

Safety Monitor

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

MAY

04

NUMBER

53

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EU Monitor

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Editorial

Welcome to ETSC's new Safety Monitor! After 10 years of monitoring European transport safety policy in more or less the same format, we felt it was time to come forth with a new look. The "face-lifted" Safety Monitor you are now looking at, I believe, is a fine reflection of an altered and expanded European Transport Safety Council.

With the enlargement of the European Union, ETSC has launched a major three year project focussing on the road safety performance of the Southern, Eastern and Central European countries. The SEC Belt project will work towards the identification, promotion and implementation of best road safety practice in 16 EU Member States. I am happy to say that this project has received an EU Commission grant and that it has also attracted a number of new core sponsors to ETSC. You can find the first update of our SEC Belt activities on page in the supplement to this Safety Monitor.

Finally, it is my pleasure to welcome two new member organisations to ETSC's Main Council – Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA) from Spain and Centrum dopravního vyzkumu (CDV) from the Czech Republic. Talks are underway to embrace more organisations from the newly acceded countries. In addition, two new staff joined the secretariat, including Policy Officer Frazer Goodwin and Information Officer Franziska Achterberg, the editor of this newsletter.

Jörg Beckmann
ETSC Executive Director



Road Safety

EU MONITOR

Tunnel Safety

BACKGROUND The Directive on road tunnel safety sets up a series of safety requirements for technical equipment, traffic regulations, support services, user information, etc. The Council of Ministers adopted its common position in February without further debate, following the approach which the European Parliament recommended last October during its first reading of the proposal (see [Safety Monitor 52](#)).

NEWS European Parliament approved the Council's common position unamended. Both Parliament and Council rejected the Commission's rigid tunnel classification system and agreed on a range of technical issues such as gradients and escape routes, as well as specific references to the needs of the disabled.

FUTURE STEPS In most countries, the new safety standards must be met within ten years, while in the first six years 50% of the tunnels will need to comply. More than 500 tunnels will be affected. They are mostly in Austria and Italy.

First proposal: 30/12/2002

EP report: 10/09/2003

EP 1st reading: 9/10/2003

Council agreement: 9/10/2003

Amend. proposal: 26/02/2004

Council position: 26/02/2004

EP 2nd reading: 20 April 2004

[ETSC position paper](#)

Compliance with social legislation

BACKGROUND The main aim of the proposed Directive (replacing Directive 88/599/EEC) is to tighten up checks and penalties for infringements of social legislation relating to commercial road transport.

NEWS The European Parliament has approved the new Directive on checking procedures for commercial road transport with several amendments. Where the Commission had suggested, for example, that at least 30% of the checks have to be carried out at the roadside, Parliament changed this figure back to 15%. MEPs also added a requirement that at least 50% of checks on the companies' premises must be conducted at very small undertakings.

MEPs further called on the Commission to analyse the penalties in the different Member States for defined offences, and to propose a Directive on the harmonisation of these sanctions within three years of the entry into force of this Directive. The plenary rejected the Transport Committee's proposal that checks should cover only 2% (instead of 3%) of days worked by drivers of vehicles.

FUTURE STEPS The Council now has to come to a political agreement on the issue.

First proposal: 21/10/ 2003

EP report: 17/03/2004

EP 1st reading: 20 April 2004

Road charging for lorries

BACKGROUND Under 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 sensitive issues in the proposals include how to use the revenue from charges for heavy goods vehicles.

NEWS In adopting Luigi Cocilovo's (EPP-ED, I) report, the European Parliament supported the weight being given to environmental costs in calculating the level of charges. MEPs were however not in favour of considering the costs of accidents in the determination of the level of tolls, and Member

States will have to provide fiscal compensation for the introduction of toll charges.

As for the use of revenues, MEPs adopted an amendment in plenary stating that "the revenue from road charges should be used for the benefit of the transport sector" but did not make it compulsory.

