

Safety Monitor

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

JULY

04

NUMBER

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Editorial

This is an important period for European policy making with a new Parliament beginning its work and a new Commission being assembled. For European transport safety it is also the beginning of a key period.

In all modes there are institutional changes or major policy reviews due in the near future. The maritime, rail, and aviation safety agencies will all be operating in their permanent locations by the end of next year. Also due by then is the review of the Community's Road Safety Action Programme.

The MEPs, re-elected and new, who are beginning their five year mandate thus have a short period before they take important decisions on transport safety. Most important will be the vetting of the new Commission in October. MEPs will need to ensure that all new Commissioners are committed to a safer European transport system, not just the transport Commissioner, but also those designated with health, consumer protection and single market briefs.

Following the start of the new Commission, MEPs will need to remain vigilant when the Commission presents its proposals. MEPs need to ensure that commitments contained in both the White Paper on the Common Transport Policy and the 3rd Road Safety Action Programme are being coherently and sufficiently implemented. Similarly, MEPs will need to ensure that the safety agencies and the Commission are co-operating effectively to improve safety.

Thus, the power our European representatives have in providing safer transport is not restricted to enhancing individual legislative acts. It extends to being a powerful watchdog and promoting safety and security across the transport system for all.

Jörg Beckmann
ETSC Executive Director

Accross the Modes

EU MONITOR

Brief news

Dutch EU Presidency

Taking over the Transport Council's Presidency on 1 July 2004, Dutch Transport Minister Karla Peijs said she would use the upcoming months in particular to promote maritime and inland waterway transport. To advance this mode of transport, she wants to reduce administrative burdens and improve the quality of services by introducing a quality seal (see p. 6). Other major dossiers include the proposed Directive on River Information Services, port security and the liberalisation of port services.

Regarding road transport, the Presidency will organise a conference in November focussing on "innovation in infrastructure". It will also seek to achieve progress on the European-wide harmonisation of driving licences, proposed by the Commission in October 2003. In the railway sector, the Netherlands will focus on getting the EU-wide locomotive engine driver's licence, part of the third railway package, on track. See [Dutch Presidency: priorities](#)

European Parliament

With the new European Parliament committee structures have been revised. The Committee on Regional Policy, Transport and Tourism (RETT) has been split into a Committee on Transport and Tourism (TRAN) and a Committee on Regional Development (REGI). On 23 July, Paolo Costa (Alliance of Liberals and Democrats for Europe, Italy) was elected Chairman of the TRAN Committee. Vice-Chairmen are Luis Queiró (European People's Party, Portugal), Sylwester Chruszcz (Independence and Democracy, Poland) and Gilles Savary (Party of European Socialists, France). See [Parliament website](#).

Road Safety

EU MONITOR

Driving and rest times

BACKGROUND In a new proposal for a Regulation on driving and rest times, tabled in August 2003, the Commission has included 47 out of 69 amendments adopted by the European Parliament in the first reading of a previous draft (see [Safety Monitor 50](#)). The proposal now links the Regulation with the Working Time Directive (2002/15/EC).

NEWS The Council has reached a political agreement on the draft "driving and rest times" Regulation. The compromise provides for a minimum daily rest time of 9 hours. The agreed maximum weekly driving time is 56 hours, and drivers must take at least one weekly break of 45 hours during two con-

secutive weeks. The Council wants enforcement officers to be able to check "the current week and the previous 15 days" and, after 1 January 2008, "the current day and the previous 28 days".

FUTURE STEPS Once the text has been finalised, it will be formally adopted by the Council and transmitted to the European Parliament for second reading.

First proposal: 12/10/2001

EP report: 05/11/2003

EP 1st reading: 14/01/2003

Modified proposal: 11/08/03

Compliance with social legislation

BACKGROUND With the proposed new 'enforcement' Directive (replacing Directive 88/599/EEC) the Commission aims to tighten up checks and penalties for infringements of social legislation relating to commercial road transport.

NEWS Member States have reached a political agreement on the draft Directive on enforcement standards for social legislation in commercial transport. They endorsed the proposal by qualified majority voting, with France voting against and Germany stating a parliamentary reserve.

FUTURE STEPS Once the text has been finalised and formally adopted by the Council, it will be transmitted to the European Parliament for second reading.

