



NEWS RELEASE
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**New ETSC Report Proves Urgency
of a Traffic Law Enforcement Directive**

In a new publication launched today "Enforcement Across the EU – Time for a Directive"⁽¹⁾ the European Transport Safety Council (ETSC)⁽²⁾ presents the findings of its monitoring of enforcement practices in the EU Member States. ETSC strongly supports the need for a Directive that includes minimum legal requirements in the area of enforcement of road traffic law in the priority areas of speeding, drink driving and seat belt use in accordance with the best practice set out in the EC Recommendation on enforcement⁽³⁾. This Recommendation has failed to generate the necessary commitment among Member States to raise standards in traffic law enforcement.

The ETSC report concludes that increased enforcement levels undoubtedly have a direct impact on saving lives. The proper enforcement of road safety law could help prevent at least 14,000 deaths annually by 2010, according to Commission estimates⁽⁴⁾.

The report is published simultaneously with the results of the stakeholder consultation⁽⁵⁾ conducted by the European Commission between November 2006 and January 2007. Comments were received from national governments, companies, research institutes and associations, as well as individuals. A third of them expressed unequivocal support for Policy Option 5, which envisages introducing the cross-border enforcement along with setting minimum legal standards in the national legislation. Moreover, the majority of the respondents spoke out strongly in favour of extending the requirements to all road networks in Europe and covering eventually also other types of traffic offences, besides the three major ones.

ETSC supports the respondents' view that progress must be speeded up and a legislative proposal should be published soon. *"After careful consideration of progress in the EU Member States, it is now time for a Directive which includes minimal requirements in the enforcement of speeding, drink driving and seat belt use,"* says ETSC Executive Director Jörg Beckmann.

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Notes to Editors:

(1) ETSC 2007 "Enforcement in the EU – Time for a Directive"

<http://www.etsc.be/documents/ETS%20001-07.pdf>

(2) The European Transport Safety Council (ETSC), founded in 1993, is a Brussels-based independent non-profit making organisation dedicated to the reduction of the number and severity of transport crashes in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 37 national and international organisations concerned with transport safety from across Europe.

(3) EC Recommendation on enforcement in the field of road safety (2004)

http://eur-lex.europa.eu/smartapi/cgi/sga_doc?smartapi!celexapi!prod!CELEXnumdoc&lg=EN&numdoc=32004H0345&model=guicheti

(4) ICF Consulting 2003. Cost Benefit Analysis of Road Safety Improvements. Final Report London UK. These results were collected for the EU15 and would certainly be significantly higher if extrapolated to the EU27.

(5) EC Consultation Paper: *Respecting the rules* Better Road Safety Enforcement in the European Union

http://ec.europa.eu/transport/roadsafety_library/consultations/consultation_paper_enforcement_20060411.pdf

Summary of the results

http://ec.europa.eu/transport/roadsafety_library/consultations/enforcement_20061106/enforcement_consultation_charts.pdf