

Safety Monitor

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

July

06

NUMBER

65

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Editorial

Finland's tasks as it takes the helm of Europe

As Finland has taken up the EU Presidency during the second half of 2006, the road safety community expects it to play a leading role in the field of road safety policy. Among its recommendations presented to the new Presidency, ETSC invited Transport Minister Huovinen and Justice Minister Luhtanen to closely support the European Commission in its efforts to prepare a Directive in the field of cross-border enforcement, and to request the Commission to transform the Recommendation on traffic law enforcement into a Directive. The European Commission's Expert Group recently met to discuss traffic law enforcement and the preparation of a possible Directive to enhance cross border enforcement of traffic law. A public consultation on a Directive to enhance co-operation on the cross border enforcement of traffic offences is around the corner. It is an opportunity for Finland to demonstrate its leadership.

In addition, it is essential that Finland ensures that the European Commission tables as soon as possible proposals for Directives on infrastructure safety which has once again been delayed until the third quarter of 2006, the mandatory requirement for daytime running lights for all motorised vehicles, and the retrofitting of blind spot mirrors for all heavy goods vehicles.

Finland has a higher than average performance in road safety compared with other Member States. It also ranks number one in the field of traffic law enforcement. Whilst the to-do-list of road safety priorities is long, short term political considerations should not prevail over the priority saving of lives on road. Even if some issues take more effort and time for them to be taken up by the European Commission, a Presidency should not miss the opportunity to make advances on all the issues on the "to-do-list".

Finland is remembered as the first country having signed the Memorandum of Understanding on eCall. It started the implementation of the system also much earlier than most of the other Member States. Alongside being the champion of traffic law enforcement this successful step proves that you can be remembered for being a leader in road safety!

Jörg Beckmann
ETSC Executive Director



Across the Modes

EU MONITOR

Brief news

Transport White Paper

The European Commission presented its Mid-term review of the 2001 White Paper on EU Transport Policy on 22 June 2006. The emphasis shifted from modal shift as a Commission priority to co-modality. Still, the EC considers it crucial to boost rail and maritime connections for long distance freight transport. It therefore proposes, among others, the implementation of a freight logistics action plan, the promotion of intelligent transport systems to make mobility greener and more efficient, as well as an action plan to boost inland waterways.

ETSC regretted the lack of concerted action taken by the European Commission in the area of road safety in its Mid-term review. The organisation calls for a traffic system that is better adapted to the needs, errors and physical vulnerabilities of its users rather than one which expects users to cope with increasingly demanding conditions. One of the only concrete commitments included in the review is to organise a European road safety day from 2007 onwards. But this measure is much too weak if not combined with other stronger measures such as developing legislation to raise standards in all EU countries in the area of infrastructure and enforcement. The Council is due to hold a policy debate on the Mid-term review of the Transport White Paper in October

- [Mid-term review of the White Paper \(22 June 2006\)](#)
- [EC press release \(22 June 2006\)](#)
- [ETSC press release \(22 June 2006\)](#)
- [ETSC contribution to the consultation \(10 December 2005\)](#)

Marco Polo

The European Parliament adopted the 2007-2013 Marco Polo II programme promoting intermodality in transport on 17 May 2006. The report introduced a series of amendments to the Commission's initial proposal. The Council has now to approve it. However, agreement is expected to be reached without a second reading as the European Commission has accepted the compromise amendments. The report puts particular emphasis on the fact that Marco Polo II should only promote freight transfer from the road towards other transport modes, but not among the other modes of transport themselves. The programme will be allocated a budget of 400m euros (740m euros proposed by the Commission). The first call for tenders will be launched as soon as possible.

TENs

Finnish Transport Minister Huovinen under the EU Presidency declared that she was not ready to cut the list of 30 trans-European transport network priority projects. In her opinion, all the projects are equally important. She will try to release more funds from the EcoFin Council to help the realisation of all these projects.

The Mid-term review of the White Paper which just came out also points to the need to invest in infrastructure, especially with a view to promoting «co-modal» solutions. In view of the limited budget allocated to the trans-European transport network (TEN) for the period 2007-2013, the Commission proposes investing the money in cross-border sections and work on removing bottlenecks in priority projects not eligible for support from the Structural or Cohesion Funds. Member States are also urged to make use of these funds.

