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SUMMARY

Council of Ministers

- Spanish Presidency presented transport safety results and Danish Presidency outlined their priorities for the next six months (p.1-2)
- Adopted the Directive on maritime monitoring and the Regulation setting up a Maritime Safety Agency (p.7)
- Adopted common positions on speed limitation devices, rail transport statistics, occurrence reporting in civil aviation and reached political agreement on seat belts.

The European Commission

- Adopted a new Regulation on the digital tachograph (p. 4)
- Proposed rules for a new motor insurance Directive (p. 5)

The European Parliament

- Called on the Commission to bring forward legislation on pedestrian protection in its plenary vote (p. 5)
- Called on the Commission in its discussion on the White Paper to submit concrete proposals to enable the EU to reach its ambitious target (p. 3)
- Discussed the new railway package (p. 10)

European Transport Safety Council

- Brought together urban planners, safety experts, and policymakers to discuss best practice in Safer Cities in the annual Best in Europe conference (p.11)



ACROSS THE MODES

COUNCIL OF MINISTERS

Spanish Presidency safety results

The Spanish Minister of Public Works, Mr Francisco Alvarez-Cascos appeared before the RETT Committee to present the results of the Spanish Presidency in transport on 18 June 2002 (See Safety Monitor 40).

Following the events of 11 September, work had concentrated on air safety with the following results:

- the creation of the European Air Safety Agency (page 7)
- a common position on occurrence reporting in civil aviation (page 8)
- the accession of the Community to Eurocontrol after the resolution of the dispute between UK and Spain over Gibraltar (page 7)

With regard to the Single European Sky, the Presidency noted that there was a broad majority in support of the guidelines presented to the Council. These had been based on work carried out on key elements of the 2004 Single Sky Regulations. These bring the Single Sky into force, apply economic regulation, set out the functions and procedure of the Single Sky Committee, the relationship with Eurocontrol, co-operation with the military authorities and the organisation and use of airspace.

The Spanish Minister also pointed to other positive developments in safety, concerning the agreement on seat belts (page 4), the common position on speed limitation devices (page 4), the common position on rail statistics (page 9), the definite approval of “Erika II” package and advanced work on the new maritime safety package and the second railway package.

While the work on Council Conclusions on Commission’s White Paper on Common Transport Policy continued, the Spanish Presidency drew general conclusions.

Regarding road safety, the Presidency concluded that it:

”shares the Commission’s objective of improving the safety of transport in general and sets itself the goal of substantially reducing road deaths by 2010.

It emphasises the importance of enhancing safety in tunnels and for vulnerable users, welcomes further efforts by the Commission in the area of transport safety including appropriate progress in social harmonisation and its enforcement in the road transport sector.

It invites the Commission to come forward with measures known to have tangible results, notably non-legislative initiatives, in order to reach this ambitious objective. Such measures involve promoting the development and application of new technologies and measures aimed at further improving the safety of the transport of dangerous goods.

It also emphasises the important role that Member States and the Community must play, by collaborating in the enforcement of laws affecting important road safety issues, the promotion of better driving behaviour and the implementation of safer road design.”

ETSC hopes that the Council conclusion will go beyond the Spanish Presidency’s call for a substantial reduction in deaths towards a specific numerical target (having asked the Commission to do so in their last road safety Resolution, July 2001). ETSC also regrets the Presidency’s put emphasis on non-legislative measures. Surely, with road crashes comprising the leading cause of death and hospital admission for EU citizens of 45 years and below and contributing costs equivalent to 2% of the GDP of EU Member States, Member States will need to demonstrate strong political will for effective collective action.

Preview of the Danish Presidency Priorities

The Danish Transport President, Mr Flemming Hansen and the Danish Minister of maritime transport and tourism, Mr Bendt Bendtsen outlined their transport priorities for the next six months as follows:

- To foster the development of an internal market for the transport industry and its participants
- Modernise infrastructure and an effective transport system with due consideration to environment and safety

The Danish Presidency would give high priority to the following policies relating to transport safety:

- the Single European Sky (page 9)
- EU common security rules for civil aviation (page 8)
- the second railway package (page 10)
- the driving time Regulation (page 6)
- revision of the TENs guidelines (page 6)
- the two main proposals of the maritime package to improve passenger safety on ships with expected adoption at the December Transport Council
- the accession of EU to IMO

Responding to a question asked by Eva Hedkvist Petersen (PSE, S), Mr Hansen, said that road safety was an absolute priority, although he did not explain how this priority would translate into new policy development.

