

Safety Monitor

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

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Editorial

Hope for 2020 EU Targets from Global Road Safety Leader

The General Assembly of the United Nations declared the next decade (2011-2020) as the "Decade of Action for Road Safety". In this context, the European Union has a very important role worldwide, being a lighthouse driver for all countries on road safety. This spring the European Commission is preparing to adopt its new Action Programme on Road Safety and accompanying target and vision for 2011-2020. This leadership role should be at the forefront of the decision makers.

The First Global Ministerial Conference on Road Safety on 19-20 November in Moscow was attended by over 70 Ministers of Transport, Health and Interior and other senior government officials from 150 countries. For the first time the world leaders agreed that road safety is a global problem rather than a host of regional ones.

Numbers speak for themselves. Every year 1.2 million people – a population of a small country – are killed, and 20 to 50 million – a population of a big country – are injured in road crashes around the world, according to WHO estimates.

The Conference addressed the magnitude of this problem by adopting a historic 'Moscow Declaration' which recommends implementing safer and more sustainable transportation, mobilising the resources to achieve road safety targets in the framework of a safe systems approach, encouraging alternative forms of transportation, and strengthening road safety legislation and enforcement. The Declaration calls for particular efforts to address the needs of pedestrians, cyclists and motorcyclists, and improving emergency trauma care.

Europe is a good example of the problems the world faces in road safety. While it is home to three countries with the safest roads in the world (Sweden, UK and the Netherlands), it is still responsible for over 35,000 road deaths.

"We must have ambitious road safety targets" stated Mr. Kallas the Transport Commissioner Designate at his hearing on January 14th. European road safety stakeholders also debated target setting for road safety in the EU at an ETSC Transport Safety Lunch on the same day. Representatives from Member States stated that they expected the EU to inspire action to improve road safety in all EU Member States. The EU must continue to lead the way in improving road safety globally through the adoption of ambitious targets, such as 40% reductions in road death and injury as proposed by ETSC in its Blueprint for the 4th Road Safety Action Programme.

It is time for all of us to start thinking globally and acting locally before road deaths become a pandemic.

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Road Safety

RSAP due to be published in April

Transport safety, and particularly safety on the roads, will be one of the Spanish EU presidency's priorities according to its first declarations. If the Commission presents its new 2011-2020 Road Safety Action Plan before April, conclusions will be approved by the Transport Council in June.

Cross Border Enforcement a priority for new Transport Commissioner

At his European Parliament Hearing Commissioner Designate Kallas stated that the adoption of a revised Directive on the Cross Border Enforcement of Traffic Offences was an 'urgent priority' for him and that a new proposal could be adopted in a 'couple of months'. He said that this issue clearly merited a 'European approach'. He also added that with the Lisbon Treaty in place there are new possibilities to find a solution which will gain understanding and support from all Member States. He said that the current situation of not being able to follow up offences committed by non-residents in other Member States is 'simply not fair' and he was 'ready to fight for this'.

Work Related Road Safety on the agenda of Spanish Presidency

The Spanish Presidency will include work related road safety as a profile issue under its Presidency of the EU. It is organising a High Level Group Meeting on the topic, gathering Member State experts in Spain on the issue. The Transport Council conclusions will also respond to a note which will be delivered by the High Level Group to the Transport Council of Ministers. In the context of ETSC's PRAISE project (supported by the European Commission) ETSC will also be holding an international seminar on this topic in co-operation with the Spanish Presidency in June in Spain.

WB slams poor road safety in Europe and Central Asia

Unsafe road traffic conditions in the countries of Europe and Central Asia have tremendous adverse implications for their economic and social well-being, says a World Bank report released on 24 November 2009. Treating road safety victims is imposing an increasingly unbearable burden on these countries' health and social services. Road traffic injuries are a major cause of death and disability, affecting young and working-age groups of society in particular.

The Report *Confronting Death on Wheels: Making Roads Safe in Europe and Central Asia*, released after the first Global Ministerial Conference on Road Safety in Moscow last November, finds that the magnitude of the road safety problem in countries of the Commonwealth of Independent States (CIS), Eastern and Central Europe, the Baltics, and the Balkans is much higher than in Western Europe, even though their car fleet is smaller and the number of kilometers they travel by car is lower.

The highest estimated annual costs to governments are in Russia (34 bln USD), Turkey (14 bln USD), Poland (10 bln USD), and Ukraine (5 bln USD). A combination of weak road safety management capacity, deteriorated roads, unsafe vehicles, poor driver behavior, and patchy enforcement of road safety laws, alongside exponential growth in the number of vehicles are the key factors contributing to road injuries and deaths multiplying at a rapid pace.

