

Safety Monitor

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

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Editorial

Sweden is best placed to take on EU road safety challenges

With the formation of the new European Parliament after June's elections, preparations for the change in the European Commission College and an expected referendum on the Lisbon Treaty in Ireland in the autumn, Sweden has a difficult tenure ahead as the next EU Presidency holder. Despite these formidable changes in the EU political landscape looming ahead, the country is probably best placed to lead the EU towards putting road safety at the core of the EU transport policies during its term.

Sweden is the undisputed EU road safety champion. In 2008 it had the lowest number of road accident victims since 1934. It actively pursues its national Vision Zero goal which envisages no road deaths or severe injuries as a result of traffic accidents in the long term. This gives it a unique authority to promote further ambitious road death reduction targets for the EU 4th Road Safety Action Programme (RSAP) for 2010-2020. Sweden should also secure a tough EU target for 2050 to further reduce road deaths. This should be included in the "Future of Transport" White Paper.

For this next decennial strategy ETSC has proposed a shared target of 40% reduction of road deaths with a further target to reduce serious injuries in each Member State by 20%. ETSC also recommends the EU to adopt a target of 60% reduction of child deaths between 2010 and 2020.

To achieve these or similar targets, the necessary mechanisms should be put in place: cross border enforcement of traffic law and promotion of Intelligent Transport Systems, including Intelligent Speed Assistance, Alcohol Interlocks and Seat Belt Reminders for all seats. The next EU Presidency should take the initiative in setting up legislative and regulatory framework for the above instruments.

Another big priority for Sweden is to achieve a new global deal on climate change at the next UN-FCC in Copenhagen in December. In the EU, road transport generates about one fifth of the EU's CO2 emissions, with passenger cars responsible for around 12%. These emissions have risen between 1990 and 2004 by 26%. The Swedish Presidency should raise the issue that speed reduction and speed limit enforcement on Europe's roads would directly lower the level of CO2 emissions in the EU and help it to live up to its promises of curbing greenhouse gases by 20% by 2020.

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New CBE Directive under preparation

Speaking to the MEPs, the EU Transport Commissioner Antonio Tajani announced that the European Commission is examining the possibility of preparing a modified Directive proposal on the Cross Border Enforcement issue taking the amendments of the European Parliament into account as well as certain questions raised in the discussions with the Council. Moreover, the entry into force of the Treaty of Lisbon would allow the consideration of a new legal framework.

In his response to a Parliamentary Question to Brigitte Fouré MEP of 26 May he also mentioned that the Council had invited its experts to find an agreement to reach the objective of reducing deaths on Europe's roads, but the Council's Working Group has not yet examined the amendments adopted by the European Parliament last December under the Czech Presidency.

Ministers favour interoperable ITS

Transport Ministers adopted a progress report on the ITS package on June 11th in their Council meeting. Following an Informal Council devoted to this topic in Litomerice, the Czech Presidency presented a revised draft Directive. This new draft took into consideration the key concerns of the Member States raised in their working group meetings. The remaining questions to be considered include ITS deployment across the EU and possible legislation on ITS measures.

Some Member States were also reluctant to accept the reliance in the EC proposal on the comitology procedure (Committee made up of European Commission and Member State experts). The question of competence and especially as to whether the Community, Member States or private sector should be responsible for any decision is also one of the other key remaining issues to be resolved. The Commission remains committed to its previous legislative proposal.

The Czech Presidency will now pass on the baton to the Swedish Presidency to take these discussions further and reach an agreement in the Council. Sweden will organise a worldwide congress on ITS in September.

For its part, the European Parliament voiced overwhelming support for the framework proposed by the European Commission for the deployment of ITS in road transport. A report by Anne Jensen (ALDE, Denmark), adopted at the plenary session on 23 April, makes certain technical modifications to the proposal and strongly urges the Member States to take all measures necessary to ensure the deployment of such technologies and the introduction of interoperable services throughout the EU. They would have to submit action plans covering the next five years to the Commission and report annually on the progress achieved.

Self-employed and salaried drivers equalled by the Parliament

On 5 May 2009 the European Parliament rejected at first reading under the co-decision procedure the European Commission's proposal, backed also by the EU Council, to exclude self-employed drivers from the scope of Directive 2002/15/EC, which regulates drivers' working time. Thus, unless the Commission refuses to oblige and chooses to refer the matter to the EP Transport Committee, self-employed drivers will have to observe the same weekly work limit of 48 hours as salaried drivers do. However, the International Road Transport Union (IRU) supported the European Commission's original text and calls for further negotiations on this issue in the next Parliament. It says that, even if they were excluded from the directive, self-employed drivers would still be subject to European Union rules on driving and rest periods.