Galileo

On 7 June 2006, the Commission published its annual Communication to take stock of the progress made by the Galileo European satellite navigation programme. Among the key components of this ambitious project, the communication plans to bring forward a Green Paper on Galileo applications by the end of this year. Also, the report revealed the need to clarify provisions on revenues and costs by the same date. In addition, the communication includes an updated timetable for Galileo's implementation as follows: 1) a development and validation phase of the system's satellite before the beginning of 2009; 2) a deployment phase which includes the manufacture and the launch of satellites and the installation of all of the system's ground-based components. This is due to run over 2009 and 2010; 3) an exploitation phase (commercial exploitation of the system) to start by the end 2010.

[EC press release](#)

Road Safety

EU MONITOR

Brief news

3 Road Safety Action Programme

In light of the Mid-term review of the 3rd Road Safety Action Programme presented in February 2006 (see [Safety Monitor 63](#)) the Council has endorsed conclusions on road safety at its meeting in June. EU Ministers called for action in areas such as improving drivers' abilities, protecting vulnerable road users, improving the safety of road infrastructure, engaging all stakeholders on road safety, including NGOs. ETSC was satisfied with the conclusions as they echoed many of its own calls for action. In the meantime, MEP Ewa Hedkvist Petersen is preparing a Report on behalf of the Transport Committee in response to the European Commission's Mid-Term Review of the Third Road Safety Action Programme. She organises a Mini-Hearing on "Road Safety in the EU" on 13 September 2006 in order to gain input to this Report. Two renowned road safety experts Jesus Monclus of FITSA, Spain and Ilona Buttler of the Motor Transport Institute (ITS), Poland, will address MEPs. The discussion will focus on short term priorities in order to reach the 2010 target to halve road deaths, and what are the most important long-term actions.

[Council conclusions](#)

[ETSC press release \(9 June 2006\)](#)

across the modes

Driving and rest times

The European Commission published a report in June on the implementation in 2001-2002 of Regulation (EEC) 3820/85 on the harmonisation of certain social legislation relating to road transport. The report revealed an increasing number of lorry and coach drivers breaching EU rules on driving time and rest periods. The Commission warns that the current situation cannot be left to deteriorate and hopes that the new Regulation on driving time and rest periods adopted in March 2006 (see Safety Monitor 63) will act as a deterrent.

The report also notices that checks are carried out with different intensity and frequency in each member state and often by a variety of authorities acting under differing priorities and separate national rules. The Commission notes that Austria, Germany and Finland are good examples that others should follow and urges Member States to cooperate more.

See the [European Commission report](#)

Cooperation with India on road safety

European and Indian road sector representatives have agreed to organise campaigns demonstrating ITS tools in India with the support of European industry, with a view to improving road safety standards in the country. India has one of the highest road traffic accident rates in the world, with almost 80,000 fatalities each year.

Mont Blanc tunnel

The Società Italiana del Traforo del Monte Bianco (SITMB)'s concession of the Mont Blanc Tunnel has been extended by 15 years up to 2050. The reason was the important safety improvements undertaken by the company to comply with new safety standards. They had serious implications on the financial well-being of SITMB. The new safety rules followed the disaster in the Mont Blanc Tunnel in March 1999. A similar extension had been agreed by the European Commission earlier in February for the equivalent company that operated the French side of the Month Blanc (Autoroutes et Tunnel du Mont Blanc, ATMB) for the same reason.

COUNTRY NEWS

Strategies and targets

A new Road Safety Plan and Parliament Resolution on improving Road Safety have been adopted in **Finland**. The plan adopted the new target of not exceeding 100 road deaths by 2025. The government also revised the objective previously set in 1997 such that by 2010 the annual number of road deaths should be less than 250. The resolution outlined commitments under different headings, including that automatic speed surveillance will be increased so that fixed automatic surveillance will cover 3,000 km of main roads by 2010. In addition, mobile traffic surveillance based on new technology will be extended so that there will be a total of at least 25 surveillance units. The threshold for intervention by speed surveillance officials will be lowered to reduce speeding and keep speeds within the legal limits.

A new Road Safety Programme is currently under discussion and due for adoption in **Slovenia** in the autumn. The Programme is due to run for the period 2007-2011 and is entitled: "Together for a safer future". The Programme aims to set a new target to halve its roads deaths by 50% by 2011 compared with 2001, which means to reduce the number of persons killed to 600 persons by 2011. The Programme also aims to adopt and implement a "Vision Zero" strategy. Urgent measures include actions that are expected to yield posi-

tive results soon. These include increasing the use of safety belts and child safety restraints, the reduction of speeding and abuse of alcohol, providing safety to pedestrians and especially to children. Passive protection is also a priority and includes the promotion of ISA and alcolocks. The programme also picks out traffic law enforcement, especially the enforcement of speeding, drink driving and seat belt legislation, in combination with awareness raising activities, as the most important measure to achieve the general goal of halving annual road deaths by 2011.