In ETSC’s view, the Commission’s stated intention of coming forward with a draft proposal for a Framework Directive on pedestrian protection and the introduction of a new road safety action are the key road safety priorities for EU policymakers over the next 6 months.

The programme of the Danish Presidency is available at: <http://www.eu2002.dk>.

Accession of the Community to International Organisations

Vice President Loyola de Palacio outlined to the June Transport Council the main points of two Recommendations aimed at authorising the Commission to open and conduct negotiations on the conditions and arrangements for accession of

the Community to the International Civil Aviation Organisation (ICAO) and to the International Maritime Organisation (IMO).

The Council instructed the Permanent Representatives Committee to start examining these proposals.

European Research Area

The Council of Ministers adopted the sixth framework programme for the creation of the European Research Area on 3 June 2002. By adopting this text, the Council incorporated all the amendments adopted by the European Parliament at its second reading (*See Safety Monitor 41*).

EUROPEAN PARLIAMENT

White Paper on Common Transport Policy

The Regional Policy, Transport and Tourism Committee held two debates on the draft report of Mr Izquierdo Collado (PSE, ES) and the 296 amendments on 17 June and 9 July. (*See Safety Monitor 40 and ETSC's response to the White Paper at: www.etsc.be/pre.htm*).

The rapporteur believed that transport safety in Europe should be the top EU transport policy priority and that the Commission's proposals were far from achieving its ambitious objective of a 50% road death reduction by 2010 (20, 000 deaths). He was supported by several MEPs, including Karla Peijs (EPP-ED, NL), who believed that the high ambition of the Commission was not being followed up in practice and called on the Commission to submit concrete proposals to reach its ambitious target.

Eva Hedkvist Petersen (PSE, S), the road safety rapporteur, also asked the Commission to adopt as soon as possible its Third Road Safety Action Programme (2002-2010) and to come forward with a broad range of EU demonstrably effective measures with high safety potential to be implemented in the short to medium term. She also encouraged the Commission to bring forward separately-funded road safety programmes in the transport safety budget on items such as best practice guidelines and consumer information.

The representative of the Commission, Mr Gonzalez Finat, Director of the Trans-European

Networks Energy and Transport B Directorate, stressed that the means to achieve the 50% target would be included in the forthcoming Third Road Safety Action Plan.

As announced in previous discussions, the rapporteur proposed the creation of a European road safety agency. He was backed up by Eva Hedkvist Petersen (PSE, S) who, however, thought the Agency should have the aim of providing policy support, speeding up developments in road safety and accommodating and providing access to road safety data and best practice information across the EU. She underlined, in her amendment, that such an Agency should be independent, publicly-funded and non-regulatory.

Another amendment tabled by several Green MEPs called on the Commission to consider the safety of vulnerable road users, such as elderly citizens, children, pedestrians and cyclists before fixing criteria for road safety policy.

In the debate, many MEPs expressed concerns about the implications for safety of rail liberalisation.

ETSC holds the view that if transport safety in Europe is to be the top priority area in EU transport policy as suggested by the rapporteur, then the Commission should be encouraged to introduce for each transport mode a comprehensive action programme to 2010 setting out for each mode and for the EU as a whole numerical safety targets, safety performance indicators and a programme of evidence-based measures to achieve these goals, as well measures to encourage use of the safer modes.

The vote on amendments and adoption of the report is expected at the September RETT committee meeting.

Transport Safety Budget

The rapporteur Alonso José Puerta (GUE/NGL, ES) presented his draft opinion on the 2003 Budget to the RETT Committee on 10 July (*See Safety Monitor 41*).

The rapporteur noted that the B2- 702 budget line remained almost unchanged. However, within the overall figure, a reduction of 1 meuro in commitment appropriations had been made

between 2002 and 2003 in respect of safety in overland transport. The rapporteur proposed reinstating this sum for safety in overland transport by increasing the appropriations proposed by the Commission for heading B2- 702 by 1 meuro.

In discussion, MEP Konstantinos Hatzidakis for the EPP group and MEP Brian Simpson for the PSE group expressed their support.

The Council will proceed to its first reading on the 2003 Budget on 19 July.



ROAD SAFETY

COUNCIL OF MINISTERS

Seat belts

The June Transport Council reached political agreement on the draft Directive on the use of safety belts and child-restraint systems in vehicles (*See Safety Monitor 37*).

