The second railway package (*See p. 6*)
- The revision of guidelines for the trans-European networks (*See p.2*)

Mr Verelis, Minister for Transport and Communications came before the RETT Committee on 21 January 2003 to discuss the transport priorities of the Greek Presidency.

The Third Road Safety Action Plan was expected shortly from the Commission and the Transport

Council would expect to adopt its Resolution on this plan at its June meeting.

On a question raised by Brian Simpson (PSE, UK) on the issue of flight time limitations (*See Safety Monitor 43*), Mr Verelis said that the Greek Presidency would be looking into this issue but a majority was still lacking in the Council for the suggestion put forward by the European Parliament.

EUROPEAN COMMISSION

First calls for proposals under the Sixth Framework Research Programme published

On 17 December 2002 the first calls for proposals introducing new instruments such as integrated projects was published and the Sixth Framework Programme for Research, Technology Development and Demonstration (2002-2006) (FP6) was formally launched (*See Cordis website at: <http://fp6.cordis.lu/fp6/calls.cfm>*.)

Trans-European network in an enlarged Union

Commissioner Loyola de Palacio, responsible for Transport and Energy, has set up a High-Level Group to assist the Commission with preparation, by the end of 2003, of a proposal for far-reaching revision of the 1996 guidelines for the trans-European transport network and, in particular, the list of priority projects adopted by the Essen European Council (*See Safety Monitor 42*).

The group is chaired by former Commissioner for Transport, Karel Van Miert, and is made up of representatives from the Member States and the candidate countries. The Group will have to recommend, from the proposals made by each State, a limited number of priority projects on the major corridors which will carry the heavy flows of traffic between the States in the enlarged Union.

EUROPEAN PARLIAMENT

White Paper on European Common Transport Policy

The adoption of the Resolution of the European Parliament on the White Paper has been postponed to the February plenary session (*See Safety Monitor 44*).

Transport Safety Budget

The European Parliament proceeded to the second reading of the 2003 Budget at its Strasbourg plenary meeting on 19 December 2002 (*See Safety Monitor 44*).

The European Parliament re-introduced at second reading the amendment increasing by 1 meuro the commitment appropriations for the transport safety budget line B2-702, which was rejected by the Council on 26 November.

Exchange of views with the European Commission's Director-General for Transport and Energy on Enlargement

The European Commission's Director-General for Transport and Energy, François Lamoureux, discussed transport issues in relation to enlargement with members of the RETT Committee on 3 December 2002.

The RETT committee expressed serious concerns about safety in Community waters after the enlargement process. Brian Simpson (PSE, UK) stated that the Union's merchant navy fleet would double in size after the accession of Malta and Cyprus which would have serious consequences for maritime safety, as many Maltese and Cypriot ships sail under flags of convenience. François Lamoureux responded that the problem had not been tackled yet in the negotiation process with the two candidate countries.

Dieter Koch (EPP-DE, D) asked when the European Commission would adopt its Third Road Safety Action Plan and whether the Commission's ambitious target of halving road deaths by 2010 would also apply to the candidate countries.

Eva Hedkvist Petersen (PSE, S) underlined that the applicant countries had witnessed about 11,600 road deaths for the year 2000. She noted that if we added the 40 000 road deaths of the current Member States, the EU target would be even more ambitious. She therefore stressed the importance of the EU Third Road Safety Action Plan and urged the Commission to adopt it as soon as possible.

Francois Lamoureux acknowledged the delays in adopting the Third Road Action Programme.

He explained this important delay with the difficulties faced by the European Commission to find a legal basis for harmonisation of penalties on the trans-European network.

The Chairman of the RETT Committee, Luciano Caveri (ELDR, I) announced that his Committee would organise hearings with the transport Ministers of the candidate countries in 2003.

ETSC's expectations of the new road safety programme are set out in its newsletter Visions, Targets and Strategies (www.etsc.be/new.htm).

External relations of the European Union in the field of transport

The RETT Committee held a debate at its meeting on 20 January 2003 on the 17 amendments tabled on the Simpson's own-initiative report (PSE, UK) on the external relations of the EU in the field of transport (*See Safety Monitor 44*).

Several amendments called for a high level of safety when liberalising the railways in Eastern European countries. The report is expected to be adopted at the February RETT Committee meeting.