This amendment does not any longer back the Commission's position that revenue from road charges must be used exclusively for the transport sector as was the case in the report adopted by the Transport Committee on 17 March. (see [Safety Monitor 52](#)).

Traffic law enforcement

BACKGROUND On 21 October 2003, the Commission adopted a Recommendation on how to improve enforcement of safety rules related to speeding, drink driving and the non-use of seat belts. The text calls on the Member States to draw up national enforcement plans and set up co-ordination points to ensure proper follow-up of cross-border offences.

NEWS The Commission has now published its Recommendation in the Official Journal. The text can be found on the EUROPA website.

ETSC believes that the European Commission should have proposed a Directive instead of a Recommendation. Only by means of a legally binding instrument can the EU achieve proper commitment by all Member States and at all levels of political decision-making.

Parliament called on the Commission to work out a methodology to calculate all external costs within two years after the entry into force of the revised Directive.

FUTURE STEPS The Transport Council has to find a compromise on the issue.

First proposal: 23/07/2003

EP report: 17/03/2004

EP 1st reading: 20/04/2004

The position paper by ETSC, TISPOL and ACPO states: "The Commission should now strictly monitor the implementation of its Recommendation, and propose a more binding framework for the enforcement of road safety legislation as soon as any non-compliance becomes apparent."

FUTURE STEPS By mid-April 2007, the Commission will evaluate, on the basis of Member States' reports, whether or not it is necessary to propose more binding legislation, i.e. a Directive.

[Recommendation](#)

[ETSC position](#)

Brief news

World Health Day 2004

Road safety was the special focus of this year's World Health Day on 7 April. On this day, the WHO launched a special campaign to prevent road traffic injuries and draw attention to the health benefits of sustainable means of transport, including cycling, walking and public transport. Both a World and a European report on road traffic injury prevention were launched in Paris. See [WHO](#) and [WHO Regional Office for Europe](#).

Harmonisation of highway codes

The EU's Economic and Social Committee (EESC) has organised a hearing to receive feedback on its draft Opinion on a harmonised European Highway Code. The committee wants to encourage the European Commission to draft relevant legislation. Participants, predominantly motorist associations, agreed that a basic harmonisation of highway codes could be useful. Views differed however as to what should be seen as a priority to focus harmonisation efforts upon. While motoring organisations suggested that, for example, emergency equipment should be standardised, ETSC called for harmonised BAC levels, daytime running lights and speed limits – especially for single carriageway country roads.

A recent study commissioned by the Commission has identified at least 46 differences among the most common driving rules. Holding a mobile telephone while driving is, for example, not an offense in nine EU states, others permit "hands-free" calls and Sweden does not allow any phone calls behind the wheel. Legal blood alcohol limits vary from 0.8 grams per liter of blood (Britain, Ireland and Luxembourg) over 0.5 grams/liter (Belgium, France and Germany) to 0.2 grams/liter (Sweden). In some of the new Member States there is even zero tolerance.

Digital tachograph

In a letter to Transport Commissioner Loyola de Palacio, German transport minister Manfred Stolpe has sharply criticised the moratorium to delay the introduction of digital tachographs, announced by the Commission in March this year (see [Safety Monitor 52](#)). Under the moratorium, vehicle makers are allowed to install the current analogue tachograph in new vehicles until August 2005. Stolpe warned of a legal vacuum, saying the only solution was amending the regulation to put back the deadline for digital tachographs. De Palacio is however keen to avoid such a scenario because this would "not bring the required certainty".



Driving test standards

The European Commission has sent reasoned opinions to Belgium, Greece, Spain, Ireland, Italy, Luxembourg, Austria and Portugal for failure to respect Directive 2000/56/EC on driving tests. Member States had to comply with this Directive by 30 September 2003 at the latest. Directive 2000/56/EC sets minimum standards for theory and practical driving examinations, repealing Directive 91/439/EEC. It is seen as one step towards the gradual harmonisation of driver licencing legislation. If the countries don't react within two months the infringement can be referred to the European Court of Justice. See [Directive 2000/56/EC](#), [DG TREN website on driving licenses](#).