Under the common position, in order to deal with particular situations, Member States would be able to grant national temporary or permanent exemptions, in addition to those laid down at Community level. For temporary exemptions, this would involve in particular:

- school buses (limited to a maximum of five years) and,
- "large family" vehicles, where the number of persons sitting in seats other than front seats in private vehicles was greater than the number of seat belts or restraint systems fitted (limited to a maximum of six years).

Member States would be obliged to take the necessary steps to ensure that the national exemptions were not abused.

As regards the safety of children under 3 carried in minibus or coaches, it would be for the Member States to decide which arrangements applied pending the introduction of an appropriate Community regime.

A common position would be adopted at a future meeting after finalisation of the text with a view

to forwarding it to the European Parliament for a second reading under the co- decision procedure.

Speed limitation devices

By a qualified majority, with the UK delegation voting against, the Council of Ministers adopted a common position on speed limitation devices on 25 June (*See Safety Monitor 40*).

The Council did not accept the amendment adopted by the European Parliament on time-limited possibilities to overrule the speed limitation device. However, it accepted the amendment including the possibility for Member States to impose stricter speed restrictions in the transport of dangerous goods. Also, the Council accepted the possibility for Member States to grant temporary exemption (no more than 3 years following the deadline for the transposition of the Directive in national law) for the lightest vehicles (M2 and N2 having a weight of more than 3.5 tonnes but less than 7.5 tonnes).

On the evaluation report requested by the European Parliament, the Council accepted the call for a study as part of the Third Road Safety Action Programme for the period 2002-2010.

The rapporteur of the European Parliament, Konstantinos Hatzidakis (EPP-ED, GR) expressed his support for the common position in RETT Committee on 10 July. This would prevent a conciliation procedure.

EUROPEAN COMMISSION

New digital tachographs to improve enforcement of safety legislation on roads in EU

The Commission adopted on 13 June 2002 a proposal for the technical specification of the digital tachograph, which would record driving times and rest periods of professional drivers with the help of a digital vehicle unit and a personal driver card issued by drivers' Member States. This new proposal would amend Regulation 3821/85 on recording equipment on road transport.

As highlighted in the White Paper, European legislation on road transport was extremely poorly enforced. The new tachograph would be more secure, difficult to manipulate and easier to check than the current mechanical equipment and

would thus help to enforce the new driving time legislation (*See p. 6*).

Under the new Regulation, all new road transport vehicles would have to be fitted with a digital tachograph by 2004. The digital tachograph would be installed in the dashboard of the vehicle and would record the time, speed and distance travelled. There would be a menu selection and a selection concerning the activities, such as driving, work, rest and availability.

Events and faults (power interruption, non-functioning card, speed excess, etc.) would be detected and there would be self-testing. The driver would be warned if he exceeded the continuous driving time limit.

The digital tachograph would retain automatically information on driver activity for a year. The personal microprocessor card that drivers must have in their possession would record and store driver activities for the last 28 days.

Energy and Transport Commissioner Loyola de Palacio, said "The introduction of the tachograph is a significant step forward in road transport, both in terms of safety on European roads, but also for professional drivers working conditions".

New Motor Insurance Directive

The European Commission presented on 10 June a proposal for a new Motor Insurance Directive which would modernise and improve existing EU rules (*See Safety Monitor 37*).

The Fifth Motor Insurance Directive would:

- extend to all accidents, regardless of the victim's Member States of residence, of the mechanism of the Fourth Motor Insurance Directive for a quicker and more efficient settlement of claims (*See Safety Monitor 31*).
- include personal injuries suffered by pedestrians and cyclists in accidents in the cover of the compulsory vehicle insurance.
- cover temporary stays of the vehicle in another Member State by ensuring contract validity for the whole term of contract, irrespective of temporary stays and,
- update the minimum amount of cover.

The Commission's proposal can be found at: http://www.europa.eu.int/comm/internal_market/en/finances/insur/index.htm.

EU CARE database now on-line!

ETSC very much welcomes the fact that CARE-the Community database on Accidents on the Roads in Europe is now accessible at: http://europa.eu.int/comm/transport/home/care/index_en.htm.

EUROPEAN PARLIAMENT

June plenary vote calls for legislation on pedestrian protection

The European Parliament voted on its final opinion on the negotiated commitment between the European car industry and the European Commission in plenary on 13 June 2002. The plenary adopted the report calling on the European Commission to bring forward legislation on safer car fronts introducing the EEVC tests or tests giving an equivalent level of protection by 2010. There were 261 votes in favour, 16 against and 17 abstentions.

