

Enforcement achievements under the Third Road Safety Action Programme¹

This Briefing is published in the context of the publication of the Mid-term Review² of the 3rd Road Safety Action Programme on the 22 February 2006

What did the European Commission promise in the field of enforcement under the Third Road Safety Action Programme which was adopted in 2003?

In brackets you find ETSC analysis of what the European Commission has achieved to date. This is particularly relevant as the Mid-term Review is about to be published.

Driver Behaviour:

The Commission promised to:

- Propose measures to increase enforcement of the rules governing the road traffic offences which cause the most fatalities. (Yes, but only a Recommendation 2004³).
- Encourage the establishment of an information network between the competent national driving licence authorities. (Yes, RESPER network in 2004⁴)
- Compare the different penalty mechanisms in force, how they are applied and their effectiveness. (No)
- Give priority to pan-European campaigns which fit in with the objectives of this programme and which are integrated into an existing national activity by police and other authorities. (Yes, ongoing)
- Support specific campaigns to create a heightened sense of awareness among road users about the three main causes of road deaths (speeding, drinking and driving and not wearing a seat belt. (Yes, ongoing)
- Improve the driving licence to combat fraud. (Yes, but Directive is blocked in Council – ongoing)

Vehicle Technology:

The European Commission proposed to:

- Develop a harmonised specification for the installation of audible or visual seat belt reminder systems and promote their universal use by voluntary agreement. (No)
- Introduce universal anchorage systems for child restraint devices. (No)
- Examine driver impairment detection devices, e.g. alcohol ignition interlocks (alcolocks) and driver fatigue detectors. (Yes, EU funded Alcohol Interlock Field Trial Research project)⁵ .
- Examine national trials of ISA devices and assess their acceptability to the public. (Yes, EU funded PROSPER⁶ project and Speed Alert⁷).

Infrastructure:

The European Commission proposed to:

- Submit a proposal for a framework Directive on road infrastructure safety with a view to introducing a system for the harmonised management of black spots and road safety audits for roads on the TENs. (No, delayed)

Data:

The European Commission proposed to:

- Develop the CARE database and widen access. Expand CARE to include hazard exposure variable and the causes of accidents. (No, only research taken up by Safety Net project)
- Set up a European road safety observatory within the Commission. (Yes, but externally, Safety Net⁸)
- Establish a European methodology for independent road accident investigations and set up a group of independent experts meeting within the Commission. (Yes, for the group of experts but no European methodology developed so far.)

ETSC recommendations

In order to achieve the 2010 target in the field of enforcement, the European Commission must do the following:

1. **Police enforcement:** Continue to fulfill its role in monitoring the implementation of the Recommendation.
2. **Cross-border enforcement:** Propose a Directive on cross-border enforcement based on existing experiences and research results.
3. **Driving licence:** Ensure that the fight against driving licence forgery and tourism is tackled by the Member States.
4. **In-car technologies:** Promote the use of alcohol interlocks. Require the fitment of seat belt reminders in all vehicles. Propose to introduce a European wide requirement to equip cars with some form of Intelligent Speed Adaptation.
5. **Infrastructure:** Introduce a framework Directive on road infrastructure safety. "Self-enforcing" roads help drivers stick to the legal speed limit by ensuring that they drive at the appropriate speed for different stretches of road.
6. **Move towards a common system for recording road accident data:** This 'common system' would encompass all aspects, including the definitions of fatal, serious and slight injuries. Continue the development of a European road safety indicator system, including behaviour indicators (level of speeding, drink driving, seat belt use) and data on enforcement (level of speeding offences etc). Provide wider access to existing EU data (CARE database) and data available from EU research projects (e.g. SafetyNet).

Note to editors:

- (1) EC (2003) *Saving 20 000 lives on our roads. A shared responsibility*, COM (2003) 311 final, Brussels: European Commission DG-TREN.
- (2) The Mid-term Review will be published on the European Commission website on the 22 February 2006.
- (3) EC Recommendation on enforcement in the field of road safety 2004.
- (4) <http://europa.eu.int/idabc/en/document/3989/5637>
- (5) <http://www.bivv.be/main/PublicatieMateriaal/research/catalogDetail.shtml?detail=715654137&language=fr>
- (6) PROSPER: http://www.rws-avv.nl/servlet/page?_pageid=121&_dad=portal30&_schema=PORTAL30&p_folder_id=7737
- (7) Speedalert: <http://www.speedalert.org/>
- (8) Safety Net: <http://safetynet.swov.nl/>

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