



SAFETY MONITOR

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

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Introducing ETSC

The European Transport Safety Council (ETSC) was launched in Spring 1993 in response to the persistent European road casualty toll and public concern about individual transport tragedies.

ETSC is an international non-governmental organisation which provides an impartial source of advice and expertise on transport safety matters to the European Union Institutions and other organisations concerned with transport safety. ETSC is an initiative of safety organisations and has been operational in Brussels since August 1993.

The Council aims to cover all modes of transport, but focuses its attention on road safety in particular, since it is here that the greatest scope for casualty reduction can be found.

ETSC Main Council Membership

ETSC's Main Council is chaired by Miss Anne McIntosh MEP and Mr Günter Lüttge MEP. Membership comprises representatives from national and international organisations with transport safety interests, and European Parliamentarians from all parties.

ETSC Board of Directors

- Professor Herman De Croo (Chairman)
- Mr PAM Cornelissen MEP
- Professor G. Murray Mackay
- Dr Gerhard Schork
- Mr Pieter van Vollenhoven

ETSC Secretariat

- Jeanne Breen: Executive Director
- Ingrid van Schagen: Research Officer
- Ruud van Enk: Executive Officer
- Véronique Chalot: Secretary

ETSC Working Parties

To date, ETSC has set up five technical Working Parties bringing together international experts from across Member States:

- | | |
|-------------------------|-----------------------|
| <i>Working Party:</i> | <i>Chairman:</i> |
| - Road User Behaviour | Dr Bernhard Biehl |
| - Road Vehicle Safety | Mr Thomas Turbell |
| - Road Infrastructure | Prof Richard Allsop |
| - Transport Acc. Stats. | Mr Matthijs Koornstra |
| - Air Safety | Mr Roger Green |

Working Parties covering maritime and inland waterway safety, and rail safety are in the process of being constituted.

MORE FUNDS FOR TRANSPORT SAFETY

Transport safety is set to receive an important boost due to an amendment to the EU Budget for 1995, jointly tabled by Miss Anne McIntosh MEP and Mr Brian Simpson MEP, and adopted by the European Parliament. The amendment provides for an increase in EU transport safety spending next year, bringing the total to 7 million Ecu in commitments, and 5.5 million Ecu in payments.

For further details, see Page 3.

ETSC Reviews

Current reviews near completion include:

- reducing accidents involving excess alcohol
- reducing accidents resulting from excess and inappropriate speed
- the CARE project: the way forward

ETSC Car Safety Report and Symposium

ETSC's first report, entitled 'Reducing Traffic Injuries Through Vehicle Safety Improvements - The Role of Car Design' (Nov. 1993) draws attention to the enormous scope for improvement that exists in the area of vehicle crash protection.

Noting that the EU has exclusive regulatory competence in the area of car crash protection standards, and that many Directives are around 20 years behind the needs identified by accident research, the ETSC report calls for an urgent review and update of existing standards.

The main finding of ETSC's symposium 'Car Crash Protection: the Role of the European Union' was that improved European car crash protection standards which take better account of real-life accident scenarios could reduce the number of deaths and serious injuries on European roads by as much as 20 per cent.

The symposium held in the European Parliament in Brussels earlier this year was attended by safety experts and policy makers from across Member States. Mr Robert Coleman, Director General of the European Commission's DG VII gave the opening address.

ETSC's Air Safety Report and Symposium

As a follow up to ETSC's second report the 'Safety of European Civil Aviation: Air Crew Duty Times and Cockpit Automation', ETSC held a further symposium on 30th November.

ETSC Board Chairman Professor Herman De Croo said that European civil aviation urgently needs a harmonised set of rules and a common framework to deliver the highest standards of air safety. Existing and proposed flight duty time regulations fail to recognise international scientific consensus about safety needs. In addition, the report calls for standards to be developed for the displays and controls of flight decks to ensure user friendly layout and design. ETSC estimates that unless new action is taken on air safety, there could be as much as a 20 fold increase in deaths from civil aviation accidents in the next two decades, as air traffic doubles.