The rapporteur Eva Hedkvist Petersen (PSE, S) stressed that Parliament had played a central role in transport matters under the co-decision procedure and was not prepared to surrender power on an issue as important as pedestrian safety. She said "A voluntary agreement lacks transparency and is less binding. We are therefore asking the Commission to come forward quickly with a framework directive laying down a clear time-frame and detailed monitoring methods".

In a press statement she said that the voluntary agreement from the car industry was not enough. "Even with the best will in the world, such matters should not be left to a self-commitment. We are dealing here with people lives. People are soft; cars are hard. Surely we should treat these issues with the greatest possible consideration and that means legislation" she said.

During the plenary debate, Baroness Sarah Ludford (ELDR, UK) said "I celebrate the fact that this report brings nearer the prospect of safer car fronts and therefore fewer pedestrian, cyclist and motorcyclist deaths. Cars remain excessively and unnecessarily dangerous. Safer car fronts could save 2,000 lives a year at a cost of only EUR 30 or

GBP 20 a car. She added “I regret the attempt by the car industry lobby to discredit the EEVC tests. The report properly reminds us that EEVC is the institution which is at the forefront of research in road safety, with wide experience in the field of pedestrian protection in particular. While the EEVC and other test methods should continue to develop with new technologies, currently there are no equivalent tests, so those tests are for the moment standard.”

Dana Scallon (EPP-ED, UK) outlined that “The industry itself admits- and none of us can be happy about this- that it has not been proactive in the past 22 years”.

Erkki Liikanen, European Commissioner responsible for Enterprise and the Information Society, responded to the outcome of the vote by saying: “This is good news for pedestrians. EU action is essential to ensure carmakers across Europe improve safety standards. The Commission welcomes the EP’s support for the use of framework legislation in this area, to ensure the fundamental goals are achieved. The Commission is willing to put forward a proposal to this effect before the end of the year”.

ETSC welcomes the fact that MEPs have insisted on the need for legislation on safer car fronts but is concerned that MEPs did not rule out the acceptance of equivalent test methods (which do not exist) as an alternative to the well-researched and well-established EEVC pedestrian crash tests. Safety and consumer organisations saw the certain implementation of the EEVC tests as the main rationale for legislation.

Jeanne Breen, Executive Director of ETSC said: “Against the background of many years of procrastination on this issue, we urge the European Commission to take up without delay this clear invitation from the European Parliament to bring forward a proposal for legislation. It is clear that, left to their own devices, the car industry has and will not provide effective designs for safer car fronts. We urge the Commission to mandate the EEVC tests – the only scientifically-based crash tests which exist – for new car designs as soon as possible. At an additional cost at design stage of only 30 euros per car, this is the bare minimum that the car industry should be doing to make the fronts of

cars less dangerous for pedestrians, the majority of whom are children or elderly road users.”

Community guidelines for the development of the Trans-European Network (TENs)

The European Parliament adopted the report of Philip Bradbourn on the trans-European network (TENs) at its plenary session on 30 May (*See Safety Monitor 41*).

The plenary session also adopted on 2 July the report of Francesco Turchi (UEN, I) on the proposal for a Regulation concerning the granting of Community financial aid to the TENs.

The June Transport Council failed to reach an agreement on the proposal. The main issue at stake was to update the list of “specific” projects, which some Member States are opposed to.

Driving Time

The rapporteur Helmut Markov (GUE/NGL, D) presented his draft report to the RETT Committee on 17 June (*See Safety Monitor 41*).

In the explanatory statement of his draft report, the rapporteur took the view that it was essential to harmonise the Working Time Directive and the Regulation on Driving Time. He stressed that, otherwise, the provisions of the Regulation would take precedence over those of the Directive.

On the draft regulation, the rapporteur tabled several amendments in order to:

- reduce the maximum driving time to 45 hours a week
- abolish the concept of flexible week in order to be consistent with the sectorial Working Time Directive
- extend the scope of the Regulation to both employed and self-employed drivers, goods vehicles under 3,5 tonnes, the taxi sector and the local passenger transport
- oblige Member States to lay down rules on a common range of penalties depending upon the gravity of the infringements.

In the debate, many MEPs underlined the importance of ensuring proper implementation of the Regulation by checks and controls. The rapporteur asked for a minimum of checks to be

carried out in the Member States, to be at least 2% of the total number of days worked.

Responding to those concerns, the representative of the European Commission, Mr Van Vreckem, stressed that the new digital tachograph (*See p. 4*) would ensure that the rules laid down in this Regulation would be properly checked.

