

# SAFETY MONITOR

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

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## ACROSS THE MODES

### COUNCIL OF MINISTERS

#### Italian Presidency Transport Priorities

Mr. Lunardi, Minister for Transport and President in-office of the Transport Council presented on 8 July 2003 the transport priorities of the Italian Presidency to the Transport Committee of the European Parliament.

The Italian Presidency will focus its work on:

- the revision of the Trans-European Network
- the regulation of infrastructure charging
- improvements of safety and security in all transport modes

In an exchange of views with the members of the RETT Committee, the Italian Transport Minister stressed that the current number of EU road deaths was unacceptable and a common strategy was needed at EU level. Therefore, the Italian Presidency would organise a meeting with national experts to exchange successes and experiences in Rome on 19 September. The outcome of this meeting would be discussed during an informal Transport Council in Verona on 23 October 2003. He underlined the determination of the Italian Presidency to make road safety a priority because "we are all concerned" he said.

The website of the Italian Presidency is accessible at: [www.ueitalia2003.it](http://www.ueitalia2003.it).

ETSC welcomes the intention of the Italian Presidency to undertake actions in road safety. However, ETSC hopes that increasing the speed limit on some motorways up to 150 km/h, as currently proposed by the Italian government, is not the kind of action the Italian government is going to do to promote road safety at EU level!

Speed contributes to around a third of fatal and serious crashes: 13 000 deaths at EU level each year and is a key factor in determining injury severity.

#### Transport Safety Budget for 2004

The Council of Ministers adopted its first reading of the 2004 budget on 18 July 2003.

The draft transport safety budget lines, as proposed by the European Commission for the EU-25, were as follows:

**Item 06 02 03 01** (transport safety, ex-B2 702 budget line): 17, 3 Meuro commitments, 15, 39 Meuro in payment.

**Item 06 49 04 02** (expenditures on administrative management, ex-B2 702A budget line): no commitments, 0, 16 Meuro in payment.

In comparison to the 2003 transport budget lines, the European Commission increased substantially the transport safety budget line but decreased the sums for the expenditures on administrative management (*See Safety Monitor 41*).

The Council proceeded to its first reading of the 2004 budget on 16 July. The Council has substantially cut down the transport safety budget line:

**Item 06 02 03 01**: 12 Meuro commitments, 14, 29 Meuro in payment.

**Item 06 49 04 02** : no commitments, 0, 16 Meuro in payment.

In view of the implementation of the EU Third Road Safety Action Programme (2003-2010) and the accession of new members which face much higher road death rates, ETSC deplores the Council's decrease of the transport safety budget line.

## EUROPEAN COMMISSION

### The European Commission has decided to set up an independent experts group on accident investigation

The Commission has decided to set up a group of experts to advise the Commission on a strategy for dealing with accidents in the transport sector.

Based on the experience of the existing legislation on independent accident investigation in air transport, the Commission wants to extend it to all modes of transport, including the transport of energy. The experts group will concentrate on the need to improve existing legislation, and, where necessary, to bring forward new initiatives for all modes of transport, including the transport of energy (oil and gas pipelines).

The group will have 12 members, made up of qualified individuals competent to consider matters relating to transport safety issues, and be chaired by a representative of the Commission. A call for applications for membership has been published on 22 July 2003 in the Official Journal ([http://www.europa.eu.int/comm/transport/accidents\\_experts/call\\_2003\\_172\\_06/index\\_en.htm](http://www.europa.eu.int/comm/transport/accidents_experts/call_2003_172_06/index_en.htm)).

ETSC welcomes this initiative taken by the European Commission. Effective accident and incident investigation makes a positive and long lasting contribution to the improvement of transport safety (*See ETSC's report "Transport accident and investigation in the European Union" available at: [www.etsc.be/rep.htm](http://www.etsc.be/rep.htm)*).

### Launch of the European Road Transport Research Advisory Council (ERTRAC): already controversial

Endorsed by the European Commission's DG Research, a group of automotive-related industry launched on 25 June 2003 the European Road Transport Research Advisory (ERTRAC) with the aim to develop a Strategic Research Agenda for 2020.

But ERTRAC is already controversial: ETSC together with T&E (European Federation for Transport and Environment) is calling on the Commission to distance itself from it or ensure NGOs involvement. So far, ERTRAC is solely an

industry interest group masquerading as a transparent and inclusive European stakeholder group with the objective of influencing transport research policy. The Commission is involved in the process, so it looks like it plans to take ERTRAC's recommendations seriously.