Delegates to the symposium were addressed by a range of aviation safety experts and representatives of regulatory authorities, pilots associations and European airlines.

Copies of both reports and summaries of the symposia are available from ETSC.

GENERAL

COUNCIL OF MINISTERS:

German Presidency Transport Programme

In August, Mr Matthias Wissmann, the German Minister for Transport outlined the programme for the German EU Presidency. The German Presidency wanted to stimulate efforts towards a more rational use of means of transport and infrastructure through the use of telematics, guidelines on the European transport networks, and rail transport policy. Work in relation to transport safety was concentrated on implementing the action programme on safety in maritime transport, and on regulations concerning the transportation of hazardous goods.

Early in December, Mr Wissmann told Parliament's Transport and Tourism Committee that much progress had been made, and several common positions and Resolutions adopted. Apart from agreement on the topics mentioned earlier, Mr Wissmann reported important progress in the areas of aviation and inland waterways as well. The Transport Minister spoke of a 'new élan' in European transport policy making.

4th Framework Programme for R&D

Just before the summer break, the Council and the European Parliament reached agreement on the funding of the EU's Fourth Framework Programme for Research and Development, which covers the period 1994 to 1998. Agreement was reached on total funding of 12.3 billion Ecu, with a possibility of an increase to 13 billion Ecu in two years time.

Research into transport has been treated as a separate item within the programme and will receive 240 million Ecu over four years, which will principally be spent on transport networks and infrastructure. The funding for the individual projects within the framework programme will be decided upon in December.

COMMISSION:

Neil Kinnock: New Transport Commissioner

At the end of October, the incoming European Commission President Mr Jacques Santer announced

the membership of the new Commission. Mr Santer appointed the Rt. Hon. Mr Neil Kinnock as the new Transport Commissioner. Mr Kinnock is a former leader of the Labour Party in the UK.

Other members of the new Commission include Mr Martin Bangemann, who will retain his Industry portfolio, former French Prime Minister Edith Cresson, who will be responsible for Research & Development, Mr Pdraig Flynn who will retain Public Health in his Social Affairs portfolio, and Mrs Emma Bonino who has responsibility for Consumer Policy. The new Commission will take up office in January 1995.

Transport Commissioner's Speech

In September, the current Transport Commissioner Mr Marcelino Oreja told the European Parliament's Transport and Tourism Committee that the Commission was working on a 5 year Community action programme for transport.

Mr Oreja said that the aim of the programme was to implement the principles set out in the White Paper on the Development of a Common Transport Policy (1992). The Transport Commissioner explained that the programme would be characterised by several distinct segments, and that transport telematics were to be an important component. There would be rigorous and correct implementation of Single Market rules, especially in the airline sector and in the area of social conditions in road transport. A genuinely integrated transport system would be established, with the emphasis on combined transport. Efforts would be made to eliminate environmental damage caused by transport activities, focusing among other things on the carriage of dangerous goods by road. In addition, the social protection of employees would feature prominently in the action programme, in order to ensure that social rules are respected across Europe. The external dimension of the Common Transport Policy and trans-European transport networks featured as fifth and sixth points respectively.

Safety was identified as a major component of the programme. The Commissioner said that action could be foreseen in the area of technical standards of vehicles, the rules applied to road haulage, infrastructure norms and the training of carriers.

EUROPEAN PARLIAMENT:

EU Budget 1995: Transport Safety Allocation

During its October plenary session, the European Parliament voted to amend the Commission's proposed transport safety line in the EU budget for 1995. The original transport safety line within the

draft Budget represented a reduction of 7.5% on the previous year.

Parliament voted to increase European Union spending on transport safety in 1995 from 3.7 million Ecu to 7 million Ecu in commitments, and from 3.5 million Ecu to 5.5 million Ecu in payments. In its justification, Parliament emphasised the vital importance of increasing transport safety and the need to reduce the high cost of transport accidents. Parliament also stressed the fact that transport safety had become a specific EU competence, incorporated into the Treaty of Maastricht.