However, the rapporteur replied that he was unhappy that the recording of driving hours was not treated in the framework of the Regulation. As the new digital tachograph would be installed only in new vehicles and the old system would be maintained for the other vehicles, the rapporteur believed that the new system of control was insufficient.

In ETSC's views, the rapporteur's proposals for reducing weekly driving time are an important step towards reducing driving fatigue associated with excessive working hours (*See ETSC's report on the role of driver fatigue in commercial road transport crashes at: www.etsc.be/pre.htm*).

The report is expected to be adopted at the September RETT Committee meeting.



MARITIME & INLAND WATERWAY SAFETY

COUNCIL OF MINISTERS

Erika II Package

The Council of Ministers adopted on 25 June the Directive on maritime monitoring and the Regulation setting up a European Maritime Safety Agency. By adopting these texts, the Council incorporated all amendments adopted by the European Parliament at its second reading for both proposals (*See Safety Monitor 41 and below*).

After the adoption of these two major legislative proposals of the Erika II package, Commissioner Loyola de Palacio, responsible for Energy and Transport, called on Member States to ensure rapid implementation: "The EU now has one of the best sets of maritime safety rules in the world, and these measures must be put into place with the utmost resolution and speed".

EUROPEAN PARLIAMENT

European Maritime Safety Agency (EMSA)

The European Parliament adopted the common position with technical amendments at its Strasbourg plenary session on 12 June 2002 (*See Safety Monitor 41*).

Mark Watts (PSE, UK), the rapporteur on port state control, said "I hope that this new EU initiative, the Maritime Safety Agency, will coordinate, monitor, and enforce maritime law. I hope it will come up with fresh proposals when necessary, but in an open and transparent way".

Safety rules for passenger ships

The rapporteur Carlos Ripoll I Martinez Bedoya (EPP-ED, ES) presented his draft report on the Commission's proposal to amend Directive 98/18 regarding safety rules for passengers' ships.

The rapporteur broadly supported the Commission's proposal (*See Safety Monitor 41*). However, he did not believe that the provisions were appropriate for class C and D vessels and for specific sea areas where the sea conditions are different, namely the Mediterranean Sea.

In the debate, Brian Simpson (PSE, UK) stressed that "we can not use wave heights as a guidance to define the stability in ferry". He added that we needed to be consistent with the Stockholm Agreement and to refuse differentiated systems based on waves.



AIR SAFETY

COUNCIL OF MINISTERS

European Air Safety Agency (EASA)

The June Transport Council adopted without debate the Regulation creating the EASA, agreeing to all amendments adopted by the European Parliament at its second reading (*See Safety Monitor 41*).

Commissioner Loyola de Palacio, responsible for Energy and Transport, welcomed the agreement reached and said: "Europe has made air safety a priority, as it has shown once again by the

creation of the Agency. This is a decisive step, as we now have the essential instrument for a real European air safety policy, ensuring the highest level of protection for our citizens, while enabling our aviation industry to compete on level terms on the world market."

Accession of the Community to Eurocontrol

The June Transport Council reached political agreement on the proposal for a Decision on the signature by the Community of the Protocol of Accession of the Community to the European Organisation for the Safety of Air Navigation (Eurocontrol) and its provisional application.

The proposal formed part of the overall strategy for the creation of a Single European Sky. As the result of the accession, it was anticipated that, in areas in which Community competences were involved, the Commission would present the Community's position and vote on the Community's behalf.

The Decision's formal adoption at a future Council meeting would enable a signing ceremony to be held at a diplomatic conference.

Occurrence reporting in civil aviation

The June Transport Council unanimously adopted a common position on the draft Directive aimed at improving air safety by collecting reports on occurrences which could have caused accidents (*See Safety Monitor 37*).

The Council considered that it was not appropriate for the Directive to include confidential reporting (article 9). However, the Commission noted that during the discussions many delegations justified their decision, by the concern not to cause confusion between mandatory collection of incidents reports and voluntary and confidential systems, while declaring themselves in favour of the principle of establishing voluntary and confidential reporting systems. Expressing regrets on this deletion, the Commission stated: "Considering the importance of the confidential reports for a better understanding of the human factors linked to aviation accidents, and on account of the support given by the European Parliament and by representatives of civil aviation staff, the Commission is opposed to the deletion of this Article."