Research news

The follow-up project of the SUNflower study, **SUNflower plus 6** has started. It involves 3 Central European countries (Slovenia, Hungary and the Czech Republic) and 3 Southern European countries (Greece, Portugal and the Spanish Autonomous Region of Catalonia). See final report [SUNflower project](#).

A five-year Integrated Project aimed at improving passive safety was launched on 6 April in Brussels. The **APROSYS project** brings together 46 partners from 12 countries, with EU funding totalling €18 million. Among the expected results are new injury criteria, new mathematical models of the human body, a worldwide, harmonised, small female crash-test dummy for side impact testing, enhanced virtual testing technologies and test methods and advanced protection systems for injury reduction. See [APROSYS website](#).

COUNTRY NEWS

Safety strategy

In 2003, **Austria** and **Germany** experienced a record low in traffic deaths since the introduction of accident statistics in these countries. The Austrian Road Safety Board (KfV) warns however that – despite this positive trend – the Austrian accident reduction target for 2010 will not be reached. The target set in Austria's road safety strategy of 2002 was to cut the number of road deaths by half. See [KfV press release](#).

In **France**, a recent survey has shown that the public are largely satisfied with their government's road safety efforts. More than 92% of the French would label the measures carried out over the past two years as "efficient" and "indispensable". One in two citizens however thinks of them as "too severe" or "going too far". The most prominent measures include the newly-installed speed cameras and the driving license on probation. See [Conseil National de la Sécurité Routière](#).

The **UK** government has published the first review of the Government's Road Safety Strategy charting the progress to date on achieving our road safety targets. The review shows that in the first three years of the strategy there has been a 17% drop in the number of people killed or seriously injured on the roads and a 33% reduction in the number of children killed or seriously injured. See [DfT press release](#).

Traffic law

Only weeks after its entry into force on 1 March 2004, a number of changes were made to the new traffic law in Belgium. The amended law introduces a new classification of traffic law violations, including three different degrees of "serious offences" which are linked to heavy fines. Some of the "very serious offences" have now been changed back into "normal offences". See [IBSR website](#).

Poland has adapted its speed limit for urban roads to match the legal requirements in the existing EU Member States. The national parliament adopted a limit of 50 km/h during the day, but insisted on keeping the old limit of 60 km/h at night time from 11pm to 5am. The changes entered into force on 1 May 2004. "We have no time for this kind of measure," said Mrs Ilona Buttler from the Polish Motor Transport Institute. "If we want to reach the EU target of a 50 % reduction in traffic deaths or even our GAMBIT target of a 36 % reduction, we must change the behaviour of Polish drivers radically - through effective and strong education, legislation and enforcement."



Germany has toughened up its traffic law to include stricter sanctions for the use of hand-held mobile phones by motorists and cyclists, the non-use of seat belts in coaches as well as dangerous overtaking. Since 1 April 2004 tougher sanctions apply also to speeding offences committed by trucks and coach drivers. See [DVR press release](#).

The **Czech Republic's** parliament is considering the introduction of a penalty point system, safety audits, mandatory use of child restraint systems on all types of road, all-year use of daytime running lights and stricter penalties for traffic law violations. The relevant amendments are expected to come into force later this year.

Hungary introduced on 1 April 2004 a stricter penalty point system, replacing the earlier system which was introduced in 2001. Under the new rules, drivers can receive up to three instead of only one point for minor offences. This is expected to increase the deterrent effect of the system, because drivers now run a higher risk of reaching the maximum number of 18 points, upon which the driving licence is withdrawn. „This is a step in the right direction,” Dr Péter Holló from the Hungarian Institute for Transport Sciences (KTI), said. „A point demerit system can be really helpful to improve drivers' behaviour, but only if it is an effective one.”