## ROAD SAFETY

### COUNCIL OF MINISTERS

#### Training of professional drivers

The Council adopted on 13 June 2003 a Directive on the initial and periodic training of professional drivers following an agreement reached with the European Parliament in second reading under the co-decision procedure (*See Safety Monitor 47*). The amendments agreed by the Council and the European Parliament introduce the monitoring of the level of qualification achieved in the overall assessment of the Directive and also the instruction of drivers in the prevention of crime.

### EUROPEAN COMMISSION

#### Finally adopted the Third Road Safety Action Programme (2003-2010)

The European Commission has adopted on 2 June 2003 its long-awaited Third Road Safety Action Programme (2003-2010): Halving the number of road accident victims in the European Union by 2010: A shared responsibility.

"Saving human life through a genuine road safety policy is a challenge and an obligation, and all the public authorities should work together to this end: it is high time that, at all levels, actions are commensurate with intentions" said Loyola de Palacio, European Commissioner for Transport and Energy. "For its part, the Commission will shoulder its responsibilities and will not hesitate to make all necessary proposals to make it possible to radically change the trends observable in many countries" she added.

The Commission said that its proposal to halve the number of people killed on the roads by

2010 is much more than a legal requirement: it was a political commitment on all those involved in road safety.

The Action Programme aims in particular at:

- **encourage users to behave better:** especially by complying more strictly with the existing legislation on drink/driving, speed and seat belt wearing, through initial and continuous training of private and commercial drivers and by continuing with the efforts to fight against dangerous driving.
- **make vehicles safer,** in particular by harmonising passive safety measures (fitting and compulsory wearing of seat belts, widespread use of universal attachment systems for child-restraint devices, development of vehicle design to reduce the impact of accidents, etc...) and support for technical progress.
- **improve road infrastructures,** in particular by identifying best practices and disseminating them at local level. In addition, the Commission will propose a framework directive on the safety of road infrastructure in order to establish a harmonised management system for black spots and road safety audits for roads on the trans-European network.

The European Commission is also going to set up in its premises a European Road Safety Observatory with the aim of collecting, analyzing and disseminating road safety data and information.

It also proposes a European Road Safety Charter, a platform for those who want to go beyond the minimum legislative requirements. Each co-signatories would have to submit to the European Commission a paper stating concrete actions they would undertake to help meeting the EU target.

The Transport Council welcomed the Third Road Safety Action Programme and endorsed the objective of halving road deaths by 2010 at its meeting on 5 June 2003. In its 15 conclusions adopted on the Road Safety Action Programme, the Council pointed out that the number of deaths and injuries which result from road accidents in Europe was unacceptable and recalled the ensuing socio-economic damage to society as a whole.

The full text of the Action Programme as well as the Council's conclusions is available on DG Energy and Transport website at: [http://www.europa.eu.int/comm/transport/road/roadsafety/rsap/index\\_en.htm](http://www.europa.eu.int/comm/transport/road/roadsafety/rsap/index_en.htm).

ETSC welcomed the adoption of the Third Road Safety Action Programme. However, ETSC believes that the EU target of 50% road traffic fatality reduction will not be achieved unless the EU takes additional actions.

This was the main message of a report written by 11 of ETSC's independent experts and published on 7 July 2003 (*See p.7*). Matthijs Koornstra, Chairman of ETSC's Transport Accident Statistics Working Party said: "The almost 39,000 road deaths annually comprise over 97 per cent of all transport deaths and road crashes are the leading cause of death for EU citizens under 50 years. Currently, 93 per cent of all transport crash costs are from road transport and exceed the costs of congestion, pollution, cancer or coronary heart disease in the EU. The EU target of 50% road traffic fatality reduction between 2000 and 2010 to about 20,000 fatalities in 2010 will not be achieved unless the EU takes additional actions that reduce the fatality risk more rapidly than in the past".

ETSC will detail its response to the Action Programme in its forthcoming newsletter Visions, Targets and Strategies (due to be published in the course of the summer).