The Council modified the provisions on dissemination of information to bring it more in line with the Regulation establishing the EASA. A joint Council and Commission statement announced that additional measures would be taken by the Commission to address the question of further dissemination of the information to interested parties.

The Council's common position took also on board the amendment adopted by the European Parliament at first reading, which deleted the proposal that names of persons submitting a report or related to it should be disclosed when required in the context of judicial inquiries.

The rapporteur Gerard Collins (UEN, IRL) already said in RETT Committee on 9 July that he intended to table an amendment to reinsert article 9 at second reading.

ETSC believes that confidential human incident reporting systems can play an important role in improving air safety and has, for many years, pointed to the need for an EU-wide system which could be established at tiny cost. (*An ETSC briefing on confidential incident reporting in aviation can be found on the ETSC website at: <http://www.etsc.be/bri.htm>*).

Common EU security rules for civil aviation

The June Transport Council could not reach agreement on the common EU security rules for civil aviation (*See Safety Monitor 40*). Despite a meeting held between the Council, the European Parliament and the European Commission on 9 July, very little progress has been made. The conciliation procedure will start on 19 September.

EUROPEAN PARLIAMENT

Flight Time Limitations – RETT Committee MEPs take on board airlines' views and take too little account of safety needs

The RETT Committee voted on the Regulation on the harmonisation of the technical requirements and administrative procedures in civil aviation on 10 July (*See Safety Monitor 41*).

The committee adopted the amendment tabled by the rapporteur Brian Simpson (PSE, UK) to amend the regulation based on the JAA Subpart Q proposal on flight time limitations. His

amendment was based on an agreement reached by the majority of airlines representatives, with the exception of the European Cockpit Association and some charter airlines. Safety organisations had not been invited to participate in these discussions.

Despite the fact that the proposed amendment had not taken account of safety needs with regard to safety critical limits on daily flight duty limits, night flying and time-zone adaptation the representative of the European Commission said that they were ready to follow Brian Simpson's amendment, but with the possibility of granting derogations (= even further flexibility) under strict conditions.

ETSC believes that preventing cumulative fatigue and better addressing safety needs should be the primary objective of harmonised EU requirements for flight time limitations. Lengthy efforts to achieve consensus on a harmonised scheme to meet this objective has failed and EU policymakers should be acting to put public safety first.

Medical and safety experts across Europe believe that the flight duty limitation aspects of the amendment are totally unacceptable and fail to take proper account of safety needs. ETSC urges MEPs to improve this amendment in the plenary vote, which is scheduled in September.

ETSC is urging MEPs, at least before coming to a final decision on this important safety matter to call a hearing of medical and scientific experts from across the EU to understand their evidence and the worrying implications for safety of taking the route proposed by the rapporteur.

Single European Sky

The RETT Committee adopted on 10 July the reports on the action programme for the creation of the Single European Sky (rapporteur Claudio Fava, PSE, I) and on the three technical Regulations on its implementation (rapporteur Marieke Sanders Ten Holte (ELDR, NTH) (*See Safety Monitor 41*).

Both reports are scheduled for plenary debate at the September plenary session.

Safety of third countries aircraft

The rapporteur Nelly Maes (Greens/EFA, B) presented to the RETT Committee on 19 June her draft report on the Commission's proposal for a Directive on the safety of third countries' aircraft using community airports.

The Commission's proposal seeks to formalise the SAFA-procedure (Safety Assessment of Foreign Aircraft) within the Community, in order to harmonise ramp inspections on Community airports and the related co-operation mechanism to share and analyse information and draw conclusions. Under this new Directive, third-country aircrafts and their crew would be inspected whenever there was a reasonable suspicion that international safety standards were not being met, in which case there would be an obligation for Member States to ground suspected dangerous aircraft. Equal implementation of inspection procedures throughout the Union would also prevent third country aircrafts from diverting to different airports in the EU as a way of evading checks.

The RETT Committee adopted her report unanimously on 10 July. An amendment aimed at improving the supply of information to the public by seeking to guarantee that Member States would also include summary outlines of complaints relating to aircraft safety and of the action taken on such complaints. Another amendment called on Member States to take into account complaints by, in particular, those living in residential areas bordering on airports, which can be useful in bringing about improvements in flight safety.

The report is expected to be adopted at the September plenary session in Strasbourg.



RAIL SAFETY

COUNCIL OF MINISTERS

Rail statistics

The Council of Ministers adopted unanimously a common position on the draft Regulation on rail transport statistics on 27 June 2002 (*See Safety Monitor 38*).