Traffic law

Ireland refuses to pay any compensation to drivers of vehicles in cases where all vehicles involved in a collision are uninsured. This means that if a driver of an uninsured vehicle is involved in an accident with another uninsured vehicle but is blameless, that driver will not receive any compensation. The Commission considers that this is contrary to EU law, which requires that national compensation bodies cover victims of accidents caused by unidentified or uninsured vehicles (Article 4(1) of the Second Motor Insurance Directive 84/5/EEC) and states that compensation regimes must also include victims of accidents caused by unidentified or uninsured vehicles. Ireland has been referred to the European Court of Justice.

New amendments of the Highway Code have come into force on 1 July 2006 in the **Czech Republic**. The new legislation introduces a new 12 point demerit system. For instance 7 points will be removed if a driver refuses a breath test. In addition, higher fines were introduced with the lowest fine being set at 1,500 crowns (approximately 50 EUR). Police are also able to confiscate the driving license on the spot for serious offences. Other changes involve making driving under the influence of alcohol over 1.0 BAC a criminal offence. The new act also proposed a number of additional safety measures such as the mandatory use of daytime running lights throughout the year and the extension of the compulsory use of child restraint systems to all types of road. Aside this, new responsibilities have been given to the Ministry of Interior and to the National Police Force for road accident prevention. For more information contact Ms Marcela Machutova, Director of the National Police Museum (museum@mvcz.cz); or Mr Jaroslav Horin (j.horin@seznam.cz).

Latest statistics

At present **Spain** is ahead of its 2008 target to reduce road deaths. Their new Road Safety Plan includes, among others, specific actions relating to deterrence and enforcement. This target was reiterated as a priority by President Zapatero in his "State of the Union" address on 29 May 2006. This is the first time a Spanish President included road safety as a priority worthy of being in his address to Parliament. He stressed that "the fatality rate is unacceptable despite recent improvements." Also: "that the Strategic Road Safety Plan includes measures to improve driver training and increase controls on all roads." President Zapatero presented a new commitment to reach a 40% reduction in deaths by 2008.

The **United Kingdom** has shown a tiny 1% drop in 2005 (which corresponds to 20 less fatalities in 2005 compared with 2004). As provisional figures indicate the same road traffic levels as in 2004, the overall casualty rate per 100 million vehicle kilometres was 3 % lower than in 2004. Child casualties fell by 9 %. Pedestrian casualties were 33,281 in 2005, 5 % lower than 2004. There were 3 % less two-wheeled motor vehicle user casualties in 2005. On the other hand, the number of pedal cyclists killed rose by 10 % to 148 in 2005, the highest level since 1999. In 2000, the Government announced a new road safety strategy and set new targets for reducing casualties by 2010. It wants to see 40% reduction in the number of people killed or seriously injured in road accidents compared with the average for 1994-98.

More information: [UK Department for Transport](#).

road safety

Maritime and Inland Waterway Safety

EU MONITOR

Erika Package III

BACKGROUND. Threats to fail to comply with maritime safety standards remain important since the Erika accident in 1999 and the Prestige accident in 2002. Up to 7,000 unsafe ships and flags of convenience continue to flourish according to the OECD. More and more "inadequacies" are picked up during port checks and increasing quantities of maritime traffic "naturally" increases the potential for accidents. In this context, the European Commission presented Erika III in November 2005, a package of legislative measures to decrease the number of accidents and pollution in EU waters (see [Safety Monitor 62](#)).

NEWS. Two of the proposals in the Erika III package of safety were discussed at the transport Council on 8-9 June 2006. Ministers agreed on a general approach on a proposal for a Directive amending directive 2002/59/EC on vessel traffic monitoring. The approach concerns in particular the introduction of automatic identification systems (AIS) in fishing vessels bigger than 15 metres overall. This will allow being up to date with operational and technical advances in the maritime industry, especially in the area of ship identification and monitoring systems and satellite technology. As concerns the accept-

ance or refusal of a ship in need of assistance in a place of refuge, this will depend on the decision of the competent authority. The council also noted the progress made on a second proposal concerning Port State control (successive amendments to Directive 95/21/EC).

