



NEWS RELEASE

EU Cross Border Enforcement Directive Comes into Force: Carrying Strong Life-saving Potential

7th of November 2013, Brussels – “Today should mark the beginning of a fairer system of following up road traffic offences,” said Antonio Avenoso, ETSC¹ Executive Director. “By allowing the competent authorities to follow up traffic offences committed by vehicles registered anywhere in the EU² traffic law enforcement should now carry the same deterrent effect on all drivers,” Mr. Avenoso added.

The 7th of November is the deadline for Member States to transpose Directive 2011/82/EU facilitating the cross border exchange of information on road safety related traffic offences into their national legislation. The Directive sets up a system allowing the enforcement authorities in the Member State where a traffic offence has been committed to pursue and fine drivers of vehicles registered in another EU Member State. The Directive has a considerable life-saving potential across the EU, thus contributing to the goal of halving road deaths between 2010 and 2020, which was widely endorsed by both the EU Institutions and Member States.³

“The Directive should bring no change for law-abiding drivers across the Union. ETSC believes it is only fair for authorities to enforce the prevailing traffic laws on all those travelling on the roads. Through increased awareness and better information, we expect the Directive to have a spill-over effect on overall levels of compliance with traffic laws, augmenting its life-saving potential,” said Mr. Avenoso.

“ETSC will closely monitor the efforts made by Member States to implement the Directive and support the evaluation of its life-saving potential and, in due time, the need to improve its current provisions,” concluded Mr. Avenoso.

In light of the Cross-Border Enforcement Directive’s entry into force, ETSC prepared a series of Frequently Asked Questions, available at:

http://etsc.eu/documents/ETSC_CBE_FAQs_7_Nov_2013.pdf

Background

Directive 2011/82/EU covers the main traffic offences leading to death and injury on EU roads, plugging an important gap in the enforcement chain by enabling the automated information exchange needed in order to follow up on efforts to achieve compliance with traffic laws.

Eight major road safety related offences are included in the text of the EU Directive:

- Speeding,
- Not using a seatbelt,
- Not stopping at a red traffic light or other mandatory stop signal,
- Drink driving,
- Driving under the influence of drugs,
- Not wearing a safety helmet (for motorcyclists),
- Using a forbidden lane (such as the forbidden use of an emergency lane, a lane reserved for public transport, or a lane closed down for road works),
- Illegally using a mobile phone, or any other communications device, while driving.

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Notes to editors:

¹ ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 46 national and international organisations concerned with transport safety from across Europe. www.etsc.eu

² To date the UK and Ireland have decided not to opt-in to the legislation in accordance to Protocol 21 of the Treaty of the European Union. This implies that their citizens will be exempt from this important new road safety law when travelling abroad. Additionally, Denmark, is not taking part in this Directive in accordance to Protocol 22 of the Treaty. ETSC encourages these remaining Member States to opt-in as soon as possible. Neighbouring states would also benefit from them opting in.

³ For more information, please consult the ETSC position on enforcement of traffic laws: http://www.etsc.eu/documents/Enforcement%20in%20the%20EU_Vision%202020_29%20April.pdf, and read the text of Directive 2011/82/EU at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:288:0001:0015:EN:PDF>