



NEWS RELEASE
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EU Transport Ministers Must Support Legislation on Police Enforcement of Traffic Law

7 October 2008, Brussels – Transport Ministers gather on the 9th and 10th of October to discuss a Directive on the cross border enforcement of traffic laws in all 27 EU Member States⁽¹⁾. The main objective of the Directive is to apply enforcement measures to non-resident traffic offenders through setting up a system for information exchange and proper notification of offenders. In an increasingly mobile, integrated and enlarged EU, non-resident drivers make up an ever increasing part of the traffic flow. There is evidence from different Member States that non-resident drivers flout traffic laws when travelling abroad as they do not fear punishment. This Directive would bring an end to this feeling of impunity and would save lives⁽²⁾.

ETSC⁽³⁾ has today sent a letter to French Transport Minister Dominique Bussereau, the current chair of the EU Presidency⁽⁴⁾. In its letter ETSC stresses the need for the strong support of the Transport Council in adopting this proposal. ETSC has been monitoring enforcement⁽⁵⁾ in the EU and concludes that only with a Directive in the first pillar under transport safety will the EU be sure to introduce new high standards in the cross border enforcement of legislation.

The cost of continued inaction is evident from the following figures: while non-residents represent around 5% of road traffic in the EU, their share in speeding offences is around 15% on average⁽⁶⁾. Beyond the immediate impact of the Directive one could expect a certain spill over effect which could increase the potential lives saved and reduce the current annual death figure of 43,000 on Europe's roads⁽⁷⁾.

The European Parliament gave a green light for the proposed Directive with the adoption of its Report in the Transport Committee on September 9th. The Rapporteur Ines Ayala Sender stresses: "The European Parliament gave a green light for the proposed Directive with the adoption of its Report in the Transport Committee on September 9th. The Rapporteur Ines Ayala Sender stresses: *"This is a matter affecting EU citizens in their daily life and we have a duty to ensure for their right to mobility and safety and to avoid present impunity of non resident infractors. MEPs have given their whole hearted support now it is the turn of the Transport Ministers."*

"Transport Ministers must support this Directive in order to end discrimination so that drivers respect traffic law in whichever country they are driving. In doing so, EU Transport Ministers would honour their commitment to ending the daily death toll on our roads," said ETSC Director of Policy Ellen Townsend.

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Notes to Editors:

(1) The proposal for a Directive facilitating the cross-border enforcement of traffic offences can be found [here](#)

(2) According to the EC impact assessment study of the Directive would save between 350-400 road deaths a year. *Impact assessment on road safety enforcement and cross-border cooperation, Ecorys, March 2007*

(3) **The European Transport Safety Council (ETSC)** 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 41 national and international organisations concerned with transport safety from across Europe. www.etsc.be

(4) ETSC's letter to the French Minister Bussereau can be found [here](#).

(5) See also:

ETSC, 2007. [Traffic Law Enforcement across the EU: Time for a Directive](#)

ETSC, 2007. [Raising Compliance with Road Safety Law, 1st PIN Road Safety Report](#)

ETSC, 2006. [Traffic Law Enforcement across the EU – An overview](#)

TISPOL European Traffic Police Network - www.tispol.org

(6) Impact assessment on road safety enforcement and cross-border cooperation. Ecorys, March 2007

(7) According to the European Commission's cost-benefit analysis, increased enforcement would result in a total annual reduction of 14,000 road deaths and 680,000 injuries in the EU 15, and in a net benefit of 37 billion EUR, or 0.44% of GNP. *ICF Consulting, 2003. Cost-benefit analysis of road safety improvements. Final Report*