FUTURE STEPS. Although the European Parliament expressed its fear that the package would be broken up by the Council of Ministers, Finnish President Mrs Huovinen was not able to answer that promise and agreed that the priorities should be the proposal for a directive on port state control and the draft regulation on liability and compensation to passengers. The first-reading on these proposals is now pending at the European Parliament.

[Erika Package - First proposal: 23/11/2005](#)

[Directive on vessel traffic monitoring
– Amendment: 23/11/2005](#)

[Directive on port state control – First proposal:
23/11/2005](#)

Inland Waterways Action Plan

BACKGROUND. Infrastructure is often under-financed and important bottlenecks remain in inland waterway transport. Moreover, eighteen of the 25 Member States have inland waterways which represent a network extending over more than 25,000 km. However, the navigation potential is far from being used (for instance only 7% of the Danube). On 17 January 2006 the European Commission presented an action plan (2006-2013) on the NAIADES and proposed to attract new markets, modernise the fleet, develop

employment and competences, as well as improve the sector's image and develop infrastructure.

NEWS. At the Transport Council on 8-9 June 2006, the Council adopted a set of conclusions on the promotion of inland waterway transport as a follow-up to the action plan for inland waterway. MEP Corien Wortmann-Kool (EPP-ED, Netherlands) presented the broad outlines of her report on the NAIADES to her colleagues on Parliament's Transport Committee on

19 - 20 June 2006. The need to invest in infrastructure, facilitate access to funding for transport companies (especially SMEs) and to support the development of new markets are emphasised in the report. Structural improvements in transport infrastructure, in particular, are singled out as a crucial condition for the development of this mode of transport. The draft report calls on the Commission to update its inventory of inland waterway infrastructure and to provide more information regarding their maintenance and necessary improvements. The Commission is also invited to «grant greater priority» to in-

land waterway projects in the wider trans-European transport network.

FUTURE STEPS. The report by Mrs Wortmann-Kool is expected to be adopted by Parliament's Transport Committee in September and tabled before the Assembly's plenary session in October.

EC Communication: 17/01/2006

Council Conclusions: 08/06/2006

Technical requirements for inland waterway shipping

BACKGROUND. In 1997, the Commission sought to update technical standards relating to inland waterway vessels laid down in Directive 82/714/EEC, since they were out of date. The aim of the new legislative document was to guarantee the highest level of safety in inland navigation and to establish the single market in waterway transport services through the adoption of common technical standards. The initial proposal for a Directive was blocked for a considerable amount of time over the issue of whether ships in possession of Community certificates could be allowed to navigate the Rhine. The Central Commission for Navigation on the Rhine (CCNR) allowed it only at the end of 2004. In 2005, the Council of Ministers eventually could formally adopt a common position and pass the dossier to the Parliament for a second reading.

many) on the technical requirements for inland waterway shipping in the European Community was adopted in the European Parliament on 5 July 2006. The report accepts the Council of Ministers' common position with one minor technical amendment. This amendment aimed at ensuring that the latest standards set by the CCNR are included in Community legislation via the comitology procedure, instead of through co-decision in order to accelerate the acceptance process.

FUTURE STEPS. The Council should now formally adopt the report at a next Council.

First proposal: 08/12/1997

EP first reading: 29/09/1998

Common position: 14/03/2006

EP 2nd reading: 08/06/2006

NEWS. A report by Renate Sommer (EPP-ED, Ger-

maritime safety

Brief news

Green paper on European maritime policy

The new Green paper on maritime policy was presented on 7 June 2006. It is the result of over a year of consulting with stakeholders and will bring together sectors previously addressed separately to design a

mission wants this paper to launch a broad public debate both on the principle of the EU adopting an overall approach to maritime policy and proposing actions. As a consequence, the European Commission immediately launched the first regional consultation on future EU Maritime Policy. The overall consultation period of the Green paper will last until 30 June 2007 and more concrete proposals will be presented towards the end of 2007.

Several people have requested the creation of a temporary ad hoc committee to make the Parliament's views heard on the new maritime policy. Among others, Willi Piecyk (PES, Germany) and Claudio Martini, President of Tuscany and Chair of the Conference of Peripheral Maritime Regions (CRPM) requested it. The ad hoc committee would consist of members drawn from the different parliamentary committees concerned by the Green paper. "This is the one area where it is possible to show our fellow citizens a concrete sign of a Union moving forward", wrote Claudio Martinini in his letter addressed to the MEPs.