ROAD SAFETY

COUNCIL OF MINISTERS

Training of professional drivers

The December Transport Council adopted its common position with a view to the adoption of a Directive on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods and passengers (*See Safety Monitor 39 and 36*). The Danish and German delegations abstained in the vote.

The Council approved fully the aim of the Commission's proposal. It is in favour of introducing mandatory initial and continuous training for professional drivers. However, the Council noted that it was important to take more into account the functioning of the transport sector in EU Member States in defining the implementing mechanisms of the draft Directive. This approach led the Council to introduce, in comparison to the Commission's original

proposal, a number of new elements in its common position.

The Council's common position provides for a dual system as regards the initial qualification. In addition to the attendance of mandatory courses and an examination (Commission's original proposal), Member States will now be able to choose a system which involves only examination (theoretical and practical tests).

Furthermore, under certain conditions, Member States may also provide for a system of accelerated initial qualification where courses are shorter but the attendance is mandatory.

The European Commission originally proposed that a Community code on the driving licence should indicate those who undertook training. To avoid a situation where the period of validity of the driving licence and training requirements do not coincide, the Council suggested an alternative in its common position. It proposed that the certification may be issued in the form of a new "Driver training and qualification card". In the annex II of its common position, the Council detailed arrangements for a European Community model for a driver qualification card.

The common position also added two categories of drivers to be exempted from the scope of the Directive: drivers of vehicles used in states of emergency or assigned to rescue missions and of vehicles used in the course of driving lessons.

EUROPEAN COMMISSION

Minimum safety required for tunnels

The European Commission adopted on 16 January 2003 a new proposal for a Directive on harmonised minimum safety requirements on infrastructure, operation, traffic rules and signing in tunnels on the Trans-European Road Network.

The Directive defines a set of standards relating to the organisation, the roles and responsibilities of the various bodies in charge of safety in tunnels as well as technical standards for tunnel infrastructure, operation, traffic rules and user information. It requires in particular that every country designates an administrative authority responsible for safety in tunnels and one or more inspection bodies to carry out the evaluation tests or inspections.

The European Commission proposes that all tunnels longer than 500 metres and part of the Trans European Road Network should be subject to new harmonised minimum safety requirements. More than 500 tunnels in operation, under construction or at the design stage would be affected by the proposed rules. In most countries, tunnels should comply with the new standards within ten years of entry into force of the Directive. In the first 6 year period, 50% of the tunnels would need to comply with the norms.

In the meantime, the European Commission was setting up a working group of national experts to gather the data needed for harmonised procedures for risk analysis, to prepare further improvements of minimum safety provisions and to collect information on new traffic management techniques.

The draft Directive is available at: http://www.europa.eu.int/comm/transport/themes/land/safety_tunnels/2002_0769_en.pdf

Member States fail to bring into force European road safety rules

The European Commission decided to send on 17 December 2002 a reasoned opinion to 7 Member States (Austria, Germany, Spain, Ireland, Luxembourg, Portugal and the United Kingdom) for failing to bring into force European rules on the roadworthiness inspection of heavy commercial vehicles circulating in the EU.

The Directive should have been transposed by all by 10 August 2002. Such a letter marks the final stage before a formal complaint is lodged with the European Court of Justice.

New data on CARE Database

Data for Spain for the years 1999, 2000 and 2001 have been added on the CARE Database in January 2003 (See http://www.europa.eu.int/comm/transport/home/care/new_en.htm and Safety Monitor 44).

EUROPEAN PARLIAMENT

Driving Time

The January plenary session of the European Parliament adopted the report on the proposal for a Driving Time Regulation (first reading).

An amendment ensuring that the Working Time Directive and the Driving Time Regulation are compatible, has been endorsed by the plenary session (See Safety Monitor 44 and ETSC's report on "The role of driver fatigue in commercial road transport crashes" at: <http://www.etsc.be/rep.htm>).

Seat belts

On this issue, the Rapporteur Eva Hedkvist Petersen (PSE, S) recommended to the RETT Committee that the Council's common position should be adopted without any amendments. She was supported by the other members of the RETT Committee (See Safety Monitor 44).

The recommendation for second reading is expected to be adopted in February in RETT Committee and in March in plenary.