Progress Made by Swedes on ITS Directive

The Commission's Directive on ITS is expected to be adopted in early 2nd reading this spring. The proposal has been considerably modified during its discussion in the Council's preparatory bodies. Under the Swedish Presidency progress was made in working out a compromise amongst the Member States and the European Parliament. The Directive will no longer bring about the compulsory deployment of certain ITS technologies as some Member States were concerned about the administra-

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tive and budgetary implications of this. The European Parliament, in its First Reading, had favoured the compulsory deployment of certain ITS services. The compromise solution which has now been found includes, on the one hand, an assurance to Member States that they will have the final say on the deployment of ITS on their territory, and on the other hand, a two-stage procedure for introducing ITS through EU legislation. Technical specifications for six priority actions including the provision of EU-wide multimodal and real-time traffic information services as well as road safety related universal traffic information services and eCall will be formulated within one year by the European Commission. Then, within 12 months the Commission can present a new legislative proposal for deployment of these ITS applications. Finally, Commissioner Kallas Designate in his Hearing also insisted that he would ensure that Intelligent Transport Systems were properly implemented at EU level to help reduce traffic accidents and deaths.

European Commission holds Stakeholder Conference on Road Safety

Over 400 stakeholders participated in the final part of the European Commission's public consultation on road safety held on the 2nd of December. The conference was addressed by the outgoing Transport Commissioner Tajani, Silvia Tica MEP and a representative of the Swedish Presidency. A number of panels discussed different aspects of road safety from vehicle safety to PTW safety and infrastructure management as well as citizen engagement. Setting a European road safety target to 2020 was identified as one of the high priorities for action in the working document presenting the outcomes of the Internet consultation and six stakeholder workshops. Other priorities for the next Plan included driver licensing training and campaigning and improving vehicle safety with better technology including intelligent systems. Combined publicity and police enforcement of important safety rules were also identified by respondents as a high priority. For more click [here](#).

EC launches Road Safety website

On 3 December a new [Commission's website on road safety](#) was launched. This is the first official pan-EU road safety information platform aimed first and foremost at road users. It contains traffic rules and regulations for each of the EU Member Countries, advice for travellers and up-to-date statistics on road accidents.

Tyre labelling system adopted

On 25 November 2009 the European Parliament approved a draft regulation on labelling of tyres with respect to environmental and safety parameters. This new Regulation requires that from November 2012 all new tyres sold in the EU be classified and labelled for fuel efficiency, wet grip and noise performance. It is hoped that the Regulation will improve the consumer awareness and thus favour the purchase of the most environmental and safety friendly tyres. The European Commission also plans to publish information on the tyre label and a fuel savings calculator on its own website as of 2012.

New rules on tachographs

On 16 December 2009 the European Commission adopted a new technical regulation on digital tachographs. The new regulation allows the trade in new models of tachographs which are more precise and better protected against fraud and magnetic interference. Their ease of use would also save the sector 235 mln EUR every year, according to the Commission. The new specifications will be compulsory on all tachographs installed after 1 October 2011 (or 1 October 2012 under certain conditions). Since their introduction in 2006 some 1.5 million vehicles have been fitted with a digital tachograph.

Sweden launches Vision Zero Academy

A new Vision Zero Academy is being set up in early 2010 by the Road Administration in Sweden, the home of the famous Vision Zero

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concept aiming at zero road traffic casualties. The role of the Academy is to generate knowledge-based policy advice for stakeholders in different countries on innovation and implementation of traffic safety management systems, services and technologies. Located in Gothenburg, the Vision Zero Academy will focus on professional training, research and development, traffic safety management and safety performance factors. The research and development part is set to be launched in 2012. A starting point will be to organise high-level workshops to create a political base in selected countries. The first ones are being planned for Russia and Poland in the course of 2010.

For more info: <http://visionzeroinitiative.se>

Commissioner Tajani Designate on Industry

Commissioner Tajani Designate for Industry and Entrepreneurship is also expected to carry over his road safety responsibilities into his new post which includes vehicle safety. In the course of his hearing with MEPs he singled out the automotive sector to benefit from concrete support to boost competitiveness and growth. Commissioner Tajani stressed that, although the automotive sector will continue to be essential in Europe, cars will change, becoming greener, safer and better. The European Commission is currently preparing a proposal for a new Framework Regulation on PTWs.

Aviation, Rail & Maritime Safety

Mixed results for aviation safety

There was only one fatal accident in commercial aviation registered in the 31 Member States of the European Aviation Safety Agency (EASA) in 2009, the lowest number in the past decade. However, this deadly crash alone produced 228 deaths which was the highest annual figure in the past ten years, according to EASA preliminary data. The number of non-fatal accidents (24) in 2009 was also quite high.

In 1999-2008 there have been on average 27 non-fatal and 5 fatal crashes with 92 deaths every year.

Globally 2009 saw 41 fatal accidents involving aircraft registered outside EASA Member States, below the decade average of 51, with 573 deaths, the second lowest number since 1999.