First proposal: 21/10/2003

EP report: 17/03/2004

EP 1st reading: 20 April 2004

Road charging for lorries

BACKGROUND With the new 'Eurovignette' proposal, the Commission wants to set new rules for national toll systems to better reflect the external costs of road transport. The most pivotal issue remains the question of how revenue from the tolls should be spent (see [Safety Monitor 53](#)).

NEWS EU Transport Ministers failed once again on 11 June to agree a common approach to road user charging for heavy goods vehicles. Other than on the contentious issue of how the revenues must be used, divergences also (re)emerged on the method

applied to calculate tolls, the increases Member States may apply to tolls in sensitive areas, and the definition of the infrastructure construction costs, among other issues.

FUTURE STEPS A series of working group meetings will now try to make headway on the issue before the Council's next meeting in October.

First proposal: 23/07/2003

EP report: 17/03/2004

EP 1st reading: 20/04/2004

Brief news



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Pedestrian protection

The feasibility study required under the terms of the 2003 Directive on pedestrian protection has now been completed. The study examines the requirements of the second phase of the Directive and assesses their implications for the construction of vehicles and their functionality and safety. It also debates the use of alternative active safety systems which should, according to the text of the Directive, afford at least the same level of protection as the existing provisions, i.e. the EEVC tests. Stakeholders have been invited to comment on the issue before 15 October 2004. See [DG Enterprise website](#).

Digital tachograph

The Transport Council has decided to postpone the mandatory fitting of digital tachographs in EU heavy vehicles by one year (see [Safety Monitor 53](#)). The original deadline was 5 August 2004, according to [Commission Regulation \(EC\) 1360/2002](#).

ERTRAC priorities in road transport

On 12 July 2004, the European Road Transport Research Advisory Council (ERTRAC), published its "Vision 2020 and Challenges" reflecting the road sectors' views on future trends and challenges in road transport. Regarding safety, the vision includes high safety standards for road infrastructure, integrated safety systems for vehicles, safety education for all users and effective enforcement methods, among other points. On the basis of the "Vision 2020" document, ERTRAC will now elaborate its Strategic Research Agenda defining priorities and road maps for future research.

ERTRAC was established in early 2003 to ensure that European research resources are applied efficiently. It brings together representatives from industry, government, research bodies, NGOs and the European Commission. ETSC is also a member of the ERTRAC plenary. See [ERTRAC website](#).

EuroNCAP results

On 24 June, the European New Car Assessment Programme (EuroNCAP) presented its latest results. Ratings were generally good for occupant and child protection, but fell short of expectations regarding the protection of pedestrians. While 8 of the 12 cars tested achieved the top five star accolade for occupant protection, and all cars rated for child protection scored three or four stars, only two cars reached a three star rating for pedestrian protection.

The organisers were however happy to announce that nearly all tested cars had some form of intelligent seat belt reminder and, for the first time, a seat belt reminder for rear seats was provided by Volvo. "This is a most welcome development as increased seat belt wearing rates across the 25 Member States of the EU has the potential to save more than 7,000 lives," Claes Tingvall, Euro NCAP Chairman said. See [EuroNCAP website](#).

eCall Memorandum of Understanding

A Memorandum of Understanding (MoU) on an EU-wide eCall system has recently been released for signature. The aim is to better coordinate efforts of all actors, including the European Commission, Member States, vehicle producers, telecom operators and others. By signing the document, stakeholders commit to working together on a European in-vehicle emergency call through a European Co-ordination Platform under the eSafety Forum. eCall is one of the major priorities of Europe's eSafety strategy. See [eScope website](#).

Industry view on sustainable transport

The World Business Council for Sustainable Development (WBCSD), gathering 12 companies from the automobile and oil sectors, has published a report on the future of motorised passenger travel. Under the title "Mobility 2030: Meeting the challenges to sustainability" the paper suggests a number of measures to alleviate the environmental, social and health-related consequences of prospected growth.

With regard to road safety, the report provides informed estimates of the potential safety gains of best practice measures in all three areas (driver behaviour, infrastructure and vehicle design), with a particular focus on the enforcement of traffic law. It concludes that in the developed world, significant casualty reductions would be achieved by "establishing and strictly enforcing" appropriate speed limits, "strengthening and strictly enforcing" drink driving laws and "enforcing" the wearing of seatbelts. See [WBCSD website](#).