Parliament's vote was a result of an amendment jointly tabled by Miss Anne McIntosh MEP (EPP) and ETSC's Main Council Co-Chairman, and Brian Simpson MEP (PSE), a Parliamentary member of ETSC. The amendment was tabled during the Transport and Tourism Committee's earlier deliberations on the proposed Budget and had been approved almost unanimously in Committee in September.

During the summer months, both ETSC and the European Road Safety Federation (ERSF) had expressed their concern to the Committee about the inadequacy of the proposed transport safety Budget for 1995. Considering the estimated funds needed to get the Road Safety Action Programme off to a good start, the proposed reduction was unacceptable.

The final decision on the Budget is scheduled for 15th December.

1994 Elections

In June, a new European Parliament was elected for five years. The elections were marked by a low turnout, with 56.5% of the electorate turning out to vote, 2% down on the 1989 elections. Within the new Parliament, whose membership has been extended to include 567 MEPs, the European Socialists (PSE) maintained their position as the biggest single group in Parliament, followed by the European People's Party (EPP) group.

Dutch Christian Democrat PAM Cornelissen MEP was appointed Chairman of the Parliament's Transport and Tourism Committee.



ROAD SAFETY

COUNCIL OF MINISTERS:

Dangerous Goods Proposals

The Transport Council of June reached agreement on the Commission's proposal for the approximation of the laws of the Member States with regard to the transport of dangerous goods, COM(93)548 final. The proposal's aim is to harmonise the rules applicable to national and intra-Community transport of dangerous goods in order to ensure common levels of safety. The amended proposal, following consultation by the Commission, was published as COM(94)238 final on 15th July 1994. The Council's common position was published in OJ C301 of 27th October 1994.

On 26th September, the Transport Council reached agreement on a second dangerous goods proposal, COM(93)665 final, providing for uniform control procedures throughout the EU. The amended proposal, following consultation by the Commission, was published as COM(94)340 final on 26th August 1994. Member States would have until 1st January 1997 to comply with the Directive.

Finally, November's Transport Council discussed the "risk prevention officer proposal", COM(92)327 final, on the transport of dangerous goods. The Council agreed that the requirement for transport companies to appoint a risk prevention officer as set out in the proposal should apply to transport over land only, including railways, road haulage and inland waterways. The original proposal provided for all companies transporting hazardous goods to be covered by this legislation.

German Presidency: Speed Limits

In response to a question from Dutch Green MEP Nel van Dijk, Mr Matthias Wissmann, German Minister for Transport, told the EP Transport & Tourism Committee in August that Germany was against the introduction of a harmonised speed limit applicable throughout the European Union. The German government favoured a flexible approach to speed regulation in Europe, quoting research carried out in Frankfurt on the use of electronic traffic management systems.

Telematics Resolution

Council Resolution of 24 October 1994 on transport telematics (94/C/309/01) was published in OJ C 309/94.

COMMISSION:

Frontal and Side Impact Protection Proposals

The Commission is currently drawing up proposals for new Directives on frontal impact and side impact protection in cars.

ETSC has highlighted the need for the EU proposals to go further than the test procedures agreed in Geneva which, in ETSC's view, fail to offer the highest level of protection available.

In the field of frontal impacts there is international agreement on the need for a partial overlap deformable barrier test. Of all options, this procedure best simulates real accidents. UN ECE in Geneva has recently adopted a 30 degree angled impact test with anti slide device which, in ETSC's view, is unlikely to have much effect on levels of protection.

In relation to side impact protection, ETSC has pointed out that aspects of the Geneva side impact test procedure bear no relation to real accident scenarios.

Review of legislative proposals

In June, the European Commission announced it would look into several aspects of its road safety legislation. The Commission's Secretary-General, Mr David Williamson, in reply to a letter from the German Government, said the review would cover both proposals and legislation currently in force. Examples of the former are draft Directives on speed limits for HGVs and blood-alcohol limits, an example of the latter is the 1985 Directive on the lead content of petrol.