Driver training

France has launched a driving licence on probation, which gives the holder only 6 instead of 12 penalty points for a period of three or two years depending if he has completed a voluntary training course. Only if no point has been lost during this period, the amount will be increased to the customary 12 points. See [French Transport Ministry](#).

Germany has introduced additional training for young drivers on a voluntary basis. In almost all German länder pilot projects have been started allowing young drivers to take part in so-called "second phase" training courses. If the drivers complete such a course, their license probation period of two years will be reduced by one year. The pilot projects will last until 2009. They will be continued if their road safety benefits have been proven in scientific studies. See [DVR press release](#).

Speed cameras

The **UK** Department for Transport has reviewed the positioning of all speed cameras and concluded that they are all correctly sited. It thereby reacted to criticisms that some cameras are in places to maximise income and not based on road safety criteria. More recently, the Parliamentary Office of Science and Technology issued a briefing note on the UK's speed enforcement policy, focussing on speed cameras. See [POSTNOTE newsletter](#).

Maritime & Inland Waterway Safety

EU MONITOR

MARE Committee

BACKGROUND Following the Prestige disaster, The European Parliament set up a temporary committee to investigate this incident and other disasters at sea. The committee held public hearings with maritime experts as well as talks with the European Commission, the Irish Presidency, Spanish government representatives and the Spanish government commissioner responsible for the Prestige case.

NEWS On 20 April, MEPs debated and voted on the committee's final report. Parliament backs the idea of setting up a European coastguard service to coordinate Member States' responses to such disasters. Further recommendations include a call for more powers for the European Agency for Maritime Safety, improved working conditions and safety for seafarers and better protection of the Baltic waters.

In the vote in plenary, MEPs adopted several important amendments to beef up the report by Dirk Sterckx (Belgium, ELDR), adopted in the MARE Committee on 5 April. They called for the creation of a European maritime safety area, in which substandard vessels should be banned and joint protocols on prevention and action in the event of disasters drawn up. Additionally, a system of liability should be introduced covering the entire maritime transport chain and the public authorities responsible for safety at sea.

MARE Committee

EP report: 7/04/2004

EP resolution: 20/04/2004

Seafarers' qualifications

BACKGROUND The current procedure for recognising seafarers' qualifications was established by Directives 89/48/EEC and 92/51/EEC on the general system for the recognition of professional qualifications. It has led to a situation in which seafarers from the EU have to go through a process that is more complicated than that for a seafarer from outside the EU if they want to have their certificate recognised in an EU Member State. Over the last years, the Commission has also noticed an "apparent increase" in fraudulent practices associated with certification processes and seafarers' certificates.

NEWS The Commission has tabled a draft Directive to amend Directive 2001/25/EC on the minimum level of training for seafarers. The goal is to simplify recognition procedures throughout the EU so that seamen who hold a certificate from one Member State will be allowed to serve on board ships flying

the flag of another Member State without any further prerequisites. In addition, the new Directive will introduce into Community law the language requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). The aim is to enable effective communication on board ships, and to encourage greater mobility among sailors within the EU.

The draft Directive provides also for Member States to adopt preventative measures and sanctions against licence fraudulent practices. The European Maritime Safety Agency will be given powers to regularly control the certification practices.

FUTURE STEPS The issue will be dealt with by the new Parliament, after the elections.

First proposal: 26/04/2004

River Information Services

BACKGROUND So far, different Member States have developed various independent systems for providing inland waterway information.

NEWS The Commission has adopted a draft Directive to harmonise information systems on inland waterway traffic in the EU. The new Directive will require all Member States to set up River Information Services (RIS) for all inland waterways of class IV and above as well as harbours with an annual freight volume of at least 500,000 tonnes.

Through these services, river authorities, terminal and lock managers and vessel captains will receive information on water levels, lock-opening hours, temporary canal obstructions, navigation restrictions, waterway fees, port taxes etc. To guarantee interoperability, the draft Directive also includes provisions for technical specifications, which will be defined according to a timetable specified in the proposal.

