



Monsieur le Secrétaire d'Etat Dominique Bussereau
Ministère de l'Ecologie, de l'Energie, du
Développement durable et de l'Aménagement du territoire
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October 6 2008

Dear Minister Bussereau,

I am writing to you on behalf of the European Transport Safety Council¹ (ETSC) to stress the life saving potential of the Directive which aims to "facilitate cross-border enforcement in the field of road safety". ETSC has been monitoring enforcementⁱ in the EU and concludes that only with a Directive under the first pillar under transport safety will the EU be sure to introduce new high standards in the cross border enforcement of legislation. ETSC hopes that the Transport Ministers will come forward with strong conclusions which will lead to a commitment to support this legislation at the Transport Council on the 9th of October.

Traffic law enforcement measures in the three areas of speeding, drink driving and seatbelt use, in combination with awareness raising activities, are the most important instruments to reach the EU target of halving annual road deaths by 2010. However 2010 is fast approaching and momentum to introduce increased enforcement is sorely needed in most EU member states. If current trends continue, the European Union will not reach its target in 2010. This Directive in its current form will make a contribution to saving lives on Europe's roads. Beyond the immediate impact of the Directive one can expect a certain spill over effect which could increase the potential lives saved and reduce the current annual death figure of 42,000 on Europe's roads.

Alongside road safety measures such as education and engineering, research shows that effective enforcement leads to a rapid reduction in deaths and injuries. The European Commission had a cost-benefit analysis carried out concerning the three enforcement areas of speeding, drink driving and seat belt use. It assessed that 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 Euro or 0.44% of GNP (ICF 2003). Moreover, there is increasing evidence from different Member States that non-resident drivers flout traffic laws when travelling abroad. According to available data, non-residents represent around 5% of road traffic in the EU, whereas the share of

¹ 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 40 national and international organisations concerned with road safety from across Europe.

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non-resident drivers in speeding offences is around 15% on average (ECORYS 2007). As they do not fear punishment a system is urgently needed to counter this problem.

We are convinced that this proposal will have an impact in saving lives through increasing and improving co-operation in the area of enforcement in all 27 EU Member States and neighbouring EEA states. We urge you as leader of the Presidency of the EU and Chair of the European Council to swiftly adopt this Directive. This should lead to a European Union where drivers respect traffic law in whichever country they are driving.

With best regards,



Antonio Avenoso Executive Director

ⁱ 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 Enforcement in the EU.