#### **Seat belt compulsory in all vehicles from 2004**

The European Commission has proposed on 20 June 2003 to amend simultaneously three Directives with a view to impose the fitting of seat belts in all motor vehicles other than passenger cars. Whereas only private cars have had to be fitted with seat belts to date, this requirement would be extended in the future to all other categories, particularly minibuses, buses and coaches, light duty trucks and medium and heavy-duty trucks. The European Commission has also proposed to ban the installation of side-facing seats in all vehicles except city-buses.

The measures would affect nearly two million commercial vehicles every year and forms part of the European Road Safety Action Programme.

#### **Proposed to extend the type-approval system to commercial vehicles**

The European Commission has proposed on 14 June 2003 to repeal and replace Council Directive 70/156/EEC relating to the approval of motor vehicles and their trailers (*See at: <http://www.europa.eu.int/comm/enterprise/automotive/index.htm>*).

The European Commission believes that the time has come to extend the type-approval principles to other categories of vehicles in order to include commercial vehicles as well. Community type-approval has been compulsory for passenger cars from 1 January 2008, and for motorcycles and mopeds since 17 June 1999. The proposal incorporates most of the existing legislative provisions in reworked forms.

The recast of Directive 70/156/EEVC will make mandatory a large number of safety devices for commercial vehicles. Among the devices that would be made mandatory (depending on the category of vehicle) are: Anti-lock braking system (ABS), new and more efficient rear mirror, including the new front mirror, improved light-signalled and anti-splashing devices for the tyres. The measures will be phased in up to 2010 depending on the category of vehicle.

#### **Speed limitation devices or similar speed limitation on-board systems**

The European Commission has proposed on 13 June 2003 to amend the Directive 92/24/EEC relating to speed limitation devices or similar speed limitation on-board systems of certain categories of motor vehicles. The objective is to extend the scope of the Directive to lighter commercial vehicles like small buses and good transport vehicles above 3.5 tonnes maximum mass.

#### **Latest EuroNCAP results: car industry responds positively in occupant protection while continuing to perform poorly in pedestrian protection**

Four new cars gained the maximum rating of 5 stars for occupant protection in the latest EuroNCAP launch in London on 26 June 2003 (*See [www.euroncap.com](http://www.euroncap.com) and Safety Monitor 47*).

These cars also met the new EuroNCAP's protocol for audible seat belt reminders. Time and time again, the cars performed badly in the EEVC pedestrian tests.

The next launch will take place in Athens on 28 November 2003.

ETSC strongly recommends that EuroNCAP combine pedestrian and child restraint systems performance with occupant rating. The testing results, which are used as a marketing argument for selling cars, should take into account the overall safety of cars. In other words, EuroNCAP should not attribute 5 stars to a car, which performed poorly in pedestrian protection and does not provide efficient child restraint systems.

#### **Proposed to amend the Directive on the charging of heavy good vehicles for the use of certain infrastructures**

The European Commission has proposed on 23 July 2003 to amend the "Eurovignette" Directive 1999/62/EC on the charging of heavy good vehicles for the use of certain infrastructures in order to better include the cost to society in the prices paid by infrastructure users (*See amended proposal at: [http://www.europa.eu.int/comm/transport/infr-charging/charging\\_en.html](http://www.europa.eu.int/comm/transport/infr-charging/charging_en.html)*).

The new Directive would allow Member States the possibility to vary road tolls according to the types of vehicles, the infrastructures used, as well as the time, the location and the distance traveled. It will also extend the scope to goods transport vehicles over 3, 5 t. One of the aims of this new Directive is to take better into account the uncovered and real costs of accidents to society (including vehicle repair and replacement costs, administrative costs, the costs of medical services and losses of human capital and the cost of physical damage).

The key question for ETSC is whether the revenues from charging based on accidents costs will be spent on measures improving the level of safety on EU roads.

#### **New road transport website**

DG Energy and Transport has redesigned their website's section on road transport (See at:

[http://www.europa.eu.int/comm/transport/road/index\\_en.htm](http://www.europa.eu.int/comm/transport/road/index_en.htm)).

#### **EUROPEAN PARLIAMENT**

#### **MEPs caved in on pedestrian protection to accommodate industrial convenience**

The RETT Committee voted on the report by Herman Vermeer (ELDR, NTH) on pedestrian protection at its meeting on 12 June 2003 (*See Safety Monitor 47*).