The Commission proposed to exclude self-employed truck drivers from the Directive on Working Time for road hauliers, while at the

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same time preventing false self-employment through the use of this status from being imposed on drivers by employers.

Heavy vehicles Tire Explosion Guide out

A new guide published by the Institut de recherche Robert-Sauvé en santé et en sécurité du travail (IRSST) discusses the phenomenon of mechanical blowout of heavy vehicle tires mounted on wheels, and the process and events that lead to tire blowout or explosion as a result of heat build-up.

Based on current knowledge, preventive measures are suggested. It must be emphasised that the best-known preventive measures are those aimed in particular at personnel who repair and maintain the tires on heavy trucks. In the case of drivers, the information is rather limited because there are no objective criteria and very little knowledge about how to identify the hazards, and even less knowledge about the level of risk. The precaution principle applies at all times.

The document can be downloaded [here](#).

Less freight should go by road

The European Parliament adopted on 23 April a report by Ulrich Stockmann (PES, Germany) which supports simplification of the Marco Polo programme aimed at encouraging the shift of freight transport from road to other transport modes.

With a total budget of 450 million EUR over the 2007-2013 period for the Marco Polo programme, funding requests are decreasing each year, showing a lack of interest on the part of potential candidates. The Commission attributes it to the poor level of financing and the complexity of the programme. In order to re-motivate potential candidates, MEPs support the proposal by the Commission to double the level of financing of these projects.

Level Crossing Awareness Day in Europe

A pan-European Level Crossing Awareness Day was held in Brussels and around 23 European countries on 25 June. Every year at least 600 people die in accidents at level crossings in Europe, and about 95% of these accidents are caused by road users. The goal of the event was to make people understand that these collisions could be avoided if they obey the traffic rules and address misbehaviour at and around level crossings.

Focusing on educational measures, the Level Crossings Awareness Day was built on existing national events which were held jointly at various locations in every participating Member State under the common slogan "Stop accidents! Europe for Safer Level Crossings!" The activities included distribution of flyers and display of posters, broadcasting special messages on radio and TV, holding press conferences.

Additionally, several countries outside Europe such as Australia, Canada, India and South-Africa have shown their interest in this initiative and will use the European Awareness Level Crossing Awareness Day as an incentive to communicate on this issue in their own countries.

Detailed information and educational material can be found at www.levelcrossing.net

EuroVelo network examined

A provisional version of the study evaluating the challenges and opportunities of developing a cycle tourism network across Europe has been published by the European Commission's Directorate General for Internal Policies.

The study 'Challenges and Opportunities for Sustainable Tourism' focuses on EuroVelo, a network of 12 long distance routes managed by the European Cyclists' Federation which is being developed in different countries by a wide range of partners. It reviews the market for cycle tourism in Europe and presents a model of demand for EuroVelo.

The study can be consulted [here](#).

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Transport future goes under debate

On 17 June the European Commission adopted a communication 'A sustainable future for transport: Towards an integrated, technology-led and user friendly system'. The document presents the EU executive's vision on the sector's future development and launches a public consultation which will lead to the publications of a new White Paper on the Common Transport Policy for 2010-2020 next year.

The Commission sees the industry's key trends and challenges in the ageing of the population, environment, immigration and growing urbanisation. On environment, it has recognised that the growth in transport activities has not been on a par with its environmental progress. New technologies will be essential for mitigating negative environmental impact, as well as better integration of different modes of transport. The possibility to provide dedicated infrastructures for passenger and freight should also be considered, according to the document.

Transport sector development will be increasingly self-funded, for which the sector

must retain the income generated by it. For instance, income from toll roads should be used for the expansion of infrastructures or alternative transport solutions.

Council supports investments in TEN

On 11 June the EU Transport Council stated that all the current priority projects in the Trans-European Transport Network (TEN-T) should remain intact, with a special focus on cross-border ones. This echoes the position of the European Parliament which also considers investments in transport infrastructures a "key area" for tackling the economic and financial crisis. It urged the Commission to speed up the implementation of TEN-T projects financed by the Structural Funds in its resolution on the green paper on the future TEN-T policy, adopted on 22 April (report by Evelin Lichtenberger, Greens-EFA, Austria). Earlier, the Council had reduced the TEN budget for the 2007-2013 period to 8 billion EUR, down from 20 billion EUR proposed by the Commission.

Working Together to Make Europe's Roads Safer

TISPOL International Road Safety Conference

6 October 2009, Olympia Conference Centre in London, UK

A wide range of speakers from across Europe and also the USA will inform the conference of significant current and emerging issues.

Packages are available for both delegates and exhibitors. Early booking is recommended as this event is likely to prove very popular amongst the road safety community.