FUTURE STEPS The Council of Ministers and the new European Parliament have to adopt the proposal in co-decision.

First proposal: 25/05/2004

Brief news

Bulk carrier loading

The Commission has sent reasoned opinions to Belgium, France, Italy, the Netherlands, Austria and Finland for failure 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. If the countries fail to give a satisfactory reply within two months, the Commission may refer the matter to the European Court of Justice in Luxembourg. See [Directive 2001/96/EC](#).



Port State control

The Commission has lodged a complaint to the Court of Justice against Finland for failure to transpose the Directive on Port State control. This Directive was adopted in 2001 in the wake of the Erika disaster with the aim to reduce substandard shipping in EU waters. The deadline for implementation passed on 22 July 2003. Following the Prestige disaster in 2002, Member States committed themselves to strive for implementation even before this deadline. See [Directive 2001/106/EC](#).

Marine equipment

The Commission has taken Italy to the Court of Justice for failure to transpose the Directive on marine equipment. This Directive was passed in 2002 to ensure the uniform application of the international instruments relating to equipment placed on board seagoing ships. Member States had to take up the provisions of this Directive in their national law by 23 March 2003. See [Directive 2002/75/EC](#).

Baltic sea

The IMO's Marine Environment Protection Committee has decided that the Baltic Sea should be recognised as a Particularly Sensitive Sea Area. This status will allow the Baltic Sea countries (except Russia) to tighten up shipping rules to protect the Sea from the risk of pollution. See [IMO website](#).

Research news

Under the leadership of TNO's Centre for Mechanical and Maritime Constructions in the Netherlands, a four-year project has been launched to take a global view on the human and technical factors involved in passenger evacuation after [shipping accidents](#). The goal is to avoid major catastrophes through a correct combination of on-board evacuation equipment and procedures. Because life saving technology and know-how has advanced fairly slowly over the last decades, the **SAFECRAFTS project** team is convinced that the potential for safety improvements is immense. Suggestions for safety changes, backed up by scientific evidence and the added impetus given by full scale tests, should also lead to new EC safety standards that would be backed by the IMO and classification societies. See [TNO website](#).

COUNTRY NEWS

Blood alcohol limit

The **UK** Shipping Minister David Jamieson has proposed to extend the legal alcohol limit for motorists to seafarers. The limit of 80 milligrams of alcohol in 100 millilitres of blood will apply to both professional and recreational mariners. See [Department for Transport](#).

Air Safety

EU MONITOR

Accession to Eurocontrol

BACKGROUND The negotiations for an accession of the European Community to Eurocontrol started in 1997. When the Commission launched the Single European Sky initiative in 1999, this move was placed in a broader context of reorganising the European airspace as the Single Sky package allows the Commission to utilise the technical expertise of Eurocontrol.

The protocol of accession was signed on 8 October 2002. The Commission proposed the ratification of the Protocol of accession on 24 September 2003 (see [Safety Monitor 50](#)).

NEWS The Council of Ministers has formally adopted the Decision on the conclusion (ratification) of the Protocol on the accession of the European Community to the European Organisation for the Safety of Air Navigation (Eurocontrol). The European Parliament had given its assent earlier to the ratification of the Protocol.

FUTURE STEPS The Accession Protocol will enter into force when all 33 Eurocontrol countries have ratified it.

First proposal: 24/09/2003

EP report: 17/03/2004

EP resolution: 20/04/2004

Council decision: 29/04/2004

Safety of third-country aircraft

BACKGROUND The purpose of the so-called "ramp checks Directive" is to improve the safety of foreign aircrafts serving EU destinations by ensuring that they comply with the same international safety requirements that apply to EU aircraft.

NEWS Parliament approved on 1 April the conciliation agreement on safety rules for aircraft from non-EU countries using Community airports. Under the new rules, standardised EU-wide inspection procedures will prevent non-EU aircraft from diverting to different airports within the Community as a way of evading safety checks. Member States are requested to notify the Commission when an inspection reveals safety risks.