MEPs, in their vote, took a very different view from what they requested just a year before (*See Safety Monitor 42*). They agreed to subject the state-of-the art EEVC pedestrian tests to a feasibility study, as requested by the European car industry. It also agreed that EEVC tests could be replaced by a combination of active and safety measures. Replacing EEVC (measure to mitigate the consequences of a crash) by active safety measures (measure to prevent an accident from happening) was also a demand from the European car industry. The July Plenary Session approved without amendments the report of the RETT Committee.

DG Enterprises has published the call for tender for the feasibility study (<http://ted.publications.eu.int/udl?request=Seek-Deliver&language=en&docid=123433-2003>). It will give to the contractors 5 months and 15 days to study the feasibility of EEVC and all possible alternatives! The deadline for application is 22 September 2003.

The Council of Ministers is expected to come forward with a common position in October 2003.

ETSC is very concerned that MEPs step back so easily and compromise on the implementation of the best available pedestrian crash protection to accommodate industrial convenience.

The European Parliament has clearly listened to the dubious arguments of European car makers and rejected the advice of independent safety experts. This is a worrying development, especially at a time when the discussions on the Third Road Safety Action Programme will begin in the European Parliament.

## Mirrors and supplementary systems for indirect vision

The European Parliament adopted on 1<sup>st</sup> July 2003 the Recommendation for second reading in view of adopting the Directive on rear mirrors and supplementary indirect vision systems for motor vehicles (*See Safety Monitor 47 and 40*).

The Council's common position was adopted with one amendment. The European Parliament asked that the EU rules shall be aligned with future UN-ECE regulation in this area.

## Resolution on safety of coaches

The European Parliament adopted a Resolution on safety of coaches at its plenary session on 3 July 2003. The Resolution stressed the need to take effective actions as soon as possible in order to avoid coach accidents in the future.

Therefore, the European Parliament demanded to the Council to take full account of the Parliament's position when adopting its common position on the Driving Time Regulation. It particularly called on the Council to accept the introduction of a minimum number of roadside checks (2% of the total number of days worked) to be carried out in the Member States.

The Parliament also urged Member States to accelerate the transposition of the provisions of the Directive on speed limitation devices and called on the Commission to present a legislative proposal on the obligation for coach passengers to wear seat belts.



## MARITIME & INLAND WATERWAY SAFETY

### EUROPEAN PARLIAMENT

#### Single hull oil tankers

The June Plenary Session voted under the co-decision procedure (first reading) on the report of Wilhelm Piecyk (PSE, D) on the phasing out of single hull oil tankers (*See Safety Monitor 47*). Under this new Regulation, old and unsafe oil tankers like the 26 year old single-hull tanker Prestige would no longer be allowed to transport oil in EU waters.

## Improving safety at sea after the Prestige disaster

Dirk STERCKX (ELDR, B) presented to the RETT Committee on 12 June 2003 its draft report (own-initiative report) on improving safety at sea in response to the Prestige disaster (*See Safety Monitor 46*).

The RETT Committee voted on the report at on 8 July. It stressed that most of the rules and regulations to promote safety at sea already exist both at EU and international level but needed to be better observed. It also rejected a call to set up a temporary committee of inquiry on the causes of the Prestige disaster within the European Parliament. The report is expected to be adopted at the September Plenary Session in Strasbourg.



## AIR SAFETY

### COUNCIL OF MINISTERS

#### Safety of third countries aircraft

The Council of Ministers adopted its common position on the Directive on the safety of third countries aircraft on 13 June 2003 (*See Safety Monitor 43*). The text of the common position has now been transmitted to the European Parliament for a second reading. The RETT Committee is expected to vote on the draft Recommendation for second reading on 10 September 2003.

#### Single European Sky

The RETT Committee voted on 12 June 2003 on the Single European Sky, turning down the Council's common positions on two proposals designed to ensure better use of existing airspace and improve safety conditions in Europe's skies as of 2004 (*See Safety Monitor 47*). The July Plenary Session approved the reports adopted by the RETT Committee. Therefore, a conciliation procedure is likely to follow.

### EUROPEAN COMMISSION

#### European Air Safety Agency (EASA) Update

At its meeting in Brussels on 11 July 2003, the Administrative Board of the EASA, acting on a

proposal from the Commission, appointed Mr Patrick Goudou as Executive Director of the Agency. The Agency will become fully operational on 28 September 2003, the date on which it will assume its certification tasks.