MARITIME & INLAND WATERWAY SAFETY

COUNCIL OF MINISTERS

EU-China Maritime Agreement

Transport Commissioner Loyola de Palacio, Danish President of the Council Bendt Bendtsen and the Chinese Minister for Communications, Mr. Zhang Chunxian formally signed the EU-China Maritime Agreement on 6 December 2002.

"The Agreement finally puts into a common legal European framework the evolution of maritime relations with China which has been gradually established over the last decades. But it also goes beyond that by establishing an increased co-operation of the EU with China, a major player of the maritime sector, in areas such as safety, training and security" said Transport Commissioner Loyola de Palacio.

EUROPEAN COMMISSION

The European Commission takes steps to improve maritime safety after the Prestige disaster

In a Communication to the European Parliament and the Council adopted on 3 December 2002, the European Commission proposed several measures in response to the "Prestige" accident.

The European Commission regretted the slow pace of adoption and implementation of the Erika I and II packages and has already taken initiatives with a view of their earlier application:

- Earlier establishment of the European Maritime Safety Agency (EMSA). Without waiting further for the Council's decision on the location of the EMSA, the Transport Commissioner Loyola de Palacio, decided to call the inaugural meeting of the Administrative Board in the Commission's offices in Brussels on 4 December 2002.
- Publication of an indicative black list of substandard vessels detained on several occasions in European ports for failing to comply with maritime safety rules. The 66 ships, representing 13 flags, would have been refused access to European ports if the latest amendments on the Directive on port state control had been in force.
- Closer monitoring of the performance of the classification societies
- Establishment of a trans-European data exchange network for vessel traffic monitoring, known as "SafeSeaNet".
- Speeding up preparation of the plans to accommodate vessels in places of refuge.

The Commission also called on Member States:

- to recruit a sufficient number of Port State Control inspectors to meet strictly the minimum inspection rate of 25% set in the Directive on port state control (*See Safety Monitor 39*) and to ensure a sufficient level of inspection in all their ports and anchorage areas.
- to ratify without delay the Protocol establishing a Supplementary Fund for compensation for oil pollution incidents and to ensure that the fund covers damage up to EUR 1 billion and is fully operational before the end of 2003.

The Communication also proposed to Member States additional measures to supplement the action already taken in the Erika packages. Following the December Transport Council's broad endorsement of the Communication, the European Commission has already made two proposals:

1) Ban on the transport of heavy fuel oil in single-hull oil tankers bound for or leaving EU ports:

The European Commission proposed on 20 December 2002 to amend the Regulation (EC) 417/2002 on the accelerated phasing out of single-hull oil tankers (*See: http://www.europa.eu.int/comm/transport/index_en.html and Safety Monitor 38*).

The three main amendments to the existing Regulation were:

- A provision requiring that heavy oil must only be carried by double hull tankers.
- A revision of the phasing-out scheme which would consist of lowering the age limits and bringing forward the cut-off dates to those originally proposed in the Erika-I package.
- A broader application of the special inspection regime for tankers to assess the structural soundness of single hull oil tankers more than 15 years old.

2) New rules to ensure minimum skills of non-Community crew:

The European Commission proposed on 17 January 2003 the introduction of a Community-wide recognition system for certificates of competency issued to seafarers from outside the European Union and providing for specific procedures to monitor compliance by third countries with the international maritime training and certification requirements (Amendment to Directive 2001/25/EC).

Loyola de Palacio, Transport and Energy Commissioner, explained that "It is our responsibility to require the highest skills levels for the crew on EU ships. This proposal is an important part of our overall strategy to improve maritime safety and will complete accordingly our action favouring the development of EU flags".

Member States failed to implement seafarers' working hours

The Commission has sent letters of reasoned opinion to France, Luxembourg, Belgium and Italy on 17 December 2002 for failure to transpose into national law the EU rules on the hours of

work of seafarers on board of ships calling at Community ports. These Member States should have implemented the rules by 30 June 2002.



AIR SAFETY

COUNCIL OF MINISTERS

Single European Sky Package

The December Transport Council reached a political agreement on the package of proposals providing for the creation of a "Single European Sky" (*See Safety Monitor 43*).