New rules for air crash investigations

On 29 October 2009 the European Commission proposed to revamp the system of air accident investigation, replacing the current Directive 94/56/CE which governs investigations of incidents and accidents. According to the propos-

al a European network of competent national safety and investigation authorities in the Member States should be set up. This would enhance and improve the cooperation and information exchange between the national authorities, the European Commission and the European Aviation Safety Agency (EASA). A European database of safety recommendations would also be established. The network could make recommendations on the elaboration and implementation of policies and regulations on accident investigations.

According to the proposal, EASA would also be invited to participate in any safety investigation launched in a Member State or in a third country when an EU country is involved. This right to participation applies to all aspects of investigations, including notably the right to visit an accident site, to examine the aircraft, to access the contents of the on-board data recorder, to propose lines of enquiry and to hear witnesses.

Finally, the proposal would strengthen the rights of air accident victims. Member States would have to introduce an assistance plan for victims and their families and air companies would have to make the list of passen-

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gers available within one hour of an aviation accident. This list would be made available to the investigation authorities to contact families and would only be made public after the families of all passengers had been informed.

More information [here](#).

Flight Time controversy continues

A European day of action was organised on 5 October by airline pilots demanding legislative reduction in their flight times across the EU. A scientific study by the European Aviation Safety Agency (EASA), dating from September 2008 and made public in January 2009, said that airline pilots' flight times are too long and could pose a safety risk. The report recommended reducing flight times under EU legislation (Regulation 1899/2006).

On 14 October, the cabinet of the then Transport Commissioner Antonio Tajani met with representatives from the European Cockpit Association (ECA) and transport unions (European Transport Workers' Federation - ETF). In a statement published after the meeting the European Commission said it would ask the EASA to produce its recommendations more quickly after which a working group will be set up to deal with the issue.

Also on 19 November the International Civil Aviation Organisation (ICAO) demanded that national pilot fatigue regulations be based on "scientific principles and knowledge". According to ECA, exactly such latest scientific evidence contained in the 2008 EASA report makes it necessary and urgent to bring flight times in line with scientific recommendations before they are responsible for a serious accident.

Airspace users join SESAR

Late in 2009 major airlines, business & general aviation, as well as associations signed contracts to engage their technical experts in the SESAR programme which will deliver technological solutions, functionalities, systems and standards to be developed and deployed in the European air traffic management. The list of partners include Air France, KLM, Iberia, Lufthansa Group including SWISS and LCAG,

SAS Scandinavian Airlines, TAP Portugal, No-vair, a consortium coordinated by EBAA including Netjets Europe and Dassault Aviation, as well as IATA, and IAOPA. Areas of cooperation include flight operations and planning, aircraft system specifications, operations control processes, data link, crew training, etc.

EU updates list of banned airlines

Airlines from Djibouti, the Republic of Congo and São Tomé and Príncipe are no longer allowed to land in the European Union after having been added to the EU's list of banned airlines at the end of 2009. Safety deficiencies in the system of oversight by the aviation authorities of these countries were cited as the reason.

The Angolan company TAAG Angola Airlines was allowed to increase the number of planes it flies into Portugal, while Ukraine's Mediterranean Airlines, banned in the EU until now, was allowed to restart flights with a single aircraft.

The Commission stated that there was better cooperation and increased progress in aviation safety in Albania, Angola, Egypt, Russia, Ukraine, Kazakhstan and Kyrgyzstan.

Rail Baltica declaration signed

A declaration on the realisation of the Rail Baltica railway project (Warsaw-Kaunas-Riga-Tallinn-Helsinki axis) was signed on 19 October 2009 by transport ministers from Poland, Lithuania, Latvia, Estonia and Finland. The project is on the Trans-European Transport Network (TEN-T) priority list. The declaration's signatories pledge to seek new "technical and financial" solutions to allow trains to travel at an average speed of 120 km/hour along the entire Rail Baltica axis by 2013. The current network has speed limits of 40-60 km/hour on certain sections.

TEN-T projects get EU funding

Half a billion euros from the EU Trans-European Transport Network (TEN-T) funding will go in infrastructure projects around the EU, according to the Commission decision on 21 October 2009.

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ETSC recommends 40% death reduction target for 2011-2020

ETSC presented its recommendations to the incoming Spanish EU Presidency in a Memorandum listing key measures on road safety. The adoption of new road death and injury reduction targets of 40% for the EU 4th Road Safety Action Programme (RSAP) 2011-2020, and a separate target of 60% reduction of child deaths, should be a top priority for the first half of 2010.

The Programme should also encourage employers to prioritise safety when managing their fleets and transport operations, prepare road safety plans and purchase vehicles with in-built safety technologies.

It should tackle new emerging trends such as the increasing numbers of motorcyclists and older people among those killed or injured on the roads.