More information on <https://www.tispol.org/theconference2009/index.php>

Aviation, Rail & Maritime Safety

EU-US aviation safety accord in peril

A June 2008 EU-US agreement aimed at eliminating duplicative inspections of aircraft maintenance sites may be seriously weakened, if not effectively nullified, by the US lawmakers. A bill to that respect was adopted by the House of Representatives on 21 May and is now passed to the US Senate for consideration. The administration of US President is keeping silence on the matter.

Following the introduction of a late amendment on aircraft maintenance, the bill requires the US Federal Aviation Administration (FAA) to conduct twice-yearly physical inspections of aircraft repair stations in Europe instead of the mutual recognition system originally agreed on. This would include testing workers for drug and alcohol use. The European Commission vowed to adopt reciprocal measures if the bill passes, requiring the European Aviation Safety Agency (EASA) to inspect US sites. The industry would have to pay for FAA and EASA inspections, with a typical inspection costing over 30,000 USD.

Experts believe that US labour unions lobbied the amendment to the bill in a bid to reverse the outsourcing of maintenance operations that US airlines have been doing for years. The US Air Transport Association, which represents US carriers, opposes the clause, saying it would impose duplicative, burdensome requirements. Some experts fear that overall aviation safety would actually be lowered rather than increased, forcing the FAA and EASA to divert energies abroad that could better be deployed at home.

Freight trains priority ruled out

EU Transport Council on 11 June agreed on the creation of international railway freight corridors that will connect strategic terminals in different Member States. However, it was decided against giving freight traffic priority over passenger traffic in terms of granting train slots, as initially proposed by the European Commission, with most Member States

concerned with negative consequences of such a measure on passenger traffic. This was also the position earlier taken by the European Parliament, which will put additional pressure on the European Commission.

Ship dismantling convention adopted

A new International Convention for the Safe and Environmentally Sound Recycling of Ships has been adopted by the International Maritime Organisation (IMO) in Hong Kong on 15 May, 2009.

The European Commission considers incorporating the main provisions of the international convention on safe and environmentally sound ship dismantling into EU law in advance. A public consultation was launched by the Commission in April to June 2009.

The Convention includes provisions for the design, construction, operation and preparation of ships to facilitate their recycling without creating threats to ship safety or effectiveness and to ensure that they can be dismantled in safe and ecologically sound conditions. It establishes a framework for ship recycling that includes certification and reporting requirements. Any ship sent for scrapping must be accompanied by an inventory of the hazardous substances it contains. An annex to the agreement lists the hazardous substances the installation or use of which is prohibited or restricted in ships, shipyards and ship repair yards. All ships will be required to provide an initial survey allowing verification of hazardous materials, additional surveys throughout the life of the ship and a final survey prior to recycling. Recycling yards will have to present a ship recycling plan specifying how each ship will be recycled depending on its particulars. The contracting parties will be required to take effective measures to ensure that ship recycling facilities under their jurisdiction comply with the convention. The IMO has also drawn up guidelines to assist in the convention's implementation.

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EU gains speed in road safety

Over 39,000 people were killed in road crashes in 2008 in the EU27, 15,400 less than in 2001 but still far from the 27,000 deaths limit which the EU set for itself in its Road Safety Target for 2010, according to the 2009 ETSC Road Safety PIN Annual Report made public at the 3rd PIN Annual Conference in Brussels on 22 June.

After a particularly bad 2007, 2008 saw a promising decrease in road deaths by 8.5%, the best year-to-year reduction since 2001. **Estonia** (-33%), **Lithuania** (-33%), **Slovenia** (-27%) and **Latvia** (-25%) achieved the best reductions in 2008 but still have some of the highest road death rates in the EU. In 2008 for the first time ever the **EU10** achieved the same year-on-year percentage reduction in road deaths as the **EU15**. The reduction in road deaths in 2008 can be partly attributed to reduced traffic volume following the recent economic recession and relatively high petrol prices earlier in the year.

Over the period 2001-2008, best results have been achieved by countries with a medium level of safety: **Luxembourg** (-49%), **France** (-48%) and **Portugal** (47%). The success of **Spain** (-44%) and **Latvia** (-43%) has been recognised with the "2009 Road Safety PIN Award" at the PIN Conference. In **Romania** and **Bulgaria**, however, the number of road deaths was higher in 2008 than in 2001. **Slovakia** and **Poland** have not made any substantial progress.

Sweden, the **Netherlands** and the **UK** remain the safest European countries roadwise, behind **Malta**. **Switzerland** and **Norway** have been among the frontrunners in Europe for some time and **Germany** is close on the heels of the leading group. Disparity in road death rates across Europe has decreased since 2001, and in 2008 there was no longer any EU country with more than 150 road deaths per million inhabitants. The full PIN Report can be downloaded [here](#).

