



NEWS RELEASE

## **Belgian EU Presidency to put Road Safety and Cross Border Enforcement Legislation Back Centre Stage**

**1 July 2010, Brussels** - Belgium has a keen interest to place legislation to follow up cross border traffic offences high on their Presidency agenda. In its Memorandum<sup>(1)</sup> to the Belgian Presidency ETSC<sup>(2)</sup> fully supports its initiative to adopt legislation which would ensure that all drivers comply with traffic legislation regardless of what country they are travelling in and as a result save lives.

Belgium has one of the newest car fleets running on one of the densest motorway networks in the world, yet its roads are still far from being the safest. Road deaths decreased by 36% in Belgium between 2000 and 2009- a reduction well in line with the EU27 average. As a result, Belgium has moved from 145 deaths per million population in 2001 to 90 in 2009<sup>(3)</sup>. Yet the number of road deaths per population in 2009 is still 20% above the EU27 average.

Belgium takes the Presidency helm with the new Lisbon Treaty in place, this is especially important for finding a workable agreement on the Cross Border Enforcement Directive<sup>(4)</sup>. Both the European Commission and the Belgian Presidency are keen to make headway in finding agreement. This legislation is a dire necessity at the time of growing non-resident traffic, widening national automated safety camera networks and complex crossborder problems posed by offenders, which current bi-lateral and multilateral cooperation agreements are often unable to deal with. This will bring an end to impunity and discrimination and ensure equal treatment of citizens across the EU.

Belgium will preside over the EU during a crucial period which will determine the fate of road safety in Europe for the next decade: the adoption of the new EU Road Safety Action Programme including new targets and new measures for 2020<sup>(5)</sup>. The Belgian Presidency should support the European Commission in its launch of the 4<sup>th</sup> Road Safety Action Programme and consider this adoption one of its highest political priorities<sup>(6)</sup>.

The Belgian Presidency will also see the implementation of two new important laws to tackle drug and drink driving in Belgium. From the 1<sup>st</sup> of October onwards police forces in Belgium will be able to use saliva tests and analyses to enforce drug driving. This means that enforcement can substantially increase which will no doubt work to reduce road accidents and victims. Also on 1<sup>st</sup> of October, Belgium, the second country in the EU after Finland, will implement a new framework law on using alcolocks in rehabilitation programmes for all drink driving offenders. Belgium will be the first EU country to offer the possibility of fitting alcolocks to offenders who have been found to be over the drink driving limit for the first time.

*"Belgium has the chance to shine on the European road safety stage during its Presidency. As well as showing strong leadership in forging ahead with the Cross Border Enforcement Directive, in the case of drink driving, we can present to other Member States how an integrated approach of enforcement and communication optimise the effect on safe behaviour,"* said Martin van Houtte, Executive Director of the Belgian Road Safety Institute (BIVV-IBSR)<sup>(7)</sup>. *"We can also encourage other Member States to develop collaboration with police forces through a network of local police officers."*

*"The Cross Border Enforcement dossier is now ripe for being reconsidered by the EU Member States. ETSC welcomes that Belgian State Secretary for Mobility Etienne Schouppe has announced that this will be an important priority for Belgium,"* said Antonio Avenoso, ETSC Executive Director. *" We call on all actors - European Commission, European Parliament and the other Member States - to support the Belgian Presidency in adopting a revised Directive on Cross Border Enforcement in order to end this unacceptable impunity and to save lives on our roads."*

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#### Notes to Editors:

- (1) Memorandum to the Belgian EU Presidency  
[www.etsc.eu/documents/Memorandum to the Belgian Presidency.pdf](http://www.etsc.eu/documents/Memorandum%20to%20the%20Belgian%20Presidency.pdf)
- (2) 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 43 national and international organisations concerned with transport safety from across Europe. See [www.etsc.eu](http://www.etsc.eu).
- (3) ETSC (2010). Road Safety Target in Sight: Making up for Lost Time, ETSC 4<sup>th</sup> Road Safety PIN Report. [www.etsc.eu/documents/ETSC PIN Report 2010.pdf](http://www.etsc.eu/documents/ETSC%20PIN%20Report%202010.pdf)
- (4) Proposal for a Directive of the European Parliament and of the Council facilitating cross-border enforcement in the field of road safety  
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52008PC0151:EN:NOT>
- (5) ETSC's Blueprint for a 4th Road Safety Action Programme  
[www.etsc.eu/blueprint-4th-road-safety-action-programme.php](http://www.etsc.eu/blueprint-4th-road-safety-action-programme.php)
- (6) ETSC Position on Cross Border Enforcement  
[www.etsc.eu/documents/Cross Border Enforcement Directive ETSC Position 30 June 2010.pdf](http://www.etsc.eu/documents/Cross%20Border%20Enforcement%20Directive%20ETSC%20Position%2030%20June%202010.pdf)
- (7) The Belgian Road Safety Institute (BIVV-IBSR) is a non-profit organisation whose mission is to improve road safety in Belgium through awareness raising activities, research, data collection, policy recommendations and services to third parties. Its activities cover the three road safety factors: the road user, the vehicle and the infrastructure. [www.bivv.be](http://www.bivv.be)