Research news

A new EU-project on crash data collection in the EU was launched officially in June. The **SafetyNet project** will fulfill the function of the long-awaited "Road Safety Observatory", called for in the 2001 White Paper on the Common Transport Policy and other public documents. It should enable the European Commission to monitor progress towards the EU's target, identify best practice and ensure that new regulatory and other safety actions result in the maximum casualty reduction. All data assembled or gathered within the project will be available through the internet to the entire road safety community. See [SafetyNet website](#).

COUNTRY NEWS

Strategies and targets

The **Netherlands** and the **UK** have each recorded a 2% increase in traffic deaths between 2002 and 2003. Both countries belong to the best-performing countries in Europe in terms of road safety.

In the **UK**, the number of deaths rose from 3,431 to 3,508. The total number of casualties (people killed, slightly and seriously injured) decreased however by 4%. See [DfT website](#).

In the **Netherlands**, fatalities increased from 1,066 to 1,088, whereas the number of police-registered in-patients dropped by 4%. See [AVV Transport Research Centre](#).

In the light of this development, Transport Minister Karla Peijs has decided to change the agreed national target of 750 road deaths to 900 fatalities in 2010. Commenting on this move, the Dutch Institute for Road Safety Research (SWOV) said the original target was still attainable, especially as general trends were still promising. "It is too soon to speak of a break in trend, as an increase in the number of deaths has occurred before, after which the decreasing trend resumed the following year," SWOV said in a statement.

Managing Director Fred Wegman did however urge "a new approach", calling for a national road safety committee to be set up, which should, within a year, prepare "an agreement with clear statements about the future of Dutch road safety policy, based on the successful *Sustainable Safe vision*".

Speed cameras

The **UK** Department for Transport has published an independent report evaluating the first three years of its safety camera scheme. Results show that at camera sites the proportion of vehicles speeding excessively (i.e. more than 15mph above the speed limit) fell by 80%. In total, there was a 40% reduction in the number of people killed or seriously injured. In the third year of the scheme, the cost-benefit ratio was around 1:4. See [DfT website](#).

According to the Parliamentary Advisory Council for Transport Safety (PACTS), the report shows clearly that cameras work and that they have maintained a high level of public support despite the nit-picking by opponents. See [PACTS website](#).

Traffic law

Germany looks set to bring forward its deadline for the implementation of Directive 2003/97/EC on blind spots. Transport Minister Manfred Stolpe has confirmed that the new EU rules should be applied in Germany at the beginning of 2005 at the latest. The implementation date for the whole of the EU is 26 January 2007. See [German Transport Ministry](#).

The **UK** government has announced a proposal for a new road safety bill to be presented this autumn. The proposal will include measures such as evidential roadside breath testing, expanded speed awareness courses and powers to provide grants to Local Authorities for undertaking innovative road safety work. See [PACTS website](#).



In-vehicle emergency call

Finland is planning to set up a national eCall pilot starting this autumn. According to a recently published report, Finnish authorities will establish a system relying on aftermarket devices so eCalls can be received at all national emergency centres as well as all other required authority infrastructures. Next spring, studies on the private sector participation will be carried out, with the overall aim of full nationwide implementation of the authority infrastructures for eCall in the beginning of 2006.

Maritime & Inland Waterway Safety

EU MONITOR

Brief news

Quality seal for Motorways of the Sea

The Dutch Presidency has proposed to create a quality label for short sea shipping services that would reflect five criteria, including the service's "safety and security". The label would be awarded to those services that implement provisions based on VTMIS and the SafeSeaNet programme. The ships used must comply with IMO and EC safety standards. Other criteria to be used include the standard of service, administrative procedures, the environmental quality of transport operations and the quality of the port services used. Short Sea Shipping is one of the priorities in transport for the incoming Dutch Presidency.

Bulk carrier loading

As a next step after issuing so-called reasoned opinions (see [Safety Monitor 53](#)), the Commission has taken Belgium, France, Italy, the Netherlands and Finland to the Court of Justice for failing to respect the EU Directive on safe loading and unloading of bulk carriers. This Directive was passed in 2001 to reduce the risks of excessive stresses and physical damage to the ship's structure during loading and unloading. Member States had to adopt the necessary legislation before 5 August 2003.