The rules also give the Commission the power to extend a national ban or restriction to the whole territory of the EU (see [Safety Monitor 51](#)). The Council adopted the final text on 30 March.

FUTURE STEPS The deadline for transposition into national law is two years after the entry into force of the Directive. The Commission will report on the application of the Directive four years from entry into force, making proposals for revision if necessary.

First proposal: 14/01/2002

Modified proposal: 26/11/2002

Council position: 13/06/2003

EP 2nd reading: 09/10/2003

Joint text: 26/02/2004

Brief news

Montreal convention

The Montreal Convention on compensation in cases of international aviation accidents will apply in the EU from 28 June 2004. The Community and 14 individual European countries have deposited their ratification instruments with the International Civil Aviation Organisation (ICAO). The convention will provide better protection and compensation to air accident victims by introducing the concept of unlimited liability in cases when the transport operator is at fault. See [ICAO news release](#).

COUNTRY NEWS

Blood alcohol limit

The **UK** has introduced strict alcohol rules for aviation staff. Flight deck crew, cabin crew, and air traffic controllers will be subject to a limit of 20 milligrams of alcohol in 100 millilitres of blood. Licensed aircraft maintenance engineers will be subject to the current road traffic limit of 80 milligrams of alcohol in 100 millilitres of blood.

ETSC's British member, the Parliamentary Advisory Council for Transport Safety (PACTS) welcomed the changes. "This ensures consistency across the modes when tackling alcohol enforcement. However, it is a great shame that the Government has not taken the opportunity to lower the drink-drive limit on our roads," PACTS Executive Director Robert Gifford said. See [PACTS website](#).

Rail Safety

EU MONITOR

Second railway package

Both the European Parliament and the Council of Ministers have rubber stamped the agreement reached in conciliation on 16 March 2004 on the four legal texts constituting the second railway package (see [Safety Monitor 52](#)). Parliament formally adopted the compromise on 22 April 2004, the Council one day later. The package contains four pieces of legislation, including a Regulation to set up a European Railway Agency and a Directive on railway safety.

COUNTRY NEWS

Accident liability

Two years after the tragic rail accident at Potters Bar station in the **United Kingdom**, both the responsible network operator and maintenance company have accepted responsibility for claims brought over by the crash. The accident was caused by a faulty set of points, which the engineering firm Jarvis had poorly maintained. But Railtrack (now Network Rail) had the overall responsibility for the safety of the network. In earlier accidents, liability was not an issue because infrastructure work was carried out by in house maintenance departments rather than outside contractors.



ETSC News

ETSC Secretariat

European Road Safety Charter

ETSC was among the first 39 organisations that signed the Charter during a ceremony at Dublin Castle on 6 April 2004. Other signatories include companies like Esso, Bosch, Honda and Michelin, automobile clubs from different Member States, umbrella organisations like the European insurers association, European city networks and road safety associations.

ETSC committed itself to the launch of a new, cross-modal platform - the European Transport Safety Platform - that will bring together experts, transport operators and decision makers from all modes of transport. The Platform will facilitate an "import/export" of best practice from one mode to another to further improve transport safety across all the modes. See [ETSC press release](#).

World Health Day 2004

On 7 April, ETSC Policy Officer Frazer Goodwin attended the launch of the World and European reports from the WHO on "Preventing Road Accident Injuries". ETSC has taken part in an expert group reviewing the European report.

ACCESS-EUROCITIES & POLIS city networks awarded the first European Road Safety Awards to cities and regions that have demonstrated best practice in road safety. As a member of the jury, ETSC contributed to the selection of the five winning cities Aberdeen, Ghent, Krakow, London Borough of Bromley and Hampshire.

New 'corporate style'

ETSC is in the process of revamping its 'house style'. After this Safety Monitor appearing in a new structure and design, the logo, website and other publications will follow in the next months.