The Commission has indicated that it intends to retain the speed limit and blood-alcohol limit proposals, as these are very important to the aim of increased road safety in Europe.

HGV Recording Equipment Proposal

On 31st August, the Commission published its proposal for a Council Regulation on the use of recording equipment in road transport (tachographs).

The proposal was tabled as COM(94)323 final and published in OJ C243/94.

Action Plan for Passenger Transport

The Commission is currently working on a communication for an action plan for the completion of the internal market of passenger transport.

The Commission's communication is likely to emphasise the safety of passenger transport by road, by addressing several problems. Specific safety measures are expected to include the technical inspection of speed limiting devices, specifications for tachometers and safety belts in coaches.



AIR SAFETY

COUNCIL:

Civil Aviation Resolution

On 24th October, the Transport Council adopted a Resolution making the harmonisation of air safety measures, better traffic management and strict limitations on state aid, top priorities for an EU air transport strategy (94/C 309/02). The Resolution follows the publication of 'The Way Forward for Civil Aviation' by the Commission before the summer break.

As far as safety is concerned, the Council agreed there was a need to establish common provisions and uniform procedures, emphasising the need for an effective regulatory authority for Europe, which should be responsible for aviation safety norms. The Council also expressed its wish to see arrangements made for the common navigability certification for aeronautical products.

PARLIAMENT:

Civil Aviation Accidents and Incidents

In October, the European Parliament's Transport & Tourism Committee voted on the common position reached by the Council in May. Mark Killilea MEP, who had taken over from Paddy Lalor as rapporteur for the proposal, COM(94)102 final, noted that the Commission had taken up a large number of Parliament's amendments. Parliament discussed the proposal during its plenary session of October, demanding draft legislation on victim compensation

as well. The Council consequently adopted the draft Directive in November.

The proposal applies to investigations into civil aviation accidents and incidents which have occurred in the territory of the EU, taking into account the international obligations of the Member States, and to investigations into serious accidents and incidents involving aircraft registered in a Member State, when such investigations are not carried out by another State.

Earlier this year, ETSC issued its response to the Commission's proposal, welcoming the initiative and arguing for the speedy establishment of a central EU data bank on air accidents and incidents, and safety recommendations.

The Council's common position, which corresponds with the adopted Directive, was published on 26th June in OJ C172/94, and numbered Common Position (EC) No 18/94.

OTHER:

Airline Traffic: Summer Season

Over the last three months, the Association of European Airlines reported that the major European airlines had seen continued growth in air traffic. In August, traditionally the airlines' busiest month, the European airlines saw an increase of 5.5% in passenger-kilometres compared with 1993. The AEA reported that the August trend continued through September, with growth of 9.2% in passenger traffic. In October, passenger traffic increased 10.8%, in comparison with October 1993.



MARINE & INLAND WATERWAY SAFETY

COUNCIL:

Resolution on Maritime Safety

The Transport Council of November adopted a Resolution on the safety of roll on/roll off ferries, so that the EU would have a co-ordinated position in IMO discussions.

The Resolution calls on the IMO to tackle the stability of ferries, evacuation procedures in case of accident and to study the introduction of a 'black box' on ferries, and invited the Commission to come up with

several proposals in this area, including technical inspections and compulsory passenger lists.

Agreement on Maritime Safety Proposals

In November, during its last session under the German Presidency, the Transport Council formally adopted proposal COM(94)124 final, on minimum level of training for seafarers. The Transport Ministers also reached a preliminary agreement on proposed legislation relating to ship inspections carried out by the authorities of the vessel's port state, COM(94)073 final. This common position provides for criteria for the inspection of ships, and for standardisation procedures for inspection. The proposed rules, once adopted, should come into force in 1996. In addition, the Council reached partial agreement on COM(94)220 final, a proposal providing for a European notification system for ships in EU maritime zones.

The newly adopted Directive on minimum levels of training principally lays down that all crew serving on board ships registered in an EU Member State must hold a certificate stating that they have received appropriate training in compliance with IMO standards. The European Parliament gave its approval to the Directive earlier in November.