In its common position, the Council approved three out of the five amendments adopted by the European Parliament at the first reading. It incorporated the amendment of the Parliament which deleted metro and light train system from the regulation. The Commission stated that it would no longer object to removal of this variable because no data are collected currently on metros and light rail.

The Council also introduced new provisions in its common position:

- It provided for stricter confidentiality provisions for using and distributing statistical data by Eurostat.

- In order to provide data needed for the Common Safety Indicators in the proposed rail safety Directive (*see below*), the common position added new tables on train movements as well as an extra category ("fires in rolling stock") in the list of types of accidents in annex H.

- Finally, the Council changed the first reference period for annex H on statistics on accidents from 2002 to 2004.

The rapporteur Felipe Camison Asienso (EPP-ED, ES) expressed his support for the common position in RETT Committee on 10 July.

EUROPEAN PARLIAMENT

Railway package

The RETT Committee held a debate on the railway package on 11 July (*See Safety Monitor 39*).

Directive for railway safety

The rapporteur Dirk Sterckx (ELDR, B) welcomed the Commission's proposal. However, in his draft report, he proposed to strengthen the Commission's proposal on some aspects:

- introducing minimum new national rules to facilitate the move towards EU safety rules
- training and certification of all staff carrying out safety tasks
- introducing a European safety certification within 3 years (instead of 5 years)
- moving to a single working language for operational communications
- requiring safety certificates also for infrastructure managers
- publication of national safety standards in a user-friendly and single standard form.

The rapporteur also called on the Commission to introduce a European driving licence for train drivers and harmonised driving time and rest periods for train drivers.

As far as the setting of common safety targets (CST) and methods (CSM) were concerned, he thought that the related detailed proposals should be submitted to the Council and Parliament, not only to experts from Member States, as proposed by the Commission. And he specified that if we were to envisage a common safety target, there could be only one specified safety level, namely as high a level of safety as possible.

In the debate, Brian Simpson pointed out that the Committee was discussing a safety report and that he was not happy with the rapporteur stressing that some of his amendments were aimed at avoiding safety regulations being an obstacle to market access.

ETSC's comment on the proposal for a Directive for railway safety can be found at: www.etsc.be/pre.htm.

European Railway Agency for Safety and Interoperability (ERA)

The rapporteur Gilles Savary (PSE, F) welcomed the Commission's proposal but would like to have seen the Agency contributing to the development of a genuine European railway culture and form an essential tool of dialogue, consultation and exchange between all railway stakeholders.

The rapporteur thought that existing safety standards should not be levelled down but that existing best practice should be consolidated and made generally applicable. He, therefore, proposed that the Agency should facilitate the exchange of good practice between stakeholders for the purpose of achieving a European rail network able to guarantee the highest level of safety and reliability. In line with that perspective, he suggested the setting up within the Agency of a consultative committee of national safety authorities, and a permanent consultative committee of national railway accident inquiry bodies.

In the discussion, Mr Pohjamo (ELDR, FIN) backed up the rapporteur and said "The Agency

could be an innovator and a promoter of best practice”.

ETSC agrees with the rapporteur’s views on the need to ensure that existing safety standards are not harmonised downwards to deliver lower levels of protection and that existing best practice should be consolidated. ETSC would like to see the importance of cost-effective best practice in rail safety formalised in the text of amendments.

ETSC NEWS

Safer Cities

Urban planners, safety experts, and policymakers came together on 25 June 2002 in ETSC’s Safer Cities Conference to discuss best practice strategies and measures implemented in some of Europe’s towns and cities to reduce the risks and consequences of road crashes.

ETSC Board Chairman, Professor Herman De Croo MP said: “As the European Commission states in their recent consultation paper on road safety: preventing road death and disabling injury means better adapting traffic systems to the needs, errors and physical limitations of road users. We need to cater much better for citizens in the design of our towns and cities, and in the design of the vehicles used there if we are going to meet the highly ambitious new EU-wide target to reduce road deaths by 50% by 2010.”

“Increasingly, the measure of the progress we make in civic society is how well we protect the most vulnerable amongst us. In no other area is the need greater than in how we safeguard the lives of those vulnerable citizens who use the roads, particularly children and our senior citizens. The challenge before us all is how we can ensure that our traffic system works for all its users, young and old, in cars and outside cars. “

Professor Richard Allsop, ETSC Working Party Chairman, outlined the three main strategies which several national and local policies are now starting to address, with examples presented in Best in Europe from different Member States:

1. Reducing the number of vehicle kms travelled by: promoting localisation of some activities so that they can be reached on foot or by bicycle, or at least by shorter car journeys than before;

centralising other activities so that they can be served better by public transport; improving the quality of public transport to extend the range of circumstances in which it is chosen in preference to the car; and discouraging access by car where there are reasonable alternatives.