ETSC urged Spain to help as much as it can the legislative passage of the proposal on Cross Border Enforcement of road safety law which is currently being re-drafted.

To fight drug driving more effectively, ETSC proposed to better inform the public about possible risks and effects of using both prescription medicines and illicit drugs while driving through appropriate classification and labelling of medicines. All drivers involved in a fatal collision should also be tested for drugs.

The full Memo can be seen [here](#).

300,000 injuries on EU roads each year

On 12 November 2009 ETSC published its 15th Road Safety PIN Flash report in which it estimated that about 1,700,000 people are recorded as injured in police reports each year, among them 300,000 seriously. For every road death in the EU, at least 44 road injuries are recorded, of which eight are serious.

The report revealed that, despite differences in definitions of serious injury existing between countries, the 14 EU countries using a similar definition saw deaths and serious injuries decrease at broadly the same pace since 2001. However, the situation differs considerably from country to country. While in Romania, Norway, Hungary and Spain changes in road deaths and serious injuries followed almost a similar pace, in Luxembourg, France, the Netherlands, Bulgaria and Sweden reductions in road deaths exceeded by far the reductions in recorded serious injuries, whereas in Slovenia, Latvia, Ireland and Greece injuries decreased faster than deaths.

Although serious injuries tend to be better reported than slight ones, still not all serious injuries are recorded by the police. The magnitude of underreporting undermines proper allocation of resources to preventive measures. One of the main conclusions of the report was that improving the quality of data about seriously injured survivors of road collisions is key to designing more effective safety policies.

For more information please click [here](#).

ETSC's 'Map of Europe' goes on line

'ETSC's Map of Europe', a new Internet-based tool, is on line now. It summarises data for each of the EU-27 countries plus Israel, Norway and Switzerland. It also lists ETSC's members and ETSC's events in these countries. The link is accessible through the ETSC web [homepage](#).

EU best practice at UN Global Conference

ETSC's Executive Director Antonio Avenoso participated as a panelist at one of the sessions during the First Global Ministerial Conference on Road Safety in Moscow on 19-20 November 2009. The panelists presented a

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range of technological and legislative solutions with high road safety enhancement potential and discussed how the world could benefit from this successful European experience.

ETSC welcomes new member from Finland

Liikenneturva, the Central Organisation for Traffic Safety in Finland, has become the 43rd member of the European Transport Safety Council on 1 December 2009. Operating under the guidance of the Ministry of Transport and Communications, it promotes the safety of road traffic by influencing people's attitudes and traffic behaviour.

Finland is 7th best in the EU in terms of road deaths per million population, the number of which went down from 83 in 2001 to 65 in 2008 (currently also 65 for EU15 and 79 for EU27).

In its 2006 resolution the Finnish Government set a goal of reducing the number of road deaths to 250 by 2010, and a much more ambitious aim to reduce annual road deaths to less than 100 by 2025. However, with 344 deaths occurring on Finnish roads in 2008, the country is still far from reaching those targets. Speed remains the single biggest contributor to road deaths and injuries in Finland, and experts also link at least half of fatal speeding accidents to drink driving.

"We have already cooperated with Liikenneturva in the past getting fine quality data and information on road safety in Finland from them," said ETSC Executive Director Antonio Avenoso.

"It will be much easier to tackle road safety challenges while exchanging information and effective solutions with other EU Members through collaboration within ETSC," said Matti Jarvinen, Managing Director of Liikenneturva.

European bus and coach day

A first European bus and coach day was held in Brussels on 2 December 2009. The programme included a workshop on the current and future contribution of private bus and coach sector to sustainable mobility and travel for all, the European inauguration of the "Smart Move" campaign in the European Parliament and an exhibition of the winners of the Busworld 2009 Coach of the Year Grand Award and Bus of the Year Grand Award, also at the European Parliament premises.

IRTAD publishes Annual Report

The first edition of the International Road Traffic and Accident Database (IRTAD) Annual Report was published on-line, presenting the main safety trends in IRTAD countries for the year 2008 as well as detailed information for 27 countries.

The report can be accessed [here](#).

Save the Date: PRAISE Seminar Brussels 6 May 2010

In the framework of ETSC's PRAISE project the first annual PRAISE Brunch Seminar in Brussels will take place on the 6th of May from 9:00 to 13:00. ETSC is also organising an international seminar on improving fleet safety in Spain and in the EU Member States during the Spanish Presidency of the EU. This will be held in Spain in co-operation with the Spanish General Directorate of Traffic (DGT) in June. ETSC's project Preventing Road Accidents and Injuries for the Safety of Employees (PRAISE) aims to increase road safety in the work context. The project is co-funded by the European Commission, the German Road Safety Council and the Swiss Council for Accident Prevention (bfu). It aims to "praise" best practices in order to help employers secure high road safety standards for their employees.



European Transport Safety Council

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