ETSC Members

The **German Transport Safety Council (DVR)** is continuing its awareness campaign on seat belts for truck drivers. The campaign was first launched in 2002, and latest studies show that the numbers of truck drivers using their seat belts have risen substantially. According to a study carried out by DEKRA Unfallforschung, 53 percent of drivers of HGV up to 8 tons used the safety belt on German roads in 2003. In 1999, this share was only 18 percent. The share of drivers of HGV over 8 tons rose from 7 to 16 percent. See [DVR website](#).

The British **Parliamentary Advisory Council for Road Safety (PACTS)** has published a review of progress towards the UK road safety targets for 2010. PACTS is concerned that the UK record in child pedestrian deaths "remains among the worst in Europe", and that numbers of people who were killed or seriously injured in collisions involving drunk drivers are "virtually unchanged". See [PACTS policy briefing](#).

The Dutch **Transport Safety Board (RvTV)** has finalised its report on the crash between a Belgian F-16B with a Dutch ultra-light aircraft over Sellingen in 2002. The Board recommends that faster (military) and slower (civil) air transport should be kept strictly separate, not only in Dutch airspace but above all NATO countries. It warns that pilots cannot always be expected to 'see-and-avoid' each other, especially when high speeds are involved. See [RvTV press release](#).

The **International Commission for Driver Testing Authorities (CIECA)** has started two new projects. The MEDRIL project focuses on medical testing for driving licence holders. It includes medical testing of a sample of drivers from Finland, Luxembourg, Netherlands and Spain. The results will be used by the European Commission to update Annex 3 of the Directive on driving licences. The MERIT project relates to the skills and competencies of driving instructors. The final recommendations will help the Commission in drafting its proposal for a Directive on minimum requirements for driving instructors, which is planned in 2005. See [CIECA Forum April 2004](#).

International Events Diary

6-9 June 2004 **International Seminar on Injury Research Methods**
Vienna, Austria Contact: Ecosa, Tel: +31 20 511 45 52, E-mail ecosa@consafe.nl

6-9 June 2004 **7th World Conference on Injury Prevention and Safety Promotion**
Vienna, Austria Contact: Conference team, Tel: +43 1 715 66 44 0, Fax: +43 1 715 6644 30, E-mail: safety2004@sicherleben.at

14-17 June 2004 **IEEE Intelligent Vehicles Symposium**
Parma, Italy Contact: New Team, Tel: +39 05621 293913, Fax: +39 0521 294036, E-mail: info@newteam.it

13 July 2004 **Driving While at Work: Where next?**
London, UK Contact: PACTS, Tel: +44 207 222 7732, Fax: +44 207 222 7106, E-mail: admin@pacts.org.uk

8-13 August 2004 **17th International Conference on Alcohol, Drugs and Traffic Safety**
Glasgow, UK Contact: Meeting Makers Ltd, Fax: +44 141 434 1519

3-4 September 2004 **1st "Expert Symposium on Accident Research" (ESAR)**
Hanover, Germany Contact: Medical University Hannover, Accident Research Unit, Tel: +49 511 532 6411, Fax: +49 511 532 6419, E-Mail: ARU-MUH@mh-hannover.de

25-27 October 2004 **On safe roads in the XXI. century**
Budapest, Hungary Contact: AIPCR, ERTICO, Ministry of Transport, MAÚT
Tel: +361 459 8060, Fax: +361 459 8065,
E-mail: meeting@euroweb.hu

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

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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)
Belgian Road Safety Institute (ISBR/BIVV)
Birmingham Accident Research Centre, University of Birmingham
Centro Studi Città Amica (CeSCAm), University of Brescia
Chalmers University of Technology
Comisariado Europeo del Automóvil (CEA)
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
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA)
German Transport Safety Council (DVR)
Nordic Traffic Safety Committee
Parliamentary Advisory Council for Transport Safety (PACTS)
Swedish National Society for Road Safety (NTF)
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