The political agreement resolved a number of outstanding issues most of which concerned the relationship between Single Sky provision and military use of airspace.

Transport Commissioner Loyola de Palacio expressed her satisfaction: "We assist in a major change in air transport in Europe, which will benefit passengers and airlines as it will give more possibilities of flights and will increase the safety" she said. She added that the European Commission would maintain its efforts to preserve and improve the working conditions of air traffic controllers, whose work was key to a safe and efficient single sky.

Common positions on the four proposals would be adopted without further discussion at a forthcoming Council meeting, and sent to the European Parliament for second reading under the co-decision procedure.

Tightened EU rules in the field of civil aviation security

The outcome reached by the conciliation committee has been approved by the European Parliament at its plenary session in Strasbourg on 5 December 2002 (*See Safety Monitor 44*).

The Council of Ministers formerly adopted the Regulation on common rules for civil aviation security on 9 December 2002.

Transport Commissioner Loyola de Palacio welcomed the final adoption of the proposal: "The security of European citizens must be guaranteed: only the uniform, effective application of these

measures will enable all Europeans to continue to have confidence in EU skies and airports".

EUROPEAN PARLIAMENT

Air Transport Statistics

The European Parliament approved the common position on statistical returns in respect of the carriage of passengers, freight and mail by air with no amendments at its Strasbourg plenary session on 18 December 2002 (*See Safety Monitor 44*).



RAIL SAFETY

EUROPEAN COMMISSION

EU Strategic Rail Research Agenda

The European Rail Research Advisory Council (ERRAC) presented in Brussels on 18 December 2002 a comprehensive Strategic Rail Research Agenda (SRRA), which identified key scientific and technological priorities for both passenger and freight rail transport over the next 20 years (*See Safety Monitor 39*).

The SRRA has proposed a numerical target to reducing fatalities by 50% to ensure that rail transport remains the safest mode of transport.

ERRAC members agreed on other precise, quantified objectives for rail transport set for 2020. In particular, these included obtaining a 15% share of the freight transport market and 12% share of the passenger market. To meet this goal, the SRRA was directly supporting key European Union transport policy objectives such as re-balancing the transport modes in favor of rail and creating a single railway market.

The first call of the 6th Framework Programme (*See p.2*) identified four key project areas, which followed up the activities of the ERRAC and the Strategic Rail Research Agenda.

EUROPEAN PARLIAMENT

Second railway package

The European Parliament adopted its recommendations for first reading on the second railway package at the Strasbourg plenary session on 14 January 2003

On the Safety of Railways Directive, the European Parliament took on board a large number of amendments adopted by the RETT Committee (*See Safety Monitor 44*).

Astonishingly, one amendment which undermined the full independence of accident investigation bodies (*Amendment 56*) was adopted by MEPs in their plenary vote. However, this was not accepted by the Commission. In the plenary debate, Transport Commissioner Loyola de Palacio said that she could accept most of the amendments relating to safety except those which could jeopardise the independence of any accident investigation body.

The report by Gilles Savary (PES, F) on the setting up of a European Railway Agency (ERA) was adopted as amended by the RETT Committee (*See Safety Monitor 44*). In the plenary debate, Commissioner Loyola de Palacio said that she could also accept amendments relating to the new Agency except those that were seeking to change its role from an advisory to a decision-making body.

The December Transport Council held a debate on the second railway package, focusing on two issues, namely safety targets and interoperability in the tran-European rail system, for which a series of options were suggested by the Presidency.

On the issue of common safety targets and common safety methods, the President noted that a majority of delegations expressed a preference for the option whereby the Member States can maintain or adopt higher standards and impose them in a non-discriminatory manner on all railway companies, including those from other Member States wanting to access their network.

Regarding interoperability, he stated that there was no majority preference at this stage but that note had been taken of the positions expressed by delegations.

The Council's common position on the second railway package is expected to be adopted at the March Transport Council.

ETSC NEWS

Ageing Europe and Transport Safety

In the 5th European Transport Safety Lecture "Ageing Europe: the challenges and opportunities for transport safety", Professor Liisa Hakamies-Blomqvist, Chairman of the OECD expert group on ageing and transport, challenged the concept that older drivers presented an increased risk for other road users and that age-related driver screening improved road safety.

