



## NEWS RELEASE

### Last Push Towards New EU Road Safety Legislation

***24 June 2011, Brussels*** – “We urge MEPs to sign up to this long-awaited piece of road safety legislation,” said Antonio Avenoso, ETSC Executive Director<sup>1</sup> after the unanimous agreement reached yesterday by the Permanent Representatives of Member States to the EU (COREPER). “ETSC appeals to MEPs to back this important new piece of road safety legislation at their July plenary session,” added Mr. Avenoso.

Over the years, ETSC has strongly backed this Directive that would result in higher levels of safety through enforcement.<sup>2</sup> Traffic law enforcement is a means to improve road safety by preventing collisions as drivers are persuaded to comply with the safety rules.<sup>3</sup> Deterrence is based on giving drivers the feeling that they run too high a risk of being caught when breaking the rules. The Directive will reduce the current annual death figure of more than 31,000 on Europe’s roads.

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. This new instrument would fill an important gap in the enforcement chain. It would enable the information exchange needed to follow through police efforts to achieve full compliance with the traffic law and improve road safety. Other elements include increasing the information given to citizens about road safety related rules in different EU Member States. ETSC also welcomed the incorporation of drafting road safety guidelines under the new revision clause. The Directive represents a thoroughly crucial first step on an important path towards higher levels of enforcement and road safety in the EU.

#### **Background:**

The main objective of the new Directive is to introduce a system of exchanging information to enable the follow up of road safety related traffic offences committed by non-resident drivers. The swift adoption of the Directive would introduce equal treatment of foreign and resident drivers and, most importantly, save lives on Europe’s roads.

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## Notes to editors:

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<sup>1</sup> 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](http://www.etsc.eu)

<sup>2</sup> See also

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

ETSC 2010 4<sup>th</sup> 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/>

<sup>3</sup> 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](http://www.etsc.eu/documents/Final_Traffic_Law_Enforcement_in_the_EU.pdf)