Safety at sea

The Commission has warned Member States over non-transposition of another four Directives on safety at sea. It has sent reasoned opinions – the last step before a formal complaint to the Court of Justice is lodged – to Belgium, Greece, France, Italy, Luxemburg, Finland, Portugal, Denmark and Sweden for failing to transpose **Directive 2002/84/EC** on maritime safety and the prevention of pollution from ships. Member States were required to adopt the legislation by 23 November 2003.

Belgium, Luxemburg and Finland have received reasoned opinions for failing to transpose **Directive 2003/75/EC** on safety rules and standards for passenger ships. This Directive provides for modifications to be introduced to life-rafts, fast rescue boats, means of rescue and life jackets on existing ro-ro ferries. Member States had to adopt the legislation by 30 January 2004.

The Commission also sent a reasoned opinion to Italy for its failure to correctly implement **Directive 1999/35/EC** on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services. The Directive provides for certain verifications to be performed by Member States before these passenger craft are brought into service. Following a complaint, the Commission judged that the Italian regime was too restrictive.

Belgium, Greece, France, Italy, Luxemburg, the Netherlands, Austria, Finland and the United Kingdom received reasoned opinions for their failure to transpose **Directive 2002/59/EC** establishing an EU vessel traffic monitoring and information system. This Directive, which is an essential part of the "Erika II" package, provides for the monitoring of hazardous ships and forces the Member States to prepare emergency plans in the event of accidents at sea. Member States had to adopt the necessary legislation before 5 February 2004.

Air Safety

EU MONITOR

Operational rules for air carriers

BACKGROUND After nearly two years of analysis, the Commission submitted in February 2004 a new proposal for a Regulation on technical requirements and administrative procedures in civil aviation (see [Safety Monitor 52](#)). The proposal aims to transpose the non-binding JAR-OPS (Joint Aviation Requirements-Operational Standards) of the Joint Aviation Authorities into binding Community law. The latest draft integrates a European Parliament amendment concerning rules on flight times and rest periods. It also entails provisions regarding the certification and mutual recognition of the professional skills of cabin crew.

NEWS Member States failed to reach an agreement on the EU-OPS dossier at their meeting of 11 June. Main sticking points were the provisions on flight and rest times and the certification of cabin crews.

Regarding flight time limitation (FTL), the Council decided against endorsing the controversial 'sub-part Q' which would have extended pilots' maximum flying time from 12 to 14 hours. The move was welcomed by European pilot associations who ran major media and briefing campaigns culminating in uniformed pilots from 20 countries lobbying the Council meeting. "The proposed limits would enable reductions of alertness due to fatigue to a level that is lower than what the legal limits in

most Member States are for driving a car under the influence of alcohol," the European Cockpit Association (ECA) said in a statement.

As for the certification of cabin crew, a number of countries led by the United Kingdom wish to replace the European certification with a simpler system consisting in a "record of training" issued by operators or training organisations. Unions are mobilising against such an approach, saying cabin crew's professional competence and safety and security roles are "more vital than ever" (ETF press statement, 20 May).

FUTURE STEPS As no quick agreement is expected, the dossier has been referred back to the Council's working groups.

First proposal: 24/03/2000

EP report: 05/12/2000

EP 1st reading: 18/01/2001

Amended proposal: 04/02/2002

EP report: 12/07/2002

EP 1st reading: 03/09/2002

Amended proposal: 10/02/2004

ETSC, 2003: [The Role of EU FTL Legislation in Reducing Cumulative Fatigue in Civil Aviation](#)

Air traffic controller license

BACKGROUND Regulation 550/2004/EC on the provision of air navigation services, part of the Single Sky package adopted in February, provides for the adoption of a Directive on a Community license for air traffic controllers.

NEWS The European Commission has adopted a proposal to introduce an EU license for air traffic controllers. The proposal aims at harmonising European licensing systems and promoting the mutual recognition of national licenses. By introducing common standards for a European train-

ing system it should also reinforce safety levels of air traffic management. Moreover it should enable a more flexible use of manpower, thus facilitating the organisation of cross-border services and the establishment of functional airspace blocks.

FUTURE STEPS The European Parliament and the Transport Council have to pass the Directive in co-decision.

