



NEWS RELEASE

Green-Light on Road Safety Legislation from European Parliament

06 July 2011, Brussels – “We congratulate MEPs for their vote on this long-awaited piece of legislation,” said Antonio Avenoso, ETSC Executive Director¹ after the results of the European Parliament vote on the Cross-Border Enforcement Directive were announced. ***“This Directive plugs an important gap in the enforcement of traffic laws across the EU. It also shows a good level of commitment to the target of halving road deaths for the 2011-2020 decade.”***

The text approved today by the European Parliament is expected to be adopted during the next meeting of the EU Council of Ministers. “We are particularly happy with the outcome of the vote, and would like to thank the Belgian and Hungarian Presidencies of the EU for their political leadership. Member States must now transpose the provisions into their national legislation,” added Mr. Avenoso. Over the years, ETSC has strongly backed this Directive that would result in higher levels of safety through enforcement.² Traffic law enforcement is a means to improve road safety by preventing collisions as drivers are persuaded to comply with the safety rules.³

The Directive would cover the main offences causing death and serious injury in the EU: speeding, drink driving, non use of seat belts. The list has been extended to cover two other important safety related offences: drug driving and mobile phone use whilst driving. Moreover, the issues dealt with by the Directive are an important concern for European citizens: a recent Eurobarometer survey showed that the majority of those polled favor action on drink driving, speeding and increased enforcement, including for non-residents.⁴

“We hope that the newly formed Irish government will opt-in on the Directive. We also urge the UK government to acknowledge the importance of the Directive for law enforcement and thus opt-in as soon as possible.” Given that the legal basis of the Directive is the police cooperation chapter of the Lisbon Treaty, the new legislation would not be automatically applicable to Ireland and the United Kingdom.⁵

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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 45 national and international organisations concerned with transport safety from across Europe. www.etsc.eu

² See also

ETSC 2011 5th PIN Report "2010 Road Safety Target Outcome: 100,000 fewer deaths since 2001"

ETSC 2010 4th PIN Report "Road Safety Target in Sight: Making up for lost time"

<http://www.etsc.eu/PIN-publications.php>

ETSC, 2007. Traffic Law Enforcement across the EU: Time for a Directive

<http://www.etsc.eu/enforcement-etscprogramme.php>

ETSC, 2007. Raising Compliance with Road Safety Law, 1st PIN Road Safety Report

<http://www.etsc.eu/PIN-publications.php>

TISPOL European Traffic Police Network - <https://www.tispol.org/>

FEVR European Federation of Road Traffic Victims – www.fevr.org

³ ETSC 2011 Traffic Law Enforcement Across the EU: Tackling the Three Main Killers on the Road

http://www.etsc.eu/documents/Final_Traffic_Law_Enforcement_in_the_EU.pdf

⁴ Flash Eurobarometer no. 301 http://ec.europa.eu/public_opinion/flash/fl_301_en.pdf

⁵ See also http://www.etsc.eu/documents/PR_UK%20Opt-In_Delayed_Final.pdf