[Green paper \(7 June 2006\)](#)

Maritime labour standards

On 16 June 2006 the European Commission adopted a draft Council Decision recommending that Member States ratify the new International Labour Organisation (ILO) Convention by December 2008 and committing to consult social partners on integrating provisions of the Convention into European law. The ILO Convention adopted in February 2006 covers essential matters regarding labour standards for seafarers, including safety and working hours. In the Erika III package (see Safety Monitor 62), the European Commission planned to publish a Communication in the course of 2006 in order to integrate the relevant provisions of the ILO Convention into Community law and launch infringement proceedings in the event of non-compliance by Member States. The Communication will provide an opportunity to outline clear obligations regarding controls on ships entering EU ports - regardless of their flag and the nationality of the crew - for example, regarding work certificates and declarations of conformity required under the Convention. This will ensure fairer competition for operators, improve safety at sea and boost the image of seafaring. The Commission has now launched the first stage of a consultation with the social partners.

[ILO convention \(2006\)](#)

[European Commission press release \(16 June 2006\)](#)

Maltese Port State control inspectors unqualified

The European Commission has sent a reasoned opinion to Malta for failure to respect EU legislation on port State control of shipping.

Malta is being accused of allowing non qualified "inspectors" employed before 1 May 2004 to continue to work as port State control inspectors and to be responsible for inspecting the safety of vessels and ensuring that ships are not substandard. The Directive 2002/84/EC only allows inspection tasks to be performed by persons without the required qualifications if they were employed as such before June 1995. If it continues failing to comply, Malta will find itself before the Court of Justice.

[EC press release \(29/06/2006\)](#)

Aviation Safety

EU MONITOR

SESAR

BACKGROUND. The European Parliament tabled a draft Regulation in November 2005 (see [Safety Monitor 62](#)) on a Single European Sky Air Traffic Management and Research (SESAR) initiative. If accepted, such a Regulation would establish a Joint Undertaking similar to Galileo, the European satellite navigation programme. SESAR is first and foremost a research and development project that aims at developing technologies, methods of organisation and industrial components capable of ensuring the safety or air transport in the next 20 years. The European Commission and Eurocontrol are the founding members of this programme management. The European Investment Bank, interested third parties and businesses - public and private - would also be able to apply for membership. The question of the participation of non-EU countries is not yet resolved. The programme's definition phase is due to be completed in 2007. It will be followed by a development phase first and a deployment phase up to 2020.

NEWS. The Council of EU Transport Ministers agreed on 9 June 2006 on a general approach on a proposal for such a Regulation to establish a Joint Undertaking. The Council has not made any significant

amendments to the basic text proposed by the European Commission and focused instead on procedural issues regarding for example committee procedure and votes by the Joint Undertaking's Board of Administration. The aim of the modifications introduced by the Council is mainly to enhance the Member States' political control over the Joint Undertaking. The Council agreement takes the form of general guidelines which will be established as a common position.

FUTURE STEPS. The European Parliament will complete its first reading (co-decision procedure) in November 2006. TRAN draftman Philip Bradbourn welcomed the proposal but underlined that industry had to be appropriately involved in all phases. Also, he feels that Eurocontrol should be a non-voting member of the boards in order to avoid a potential conflict of interests.

[EC proposal for a Regulation \(November 2005\)](#)
[Council general approach \(9 June 2005\) \(not yet available\)](#)

Operational rules for air carriers

BACKGROUND. The European 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. Transport Ministers then secured a

partial political agreement in December 2004, incorporating Parliament's amendments from both first readings for the most part. The agreement concerned the general framework of the Regulation and the provisions on cabin crew and flight time limitation (subparts "O" and "Q"). They agreed to limit flight times to 11.45 hours at night and 13 hours during daytime with a number of exemption opportunities.

aviation safety

The common position of the EU Council of Ministers also provides for training certifications issued by the airlines themselves and not by Member States.

NEWS. On 5 July 2006 the European Parliament endorsed the proposal in second reading. The report resurrects the EU-wide licence for civil aviation cabin crew. The European Transport Workers' Federation (ETF) was relieved as it wanted standardised certification throughout the EU issued by the Member States and not by the airlines. The draft Regulation also establishes harmonised technical provisions for aircraft engaged in commercial air transportation, including notably flight and duty time limitations and rest requirements. The Parliament agreed with the Council that crews can fly 13 consecutive hours or 11.45 hours where flight duty periods start at night. The European Cockpit Association (ECA) would have preferred to see this flying time reduced. A major change to the report as adopted by the European Parliament is the non-regression clause, where Member States are encouraged to keep their national provisions on flight and duty time limitations whenever they are

more stringent than the ones proposed by the Regulation. Lastly, the Parliament also decided that, within two years after entry into force of the Regulation, a scientific and medical evaluation should be made by the EASA of the provisions on flight and duty time limitations and rest requirements. And also, where relevant, of the provisions on cabin crews.