EUROPEAN PARLIAMENT:

Safety at Sea

In October, the Transport & Tourism Committee devoted some of its time to a discussion of maritime safety with the European Commission. The discussion followed several serious accidents at sea in recent months such as a fire on a Channel ferry and the collapse of a bridge killing six passengers at Ramsgate in September. The most serious disaster by far, however, was the sinking of the ferry Estonia in the Baltic in the same month, which claimed more than 900 lives.

The Committee adopted a Motion for a Resolution demanding European legislation which would provide for heavy fines in cases where negligence or omission was proved to have contributed to a maritime accident, especially in cases where passenger-carrying vessels were concerned. The legislation should apply to the inspection of ships and life-saving equipment, port infrastructures and embarkation systems, and safety measures and procedures.

ECONOMIC AND SOCIAL COMMITTEE:

Opinions Published:

Two Opinions relating to maritime safety were published by ECOSOC in October. The first Opinion related to the proposal for a Regulation on the application of tonnage measurement of ballast spaces in segregated ballast oil tankers, COM(93)468 final. The second Opinion related to the proposal to set up a European vessel reporting system in the maritime zones of Community Member States, COM(93)647 final.

OTHER:

1993 Shipping Losses

Lloyd's Register of Shipping reported that in 1993, the volume of ship tonnage lost through accidents had fallen sharply. Of ships lost through accidents in 1993, nearly 28% went down as a result of heavy weather, leaks or other such mishaps. 24% of ships were lost through being stranded and 19% were

destroyed by fire or explosion. Of the total of 219 cases of ship loss, 49 involved loss of life.



RAILWAY SAFETY

COUNCIL:

Agreement on Licensing Proposals

On 26th September, the Transport Council reached agreement on two draft Directives relating to railway licensing. The common positions relate to a proposal on the granting of licences to railway companies and the distribution of infrastructure and the collection of fees for its use. The European Parliament will have to consider the two proposals in second reading, before the Transport Council can formally adopt them.

The provisions of the licensing proposal enable the holder to demand rights of access to the infrastructure of a Member State in which services are to operate, subject to certain conditions, including a safety certificate. The second draft Directive provides for, among other things, a certificate scheme confirming the safety of the infrastructure used.

EVENTS DIARY

- 30 Nov. - 3 Dec. 1994: 1st World Congress on Applications of Transport Telematics & Intelligent Vehicle Highway Systems, Paris, France. Tel.:+33-1-47 53 32 41
- 8 - 16 Dec. 1994: International Course on Prevention and Control of Traffic Accidents & Injuries, New Delhi, India. Tel.: +91-11-6858703/666979, Ext. 3161
- 12 - 14 Dec. 1994: 1st Interdisciplinary Conference "Young Drivers", Cologne, Germany. Tel.:+49-2204-43 464
- 19 Jan. 1995: Cost Effectiveness and Transport Safety: Is there a contradiction? PACTS Conference, London, Great Britain. Tel.:+44-71-922 8112
- 13 - 16 Feb. 1995: Smart Vehicles Seminar, Delft, The Netherlands. Tel.:+31-15-120234
- 29 - 30 March 1995: DGAC- CEC DG VII Seminar on Human Factors Training for Pilots, Le Normont, France. Tel.: +33-1-45 47 30 48
- 13 - 15 Sept. 1995: 1995 IRCOBI Conference, Brunnen, Switzerland. Tel.: +33-72-36 24 20
- 20 - 29 Sept. 1995: International Conference on Strategic Highway Programme and Traffic Safety on Two Continents, Prague, Czech Republic. Tel.: +46-13-204000
- 9 - 11 Nov. 1995: The Second World Congress on Intelligent Transport Systems '95, Yokohama, Japan. Tel.: +-32-2-538 0262
- 16 - 23 June 1996: XXVI Congress FISITA 1996, Prague, Czech Republic. Tel.: +42-02-24210727

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