Addressing transport safety policymakers and professionals from across Europe, her key messages in the Lecture organised by the European Transport Safety Council on 22 January 2003 were:

- Mandatory age-related driver testing does not lead to safety benefits
- Traffic safety may be diminished by making safe older drivers stop driving prematurely and switch to less safe modes of travel
- A sound research evidence-based view of the complex problems of ageing and safe transportation should be implemented among decision makers. Viewing traffic safety in a public health perspective will be useful in balancing the legitimate demands of ageing citizens concerning both mobility and safety.
- The costs of measures benefiting older road users should not be exaggerated
- Improvements in road infrastructure, speed management, vehicle design benefiting older road users will benefit users of all ages.

Responding to the lecturer, Mrs Isabelle Durant, Belgian Deputy Prime Minister and Minister for Mobility and Transport Isabelle said: "Professor Hakamies-Blomqvist's policy recommendations should be implemented around Europe. Older pedestrians and cyclists are particularly frail. I am, therefore, in favour of stronger regulation for the design of car fronts for pedestrians than what the industry suggested last year. Besides, in order to ensure maximum mobility and safety to all, in particular older drivers, we should not impose mandatory screening tests after a certain age. Elderly citizens do not pose a particular risk. But, because some have individual health difficulties, we need adequate incentives and support."

Professor Herman De Croo MP, Speaker of the Belgian Chamber of Representatives and Chairman of ETSC's Board said "It is clear that we need to cater much better for citizens, including older road users, in the design of our towns and cities, and in the design of vehicles used there if we are going to meet the highly ambitious new EU-wide target to reduce road deaths by 50% by 2010."

ETSC experts considered the implications for national and EU action.

Safer vehicles: Professor Murray Mackay (UK)

- A Directive on safer car fronts for pedestrians is needed mandating the four EEVC crash tests for new car designs without further delay
- A Directive on mandatory fitment of daytime running lights for motorcycles to increase their visibility to older people
- Include better car-to-car compatibility in 6th Framework Research Programme

Safer roads: Fred Wegman (NL)

- Encourage Member States to introduce a functional road network hierarchy and match speed limits, layout and design according to function e.g. Dutch sustainable safety policy, for road users in general

- Produce best practice EU handbook on safe infrastructure and older road users
- Encourage review of existing road design guidelines in EU Member States
- Include older road user safety in 6th Framework Research Programme

Influencing road user behaviour: Bernhard Biehl (D)

- No requirements for general medical checks and driving tests for older people in the forthcoming Directive on driving licences
- Encourage car manufacturers through legislation and consumer information to provide vehicles with a higher safety standard, more comfort than power, and not to over-provide IT equipment
- Better integration of different transportation modes
- Making users aware that the roads should be used for transport and travel rather than sport

The full text of the Lecture, as well as the presentations from the other speakers, are available from the ETSC secretariat (hard copy) or on ETSC's website <http://www.etsc.be/eve.htm>

INTERNATIONAL EVENTS DIARY

| | |
|-----------------|---|
| 10 June 2003 | Best in Europe 2003 "Targeted road safety programmes in the EU" , to be held in Brussels, Belgium, Contact: Michèle Bullaert, Events Officer, Tel: +32 (0)2 230 41 06/40 04, Fax: +32 (0)2 230 42 15, Email: m.bullaert@etsc.be |
| 11-13 June 2003 | Tenth International Conference "Living and walking in Cities" , to be held in Brescia, Italy, Contact: University of Brescia, CesCAM, Michèle Pezzagno, Tel: +39 030 3715 823/502, Fax: +39 030 3715 503, E-mail: cescam@ing.unibs.it |
| 13 June 2003 | International Conference "Vision Zero: from Theory to Practice" , to be held in Bern, Swiss, Contact: Swiss Council for Accident Prevention, Tel: +31 390 22 22, Fax: +31 390 22 30, E-mail: pri-seminar2003@bfu.ch , Website: pri-seminar2003.ch |
| 6-9 June 2004 | 7th World Conference Safety: 2004 , to be held in Vienna, Austria, Contact: Austrian Board for Safety and Prevention, Tel: +43 1 715 66 44 313, Fax: +43 1 715 66 44 30, E-mail: safety2004@sicherleben.at , Website: www.safety2004.info . |

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