FUTURE STEPS. The Council will adopt the report in second-reading. In the opinion of Rapporteur MEP Stockmann, the fact that the Council has adopted to a large extent the amendments tabled by Parliament in first reading should enable a swift conclusion of the co-decision procedure.

First proposal: 24/03/2000

Amended proposal: 10/02/2004

Council common position: 09/03/2006

EP 2nd reading: 05/07/2006

ETSC, 2003: *The Role of EU FTL Legislation in Reducing Cumulative Fatigue in Civil Aviation*

Brief news

Interoperability requirements for air traffic management

In the context of the Single European Sky, the European Commission also adopted two Regulations on 6 July 2006 to establish clear interoperability requirements for the air traffic management systems. The first one is a 'co-ordination and transfer' Regulation that will establish the requirements for automatic systems for the exchange of flight data between air traffic control units. The second Regulation sets out the procedural requirements for flight plans in the pre-flight phase, defining the obligation of a centralised flight planning service under the authority of Eurocontrol. The aim is to ensure that aircraft operators, pilots and air traffic service units will all have the same flight plan before take off. The two regulations modernise air traffic management systems in order to ensure a high level of safety and efficiency of the systems located in the same or in different Member States.

Black list

The blacklist of airlines banned from Europe's skies has been updated for the first time on the 20 June 2006. Following the adoption of Regulation 2111/2005 EC, which entered into force in January 2006 (see Safety Monitor 63), the European Commission is allowed to ban or restrict the activities of unsafe airlines within the European Union by issuing a list every three months of airlines considered to be unsafe and therefore not permitted to fly in the EU or operate within European airspace. The changes include the addition of

three airlines subject to a total ban (listed in Annex A): Blue Wing, based in Surinam, Sky Gate International (licensed in Kyrgyzstan and Star Jet, based in Kyrgyzstan. Air West, based in Sudan is subject to operating restrictions (listed in Annex B). Several European aviation bodies have launched initiatives in support of the system introduced by the Commission: the European Civil Aviation Conference (ECAC) has proposed extending it to all European countries outside the Union. Eurocontrol has established a warning system that allows the immediate detection of flight plans registered for companies subject to a ban. And outside Europe, the United Nations aviation agency, ICAO, has taken up the idea of a blacklist and is now publishing a list of countries that refuse to cooperate fully in safety audits. IATA, the international association of the main airlines, has announced its intention of cooperating with the Commission, in particular by informing it of the findings of its own checks. Several non-member countries have also proposed exchanging information on aviation safety with the Commission. In the eyes of the European Commission, the list has already proven to be an effective incentive leading to better cooperation with previously reluctant countries and companies to take action.

More information see [Commission regulation](#) and the [updated blacklist](#)

railway safety

Railway Safety

EU MONITOR

Brief news

ERMTS

The European Parliament backed the Report by Michael Cramer, Greens/EFA and rapporteur for the European rail traffic management system (ERMTS), by 527 votes to 13 with 8 abstentions. After having trouble identifying the geographic priorities of ERTMS, the report now identifies six rail corridors to be fitted with the new system as a priority: Rotterdam-Genoa, Naples-Berlin-Stockholm, Antwerp-Basel/Lyon, Seville-Lyon-Turin-Trieste-Ljubljana, Dresden-Prague-Brno-Vienna-Budapest, Duisburg-Berlin-Warsaw. The report also suggests that new locomotives are certified only under the condition that they are fitted with ERTMS. The plenary session made no amendments to the Cramer report as adopted by the Transport Committee on 2 May (see Safety Monitor 64). As a result, the procedure is now ended.