First proposal: 12/07/2004

Brief news

EU air safety label

During an informal meeting of EU Transport Ministers on 9 and 10 July, French Transport Minister Gilles de Robien presented his country's safety label for airlines, planned to be introduced in 2005. According to the minister, France wants to create a "blue list" of airlines which are in compliance with the safety standards of the International Civil Aviation Organisation (ICAO). The label will be valid for two years and awarded to both European and non-European companies at their own cost with audits conducted by a certification body.

The Commission has said it will closely examine the French scheme. It has however reservations regarding the establishment of valid evaluation criteria and the designation of independent audit bodies. Under the French system, carriers will pay audit bodies, raising questions of independence. In this context, the Commission points to the disappointing results of audits conducted by classification companies in the shipping sector.

Air passenger information

European Transport Commissioner de Palacio has confirmed that the Commission was currently drafting a proposal for a Directive that would ensure passengers are given the name of the air carrier when they are booking a package holiday. Logically, the draft should incorporate an evaluation system so that passengers can find out which companies should be considered safe or unsafe. As criteria for evaluation, the proposal is likely to retain the fact that a carrier has been the object of access restrictions in a Member State, or that serious defects were detected during checks at a Community airport, thus establishing a European blacklist of carriers with poor safety standards. So far, only the UK has published the names of airlines considered unfit for using its airports. See [DfT website](#).

Rail Safety

EU MONITOR

Brief news

European Railway Agency (ERA)

The Administrative Board of the European Railway Agency (ERA) held its first meeting on 15 July in Valenciennes, Northern France. Finland's Reino Lampinen was appointed Chairman of the agency. The Executive Director should be appointed at the next meeting scheduled for the autumn.

The European Railway Agency was established in March 2004 in the context of the second rail package. Its mission is to improve safety and interoperability of Europe's railway networks. Its Administrative Board brings together representatives of all 25 Member States and the European Commission as well as other actors in the railway sector. Representatives of railway companies, infrastructure managers, railway industry, staff representatives, passenger organisations and railway freight customers have however no voting rights.

Railway interoperability

The Commission has lodged a complaint with the Court of Justice against six Member States for failure to transpose Directive 2001/16/EC on the interoperability of the trans-European conventional rail system. Germany, France, Greece, Italy, the United Kingdom and Sweden should have adopted the necessary legislation before 20 April 2003.

COUNTRY NEWS

Train Passenger Warning System

In the **UK**, a new rail safety system has been installed covering nearly the entire network. The Train Passenger Warning System (TPWS) is designed to prevent trains passing signals at danger and heading on a collision course with a train coming in the opposite direction. It activates the train's brakes at speeds up to 75mph. By 2010, the system should be replaced by the European Rail Traffic Management System (ERTMS), which is compatible with European signalling and capable of working at higher speeds than TPWS.

ETSC News

ETSC Secretariat

Enforcement campaign

ETSC is setting up a new campaign to promote Best Practice in traffic law enforcement. Over the next three years, we will keep a close eye on how the "Commission Recommendation on enforcement in the field of road safety" of October 2003 is implemented in the EU Member States. ETSC will publish those findings in regular updates providing an overview over ongoing activities and achievements in enforcement across the EU.

Improved traffic law enforcement is vital to hitting the EU target to cut road fatalities by 50% in 2010. According to the Commission, this target can only be reached if the enforcement of speed limits, legal blood alcohol levels and seat belt use is improved.

Best in Europe 2004

This year's Best in Europe conference will take place on 27 October 2004 in Brussels. The conference will focus on successful policies from the EU Member States in the areas identified in the 3rd European Road Safety Action Programme.

ETSC Members

New Polish ETSC member

The Polish **Motor Transport Institute (ITS)** has joined ETSC as a new member. The institute consists of 15 departments dealing with all aspects of motorisation, including its economic, social, health-related and environmental impacts. Other than research, the institute carries out vehicle type approval, psychological testing and re-education of drivers as well as certification of transport products and services. The institute was founded in 1952 and employs some 200 full-time staff.

Within ITS, the Road Traffic Safety Centre is a separate unit dedicated solely to safety issues. Its activities include research, accident analysis, driver training and education campaigns. The Centre also provides periodic statistical analyses on major road safety trends in Poland. Since 1997, it has provided relevant data for the IRTAD, and since 2003 also for the European CARE database. The Road Traffic Safety Centre is also taking part in the subsequent SARTRE surveys, collecting Polish data on social attitudes to road safety.