2. Reducing the risks of death and injury while walking or cycling for example by creating attractive and convenient routes for the journeys on foot or by bicycle that people would actually like to make, routes with less proximity to motor traffic and safer provision for crossing roads and moderating the speeds of motor vehicles (90% of pedestrians survive impacts at 30 km/h or less).

3. Reducing the risks of death and injury for motor vehicles users, for example by:

matching the use of each road to the functions that the road serves in terms of space, access and through movement; separating faster vehicles from slower ones and lighter vehicles from heavier ones, and separating vehicles that are making conflicting movements; making the road system self-explaining to its users; and achieving high levels of use of protective devices and understanding of how to drive to reduce risk.

Case studies were presented of successful activity in several Member States in which some cities are now starting to embrace these challenges.

- Long term strategies implemented in Vienna (eg. improvements in public transport, pedestrian areas, traffic calming, systematic treatment at high risk sites, speed control) led to an accident rate which was 67% lower than the surrounding country.

- Setting a city wide casualty reduction target and applying urban safety management and engineering measures reduced deaths and serious injuries by 48% in Gloucester, UK.

- 40km/h zones with road humps in Morkhoj, Gladsaxe, Denmark delivered a 76 % reduction in traffic accidents.

- An urban road safety management plan created and implemented in Cottbus, Germany resulted in a decrease in the average accident costs from 180 Euro per inhabitant to 130 Euro and a decrease in motor vehicle occupant casualties and pedestrian child casualties.

- Implementing sustainable road safety engineering measures in Zoetemeer, the Netherlands, led to a re-classified road network with speed limits and road layout and design set according to road function which preserved existing low casualty levels against large increases in population.

· Implementing the Swedish Vision Zero concept in Trollhattan (eg. Raised pedestrian crossings, speed humps, improved traffic signals, roundabouts, central guard rails, separated bike lanes and footways from the carriageway) received large support (75%) from local people.

· Traffic calming in Cattolica in Italy led to reports of road accident reduction and high public acceptability.

For further information see ETSC's website at: www.etsc.be/eve.htm.

INTERNATIONAL EVENTS DIARY

- 18-20 September 2002 **2002 International IRCOBI Conference on the Biomechanics of Impact**, to be held in Munich, Germany, Contact: IRCOBI Secretariat, INRETS, Antoinette Charpenne, Tel: +33 4 72 14 24 20, Fax: +33 4 72 14 26 66, E-mail: charpenne@inrets.fr, Website: www.IRCOBI.org
- 19-20 September 2002 **5th International Conference "Traffic Safety Management for Big Cities"**, to be held in St. Petersburg, Russia, Contact: Automobile Transport Institute, Tel: + 7-812 259-92- 61, Fax: +7-812 251-92 -28, E-mail: ROOT@AG6273.spb.edu, Website: www.ari.spb.ru
- 21-23 October 2002 **2nd Safety on Road International Conference**, to be held in Bahrain, Contact: Mr Hashim Al-Madani, Tel: (+973) 782103, Fax: (+973) 780137/684844, E-mail: soric02@eng.uob.bh, Website: www.uob.edu.bh
- 11-13 November 2002 **2nd Annual European Energy and Transport Conference "Building Energy and Transport Infrastructure tomorrow's Europe"**, to be held in Barcelona, Contact: Mrs Christine Cordie, Email: Christine.cordie@cec.eu.int, Mrs Margaret White-Branagan, Email: Margaret.white-branagan@cec.eu.int.
- 21-22 November 2002 **Promoting Excellence in Transport for Sustainable Cities and Regions, 17th Annual Polis Conference**, to be held in Brussels, Contact: Mrs Suzanne Hoadley, Tel: +32 2 282 84 63, Fax: +32 2 282 84 66, E-mail: polis@polis-online.org, Website: www.polis-online.org.
- 25-27 November 2002 **II International Conference on European Traffic Policies organised by the Catalan Traffic Department**, to be held in Barcelona, Spain, Contact: Mrs Suzanne Hoadley, Tel: + 34 93 510 10 05, Fax: +34 93 510 10 09, E-mail: congresos.barcelona@viajesiberia.com, Website: www.etpcongress.com

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