ERTMS will create a European rail system composed of a single train signaling system that is standard throughout Europe. ERTMS will replace the 20 different national train protection and signalling systems still existing today in the EU. The European Parliament called on the European Railway Agency (ERA) to ensure that the future standard used in the European area is at least equivalent to the safety level currently in force in the Member States;

More information: [Resolution on the deployment of the European rail signaling system ERTMS/ETCS \(15 June 2006\)](#)

Monitoring railway safety

The Eurostat has published its figures on railway accidents and fatalities for 2004. 9309 accidents were reported for this period. The largest part (34%) of which has been classified as of the "others" type. The high number of accident in this category could be explained through the fact that some countries have reported also intentional acts (like stones throwing) and suicides which in principle should not be counted in these statistics. In addition, the different thresholds adopted by Member States to report accidents could explain that 34% of events are classified "as others". Significant damage and extensive disruptions have not yet been harmonised. Member States in these statistics have therefore used their national definitions of these items, which may – to some extent – explain the significant variation of accidents per Train*Kilometres (T*Km). Apart from that, the most frequent types of accidents are related to rolling stock in motion (30%), and at level crossing (19%). More information on [the report](#).

ETSC News

ETSC Secretariat

PIN programme

On 7 June 2006, ETSC, together with the Swedish Road Administration and Toyota Motor Europe, launched a new programme to pin down EU Member States' performance in road safety. The Road Safety Performance Index (so-called "Road Safety PIN") will compare Member States' performance in promoting safe road user behaviour, infrastructure and vehicles, as well as sound and evidence-based policymaking, on the basis of performance indicators. The Road Safety PIN is run by a Secretariat based at the ETSC. The Secretariat draws on the knowledge and experience of a Panel of 27 experts, including one from every EU Member State, Norway and Switzerland. Moreover, a Steering Group of nine persons ensures that any assessment carried out under the Road Safety Performance Index (PIN) is based on scientific evidence and effectively communicated to European road safety policymakers.

A first **PIN flash** published in July 2006 includes an interview with Fred Wegman, Managing Director of the Dutch Road Safety Institute and member of the PIN Steering Group who gives his view on the Road Safety PIN, the role of performance indicators and the experience made in the Netherlands in monitoring drivers' alcohol levels.

More information on the **PIN project**: <http://www.etsc.be/PIN.php>

European Transport Safety Lecture

ETSC's 8th European Transport Safety Lecture will take place on 19 September 2006 in Dresden, Germany. The event is co-hosted by the German Road Safety Council together with the support of the Automobile and Travel Club Germany. Prof. Reinhold Maier, Professor at the Technical University of Dresden will give the lecture on the "Safety in rural Europe – Reducing casualties on country roads in the EU". More information: **Roberto Cana**, Roberto.cana@etsc.be. Invitation and registration are available online: www.etsc.be.

ETSC and EASA – Joint Transport Safety Lunch on aviation safety

ETSC and EASA organise a joint meeting in Brussels to discuss challenges that concern aviation safety in Europe as air traffic is said to double by 2020. "How safe is flying in Europe? – Priorities in European aviation safety policy" will take place on 13 September 2006 in Brussels (Renaissance Hotel) from 12.30 – 15.00.

More information: **Jolanda Crettaz**, Jolanda.crettaz@etsc.be. Invitation and registration are available online: www.etsc.be.

Memorandum to the Finnish Presidency

As Finland took up the European Presidency for the second half of 2006, ETSC called on the country to play a leading role in the field of road safety policy as Europe's chances in achieving its 50% road death reduction target by 2010 are slim.

For more information see the editorial of the present Safety Monitor.

Also see [ETSC press release](#) and [ETSC Memorandum to the Finnish Presidency](#).

Cross Border Enforcement of Traffic Law needs a Directive

European Commission's Expert Group on road safety enforcement met on 20 July 2006 to discuss traffic law enforcement and the preparation of a possible Directive to enhance cross border enforcement of traffic law. On this occasion, ETSC published a news release to remind of the need of a Directive. There is no time to waste as drivers flout traffic laws when travelling abroad as they do not fear punishment. For instance, in France, approximately 25% of the violations were committed by vehicles registered outside France in the first four months of its operation in 2003.

The Expert Group was set up following the publication of the EC Recommendation on enforcement in the field of road safety which focuses on drink driving, speeding and seat belt use. See [press release](#).

VOICE news

As Ministers were responding to the Commission's Mid-term review of the Community's third Road Safety Action Programme on 9 June 2006, the VOICE network applauded the ministers' recognition of the priority to protect Europe's most vulnerable road users. VOICE also called upon the Commission to respond with several proposals including the delivery of a transport system designed and accessible for all users, as well as an effective speed management with lower limits and stronger speed limit enforcement.

[More information](#).