The seven researchers employed by the Centre also conduct detailed research into topics such as speed, alcohol, pedestrians and young drivers. They also evaluate particular road safety projects and measures carried out in Poland, such as the introduction of child restraints, daytime running lights or school patrol crossings. More recently, the Centre has contributed to Poland's national road safety plan GAMBIT 2000 and coordinated work on the regional safety plan for the Warsaw region. It has also developed a new system for driver training and testing which will be launched in Poland within the next two years.

Within ETSC, the Centre's researchers are actively involved in the Working Parties on the evaluation of national road safety policies and on data collection.



For more information, please refer to the Motor Transport Institute's [website](#) or contact Ms Ilona Buttler (email: ibuttler@its.waw.pl, tel. +48 (0)22 811 32 31 ext. 130).

Other members

The **Parliamentary Advisory Council for Transport Safety (PACTS)** has published its response to the British government's review of progress toward the 2010 road safety targets (see [Safety Monitor 53](#)). The paper entitled "Targets 2010: Where Next?" welcomes the considerable successes identified in the review, but it also notes that further action will be necessary to achieve the targets. The response includes a table mapping out key priorities for legislation, research, guidance and education. See [PACTS website](#).

The **Belgian Road Safety Institute (IBSR/BIVV)** started in June a new awareness campaign to increase seat belt use in cars. Recent counts carried by the institute out have shown that only about 60% of drivers and front seat passengers buckle up when hitting the road. According to Belgium's behavioural targets, this figure must be 67% in 2005, and 87% in 2009. See [Via Secura 63](#) and [BIVV website](#).

For comparison, current seat belt wearing rates in the UK are 93% for drivers, and 94% for front seat passengers, according to a new study carried out by TRL. See [LARSOA website](#).

The Spanish **FITSA Foundation** has published its "Traffic Safety Barometer 2004", gathering about 20 of the most relevant road safety performance and risk exposure indicators. While some of the indicators were taken over from a number of different sources, others were compiled specifically for FITSA by the INSIA-UPM research institute. This includes an estimation of the social costs of road crashes in Spain as well as an update on the total number of vehicle-kilometres driven in Spain since 1988. The "Traffic Safety Barometer 2004" is part of FITSA's commitments under the European Road Safety Charter. See [FITSA website](#).

The Austrian **Road Safety Board (KfV)** has conducted a study into the safety implications of the Austrian driver training scheme for 17-year olds termed L17. The study shows that young drivers who have followed the scheme cause 15% fewer accidents than their fellow drivers starting customary driver training courses after their 18th birthday. KfV concludes that the scheme's success should be matched by additional government support until the impact of the new driving licence on probation can be felt. See [KfV website](#).

The **Fédération Internationale de Motocyclisme (FIM)**, together with the European Motorcyclists' Federation (FEMA) and European Motorcycle Manufacturers (ACEM) will start in September 2004 a new EU project on initial rider training. The aim is to develop a European model for best practices to be used in the national training programmes of all 25 EU Member States, and to ensure that candidate motorcyclists can acquire the relevant skills and necessary knowledge to ride safely. See [FIM website](#).