## RAIL SAFETY

### COUNCIL OF MINISTERS

#### Second Railway Package

The Council of Ministers adopted on 26 June 2003 its common positions on the "Second Railway Package", the Belgian, the French and Luxembourg delegations voting against (*See Safety Monitor 47*).

The RETT Committee held a first exchange of views on the Council's common positions on 8 July 2003.

The rapporteur on the Directive on Safety of Railways, Dirk Sterckx (ELDR, B), expressed serious doubts about the Council's common position. Many of Parliament amendments have not been taken into account by the Council. In its common position, the Council enables Member States to introduce, after the adoption of common safety targets (CST), new national safety rules which require higher levels of safety than the CST whereas the rapporteur and the RETT Committee favored a European approach.

The rapporteur on the European Railway Safety Agency, Gilles Savary (PSE, F), welcomed the Council's common position but deplored the fact that the Council wants representatives from every Member States in the Agency board. He considered that it was not feasible in view of the enlargement.

The Recommendations for second reading are expected to be adopted in September in RETT Committee and in October in Plenary Session.

## ETSC NEWS

### **ETSC calls for assessment of risks and setting of targets as effective tolls for saving lives – EU-Wide in road, rail, air and water transport, and by each Member States and Accession Countries in Road Transport**

This was the message of a report written by 15 of ETSC's independent experts and launched during ETSC Best in Europe Conference on 10 June 2003 in Brussels. Richard Allsop, Professor of Transport Studies, University College London and chairman of the ETSC working group on risk assessment and target setting said: "Transport is the lifeblood of modern Europe, but this year it will kill about 40 000 people in the EU and about another 12 000 in the Accession Countries. ETSC estimates the cost to society in the EU of these deaths and associated injury and damage at 180 billion Euro – around twice the total EU budget for all activity. The EU and each Member State should robustly challenge this intolerable situation, and help each Accession Country to do the same.

"For road transport, where 97 per cent of the deaths occur, many Member States have safety strategies with numerical targets for reducing casualties. They should build upon this experience and the EU should help others to learn from them. The EU itself has an ambitious target for halving road deaths over 10 years but has yet to implement its strategy for reaching the target. For transport by rail, air and water, target setting needs to be EU-wide and should be high on the agendas of the new European Agencies.

The Executive Summary and the full Report of the Review are available from ETSC's secretariat or on ETSC's website [www.etsc.be/rep.htm](http://www.etsc.be/rep.htm)

## New ETSC review on "Transport safety performance in the EU"

The new ETSC review on "Transport safety performance in the EU" compiled by road safety experts from across the EU presents new information and estimates concerning the risk of death and injury in travel in the European Union. The key findings are:

- Road transport has, by far, the highest overall risk level when measured by distance traveled. Rail and air travel are the safest modes per kilometre traveled, followed closely by bus and coach transport. The risks associated with ferry travel fluctuate but the expected fatality risk is 4 to 8 times that of train travel.
- The fatality risk in EU road transport is 40 times higher than for all employment activity and 12 times higher than for home activity.
- Within the road mode car travel is 10 times less safe than bus travel. Motorcycle or moped travel death risk is almost 20 times higher than for car travel. Cycling and walking have on average a 7 to 9 times higher fatality risk than car travel.
- The southern EU countries, France, and Belgium have road fatality risks above the average for the EU, and risks in the other EU countries are below-average.
- The average fatality risk of the 10 accession countries is about 3 times higher than the EU average.

Dr. Jörg Beckmann, ETSC Executive Director said: "There are large differences in the risks associated with different travel modes. Reducing the risks associated with road travel in the EU needs to be at the top of the health and transport agenda at national and at international level."

The Executive Summary and the full Report of the Review are available from ETSC's secretariat or on ETSC's website [www.etsc.be/rep.htm](http://www.etsc.be/rep.htm)

## INTERNATIONAL EVENTS DIARY

2-3 October 2003 **International Road Safety Audit Forum**, to be held in London, UK, Contact: Institution of Highways & Transportation (IHT), Daniel Isichei, Email: [Daniel.Isichei@iht.org](mailto:Daniel.Isichei@iht.org), Tel: +44(0)20 7391 9961, Fax: +44(0)20 7387 2808, Website: [www.iht.org](http://www.iht.org)

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