PRAISE to raise work-related road safety

In May ETSC launched a new project PRAISE (Preventing Road Accidents and Injuries for

the Safety of Employees), aimed to increase road safety in the work context. It is estimated that road crashes make up 60% of all work-related fatal accidents in Europe. ETSC proposes that EU should encourage each company to prepare a road safety plan, evaluate the road safety impact and the burden of road collisions on the company and adopt the forthcoming ISO standard for road traffic safety management systems.

Co-funded by the European Commission, PRAISE will over the next three years gather knowledge in short thematic reports covering topics such as in-vehicle technologies and speed management. It will seek out best practice examples from leading companies and disseminate these widely to both the practitioners but also the EU institutions and bodies (including the European Agency for Safety and Health at Work, EU-OSHA) and EU governments. ETSC will also incentivise innovative action with an annual award to a European company for action in the field of reducing road deaths at work. At the Member State level the project will also organise six country seminars over the three-year period.

Focus on child safety in Germany

Child road safety was the theme of the PIN Talk in Berlin on 6 May 2009. Every year over 100 children die in road accidents in Germany alone, and over 1,200 children in the EU as a whole, according to a recent [ETSC Road Safety PIN report on child road safety](#). Half of these child deaths – around 600 – could be avoided in the EU 27 each year if child road mortality were universally at the same level as in Sweden which enjoys the lowest rate of child road deaths in Europe.

Germany has registered an 8% reduction in child road deaths, against 7% in the EU. It is also ahead of the EU average in terms of current rate of child road mortality: 12 child deaths per million child population, compared to the EU's 16 deaths. However, to reduce child mortality even further Germany, as well as indeed other EU countries, should adopt a separate road safety target, introduce traffic calming schemes and Zones 30, promote the use of

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child safety restraints (CSR) through information campaigns, lower VAT rates on them and increase the offer of rear facing seats which are believed by many experts to be safer than forward-facing models.

VRUs safety is a concern in Italy

Over 150 stakeholders gathered at the 2nd Road Safety PIN Talk which took place in Rome on 9 April. Hosted by the Ministry of Infrastructure and Transport, the event analysed Italian road safety against the latest road safety trends in the EU. Pere Navarro, Director General of the Spanish Directorate General for Transport, shared his country's experience in reducing road deaths by 43% in 2001-2008. Fondazione ANIA used this platform to raise concerns on road risks for PTW users and reiterated their proposal to introduce a compulsory riding test for PTW users.

Among the key priorities the country could face in the future, as emerged during the discussions, were the risks for Vulnerable Road Users, especially children, pedestrians and cyclists. Also, the problem of regular testing of drivers for drug influence is a matter of growing urgency.

ETSC sets road safety student camp

Fifty students were hosted by ETSC at the 'ShLOW!' Camp in Brussels during the weeks of 20-24 April and 4-8 May to receive training on speed management. The 'ShLOW!' Camp is a cornerstone of ETSC's ShLOW project "Show me How Slow" designed to have students from across Europe take action to mitigate excessive and inappropriate speeds on our roads. The students were lectured on road safety practical work by guest speakers from a variety of backgrounds: academia, industry, civil service, the police, NGOs.

The objectives of 'ShLOW!' are threefold: to raise awareness of the consequences of speeding among young individuals and motivate them to become future road safety professionals; to offer them an integrated speed

management training course; and to support them in running a small-scale speed management action in their home country. Indeed, after the Camp students return home and try to implement a speed management solution in their surroundings to win the ShLOW competition. Students develop and try to put in place various measures, from infrastructure solutions, to education campaigns, to vehicle technology improvements. The students who will put in most efforts and achieve the best results during the remaining part of the project will receive an award at the ShLOW ceremony which will be held in Brussels in spring next year.

WHO hosts meeting of NGOs

On 7-8 May the World Health Organisation hosted the Global Meeting of NGOs Advocating for Road Safety and Road Victims in Brussels, with support from the Flemish Ministry of Mobility, Social Economy and Equal Opportunities, Belgium and the FIA Foundation. More than 100 participants attended the meeting representing 70 NGOs in 40 countries, many of them created by relatives of road traffic crash victims. The meeting fostered a greater understanding of the expertise and needs of road safety NGOs and approved a draft statement from the NGOs to be presented to the First Global Ministerial Conference on Road Safety in Moscow in November 2009. An electronic platform for continued discussion and networking will be further explored.

WHO global road safety report out

The Global status report on road safety was released in June by the World Health Organisation. The report contains an overall summary of the findings and one-page profiles on the road safety status of 178 countries, and could potentially be a valuable source of information for advocacy workers who are urged to make use of the information contained within the report, and to link to it from their web sites.



European Transport Safety Council

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