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International Events Diary

- 8-13 August 2004 **17th International Conference on Alcohol, Drugs and Traffic Safety**
Glasgow, UK Contact: Meeting Makers Ltd, Fax: +44 141 434 1519
- 23-27 August 2004 **7th International Symposium on Advanced Vehicle Control**
Arnhem, Netherlands Contact: HAN University, Arnhem, [AVEC 04 website](#)
- 29 August - **European Summer University on Road Safety**
2 September 2004 Contact: LASER Europe, Tel. +33 (0)1 69 04 91 14
La Baule, France E-mail : universite@lasereurope.org
- 15 September 2004 **Cost-benefit analysis of impairment countermeasures**
Brussels, Belgium Contact: Dutch Institute for Road Safety Research (SWOV)
Tel. +31 (0)70 3173330, E-mail: willem.vlakveld@swov.nl
- 16-18 September 2004 **ITSUrban Training Seminar on ITS systems**
Clermont Ferrand, France Contact: Polis, E-mail: mhervo@polis-online.org
- 22-24 September 2004 **TISPOL Expert Meeting on Enforcement and Technology**
Driebergen, Netherlands Contact: Dutch National Police Agency, E-Mail: techno.team@tiscali.nl
- 29 September 2004 **AWAKE Road Safety Workshop**
Balocco, Italy Contact: AWAKE Consortium, Fax: +30 (0)210 9853193, E-mail:
awake@certh.gr
- 3-4 October 2004 **Road Safety & Traffic Management 2004**
Cairo, Egypt Contact: International Event Partners, Tel: +20 (0)2 754 5550, Fax:
+20 (0)2 754 6106, E-mail: egypt@i-ep.com
- 27 October 2007 **Best in Europe**
Brussels, Belgium Contact: ETSC Secretariat, Tel: +32 (0)2 230 4106, Fax: +32 (0)2 230
4215, E-mail: information@etsc.be
- 24-26 November 2004 **Mobility in the enlarged European Union: The road sector's
challenges and opportunities**
Lisbon, Portugal Contact: European Union Road Federation (ERF)
Tel: +32 (0)2 644 58 77, Fax: +32 (0)2 647 59 34, E-mail: info@erf.be
- 1-2 December 2004 **Second European 112 Conference and Exhibition**
Brussels, Belgium Contact: European emergency number association (EENA)
Fax: +32 (0)2 534 97 89
- 28 February - **70th National Road Safety Congress: Driving deaths down**
2 March 2005 Contact: Royal Society for the Prevention of Accidents (RoSPA)
Brighton, UK Tel: +44 (0)870 777 21 20, Fax: +44 (0)870 777 21 99
E-mail: events@rospa.com
- 14-15 March 2005 **Out of Hospital Emergency Medical Services: Move towards
integration across Europe**
Paris, France Contact: Hesculaep Conference secretariat, Tel: +33 (0)1 47 10 70 39,
Fax: +33 (0)1 47 10 70 07, E-mail: conference.hesculaep@rpc.aphp.fr

Call for Papers

ETSC Yearbook 2005: Safety and Sustainability

The European Transport Safety Council (ETSC) is the sole independent European transport safety NGO offering research-based advice to EU policymakers. In 2005, ETSC will publish the first issue of its Year Books, a new series addressing contemporary problems in transport safety policy. The ETSC Year Book offers a unique possibility for both young and established researchers from all academic disciplines to contribute with innovative ideas to EU transport safety policymaking. The Year Books are located at the cross-road of science and politics and provide a platform for presenting applied safety-related research from all modes of transport. Submissions to the Year Book are refereed through an Editorial Board.

The first Year Book, to be published in 2005, will **place transport safety in the context of sustainable development**, with a particular emphasis on environmental sustainability. Transport safety work, at all political levels, frequently encounters environmental issues, either finding possibilities for making the transport system both safer and environmentally sounder, or confronting negative and potentially harmful environmental side-effects of measures to make it safer. It is in particular this potential conflict between safety and the environment - as well as the various ways of trying to resolve it - that is of interest for ETSC. An example from the road mode is the possibly detrimental effect of environmentally sound light-weight vehicles on impact-compatibility.

The overall intention with the 2005 Year Book is to facilitate an integrated and systemic perspective on transport risks to life, limb, health and the environment. The individual papers should identify synergies between safe and sustainable transport measures in order to help significantly reduce all transport risks alike. Although, accident/injury prevention and environmental protection are discussed predominantly in relation to road transport, ETSC welcomes papers addressing these issues within the non-road modes and intermodally. Moreover, contributions that address low-cost, short term measures to protect human health and the natural environment in the new EU Members States from transport impacts are of particular interest.

Submissions: by September 30, 2004; 3000-4000 words

Date of Publication: Spring 2005

Editorial Board: Prof. Murray Mackay, Prof. Richard Allsop, Dr. Joerg Beckmann

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European Transport Safety Council

Members

Austrian Road Safety Board (KfV)
Automobile and Travelclub Germany (ARCD)
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Centro Studi Città Amica (CeSCAm), University of Brescia
Chalmers University of Technology
Comité Européen des Assurances (CEA)
Commission Internationale des Examens de Conduite Automobile (CIECA)
Czech Transport Research Centre (CDV)
Danish Road Directorate (VD)
Danish Transport Research Institute (DTF)
Dutch Transport Safety Board (RvTV)
European Federation of Road Accident Victims (FEVR)
Fédération Internationale Motocycliste (FIM)
Finnish Vehicle Administration Centre (AKE)
Folksam Research
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German Transport Safety Council (DVR)
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