ETSC also published its latest VOICE fact sheet on Vulnerable Road Users (VRUs). The country sheet on Poland features the Polish National Road Safety Programme and the need for better coordination of road safety measures; the problem of speeding; as well as the issue of adequate infrastructure for VRUs.

See English [fact sheet](#). The fact sheet also is available on our website [in Polish](#).

Retrofitting of blind spot mirrors

In its answer to the public consultation on "Fitting blind spot mirrors on existing trucks" in May 2006, ETSC urged the European Commission to swiftly adopt the proposed legislation on the retro-fitting of blind spot mirrors. Despite some laudable isolated national achievements, EU road safety policy is far from being a success story and the gap between the best- and the worst performing Member States is widening. Every year a large number of road users (mainly vulnerable road users) are killed or severely injured because of trucks turning right and the bad visibility field of the truck driver on that side of the vehicle. As the replacement pace of trucks in Europe is rather slow and the existing population of heavy goods vehicles will only be fully replaced in around 15 years, ETSC recommends a Directive for the retrofitting of blind spot mirrors on all vehicles above 3.5 tonnes. This measure would also benefit by a ratio of 3.5 over the costs. Finally, the European Commission should be fortified in its proposal as four Member States (Belgium, Denmark, Germany and the Netherlands) have already implemented national schemes for the retrofitting.

[More information](#)

Infrastructure public consultation

ETSC welcomes the consultation on "Road infrastructure safety management on the trans-European networks" as a safe, sustainable and efficient transport system is essential for Europe. ETSC believes that road infrastructure improvements can make a significant contribution towards reducing the frequency and seriousness of road traffic accidents. Configuration of the road is thought to play a role in as many as one in three accidents. Given the short time available to reach the 2010 target, ETSC urges the European Commission to swiftly adopt the proposed legislation on infrastructure safety. [More information](#).

International Events Diary

- 10-14 September 2006 **9th international level crossing safety and trespass prevention symposium management**
Montreal, Canada
Contact: Marie Lanouette, National Research Council Canada,
Tel: +1 (613) 993-7271, E-mail: levelcrossing2006@nrc-cnrc.gc.ca,
website: www.levelcrossing2006.com
- 13 September 2006 **ETSC and EASA - European Transport Safety Lunch on aviation safety**
Brussels, Belgium
Contact: Jolanda Crettaz, Tel: +32 2 230 4106, E-mail: jolanda.crettaz@etsc.be,
website: www.etsc.be
- 16-22 September 2006 **European Mobility Week**
all over Europe
website: <http://www.mobilityweek-europe.org>
- 19 September 2006 **ETSC 8th European Transport Safety Lecture**
Dresden, Germany
Contact: Roberto Cana, Tel: +32 2 230 4106, E-mail: roberto.cana@etsc.be,
website: www.etsc.be
- 29 September 2006 **"PENDANT"- Pan-European Coordinated Accident and Injury Databases Workshop**
Brussels, Belgium
Contact: Champa Mistry, Loughborough University, Tel: +44 (0)1509 226951,
E-mail: C.Mistry@lboro.ac.uk, website: www.vsi.tugraz.at/pendant/
- 17 October 2006 **Road Safety Beacon Councils Conference**
London, UK
Contact: PACTS
E-mail: admin@pacts.org.uk, website: <http://pacts.org.uk/>
- 26-27 October 2006 **ASK-IT International Conference**
Nice, France
Contact: Karen Vancluysen, Tel: +32 2 500 56 75,
E-mail: kvancluysen@polis-online.org, website: www.ask-it.org
- 27-28 November 2006 **3rd IRTAD CONFERENCE: Road traffic accident data – Improved data for better safety**
Brno, Czech Republic
Contact: Irena Svarcová, Tel : + 32 230 4106, E-mail: irtad-conference@cdv.cz,
website: www.irtad.net
- 29 November 2006 **Symposium on cooperative vehicle-infrastructure systems**
Eindhoven,
The Netherlands
Contact: Johanne Steenbergen, TNO, Tel: +31 15269 6878,
E-mail: trafficandtransport@tno.nl, website: <http://www.tno.nl/tno/index.xml>



European Transport Safety Council

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German Road Safety Council (DVR) (D)
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Safety Monitor

Editor and circulation

Jolanda Crettaz
communication@etsc.be

For more information about ETSC's activities, and membership, please contact

ETSC
rue du Cornet 22
B-1040 Brussels
Tel. + 32 2 230 4106
Fax. +32 2 230 4215
E-mail: information@etsc.be
Internet: www.etsc.be

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