

AIST supports **12** requests

to improve the safe transportation for young people

1 HARMONIZED STATISTICS DATABASE

The establishment of a database of statistics using information from each member country, with a common definition of an accident and a broadening of the idea of school transportation within the transportation of young people.

2 DIRECTIVES FOR THE TRANSPORTATION OF YOUNG PEOPLE

The publication of a memorandum to member states which would contain minimal directives to be followed while transporting young people involving at least two member countries: organization, in the case of an incident or an emergency.

3 IMPROVEMENT IN STOP ZONES

The formation of a working group on stop zones. This group would assess the stop zones in each state, would define methods to improve decision-making, and would validate sound initiatives and experiences, while considering that the handicapped can be treated in a specific manner.

4 ONE ADULT SEAT PER CHILD IN VEHICLES

In Europe, except in Germany and in Austria, rules with regard to seating allow for the seating of three children per two adult seats. These measures must be repealed. The European Commission must strongly urge member states to repeal these measures, and to recommend regulating the wearing of seatbelts on busses. AIST Europe fears that the "three for two rule" is applied despite European directives regarding the installation of safety belts.

5 ACCESSIBILITY AND SAFE TRANSPORTATION FOR THE YOUNG HANDICAPPED

Many young people are victims of physical deficiencies (visual, reduced mobility, ...) or mental deficiencies. This results in a disadvantageous situation for these young people in the use of public and school transportation. An ad hoc working group must be formed at the level of the Commission to study organizational conditions, techniques and practices regarding safe and quality transportation for these young users.

6 HARMONIZATION OF SECURITY CONTROLS

Harmonization among makers regarding dashboards, emergency exits and security equipment, for an effective evacuation of vehicles in the case of immediate danger.

7 IMPROVEMENT OF SIGNALLING OF VEHICLES

The improvement of signalling of vehicles which are used mainly for school transportation by :

- illuminated pictograms with "leds" and reflective materials and where the format would be standardized in Europe*;
- reflective side strips on vehicles which transport children ;
- if a consensus is not reached at the community level regarding the use of day lights, then the use of dipped headlights for all vehicles used for mass transportation.

8 PROHIBITION OF LONGITUDINAL SEATS

The prohibition of the installation and use of longitudinal seats in school transportation vehicles.

9 COMMUNICATION SYSTEM

The installation, at construction time, of a communication system in all vehicles used for the transportation of passengers, which would allow for direct contact with emergency services.

10 SPECIFIC TRAINING OF DRIVERS

The development of innovative programs for the continual training of drivers, specifically in school transportation. This would not only improve safety, but also allow for the better integration of drivers who are insufficiently qualified and who have but a driving license for public transportation, as well as allow for a better integration of females in the work force.

11 THE EDUCATION OF YOUTH REGARDING SAFETY

The development and distribution of information to sensitize young people about safe transportation; the organization of a seminar on this theme and an evaluation of the educational programs regarding safety.

12 ALCOHOLEMIA

An alcohol level of 0 g/l for drivers of passenger vehicles and drivers of vehicles transporting young people.

* An evaluation of the illuminated pictogram, completed by ANATEEP for the Administration of Transportation of the European Commission, highlighted the use of such equipment. Please refer to "La sécurité des transports scolaires en Europe", Summary Report, ANATEEP, October, 1998. N 83-897-82-7020 SIN2650SUB.