



**RAT DER
EUROPÄISCHEN UNION**

**Brüssel, den 18. Juli 2011 (12.08)
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**Interinstitutionelles Dossier:
2008/0062 (COD)**

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VERMERK

des	Generalsekretariats
für den	Ausschuss der Ständigen Vertreter/Rat
<u>Betr.:</u>	Vorschlag für eine Richtlinie des Europäischen Parlaments und des Rates zur Erleichterung des grenzüberschreitenden Austauschs von Informationen über die Straßenverkehrssicherheit gefährdende Verkehrsdelikte – Ergebnis der zweiten Lesung des Europäischen Parlaments (Straßburg, 4. bis 7. Juli 2011)

I. EINLEITUNG

Im Einklang mit Artikel 294 AEUV und mit der gemeinsamen Erklärung zu den praktischen Modalitäten des neuen Mitentscheidungsverfahrens¹ haben der Rat, das Europäische Parlament und die Kommission informelle Gespräche geführt, um in zweiter Lesung zu einer Einigung über dieses Dossier zu gelangen und somit die Einleitung des Vermittlungsverfahrens zu vermeiden.

¹ ABl. C 145 vom 30.6.2007, S. 5.

In diesem Zusammenhang hat die Berichterstatterin, Frau Inés AYALA SENDER (S&D - ES) im Namen des Ausschusses für Verkehr und Fremdenverkehr drei Kompromissabänderungen (Abänderung 37 zum Rechtstext sowie Abänderungen 38 und 39 zur Erklärung des Parlaments und des Rates und zu den Erklärungen der Kommission) vorgelegt. Über diese Abänderungen war bei den oben erwähnten informellen Gesprächen Einvernehmen erzielt worden. Die ADLE-Fraktion hatte eine Abänderung (Abänderung 36 zu den obligatorischen Entsprechungstabellen) eingebracht, aber vor der Abstimmung im Plenum wieder zurückgezogen.

II. ABSTIMMUNG

Bei seiner Abstimmung im Plenum am 6. Juli 2011 hat das Parlament die Kompromissabänderungen zum Standpunkt des Rates in erster Lesung angenommen. Es wurden keine weiteren Abänderungen angenommen. Die angenommenen Abänderungen entsprechen der zwischen den drei Organen erzielten Einigung und müssten daher für den Rat annehmbar sein. Folglich dürfte der Rat nach Überarbeitung des Wortlauts durch die Rechts- und Sprachsachverständigen in der Lage sein, den Gesetzgebungsakt anzunehmen.

Der Wortlaut der angenommenen Abänderungen und der legislativen EntschlieÙung des Europäischen Parlaments ist in der Anlage wiedergegeben. Die Abänderung zum Rechtstext wurde in eine konsolidierte Fassung eingearbeitet; Ergänzungen sind durch ***Fettdruck und Kursivschrift*** kenntlich gemacht, das Symbol "■" weist auf Textstreichungen und das Symbol "||" auf sprachliche oder schreibtechnische Änderungen hin.

Cross-border exchange of information on road safety related traffic offences *II**

European Parliament legislative resolution of 6 July 2011 on the Council position at first reading with a view to the adoption of a directive of the European Parliament and of the Council facilitating the cross-border exchange of information on road safety related traffic offences (17506/1/2010 – C7-0074/2011 – 2008/0062(COD))

(Ordinary legislative procedure: second reading)

The European Parliament,

- having regard to the Council position at first reading (17506/1/2010 - C7-0074/2011)),
 - having regard to its position at first reading¹ on the Commission proposal to Parliament and the Council (COM(2008)0151),
 - having regard to the undertaking given by the Council representative by letter of 22 June 2011 to approve Parliament's position at second reading, in accordance with Article 294(8)(a) of the Treaty on the Functioning of the European Union,
 - having regard to Article 294(7) of the Treaty on the Functioning of the European Union,
 - having regard to Rule 66 of its Rules of Procedure,
 - having regard to the recommendation for second reading of the Committee on Transport and Tourism (A7-0208/2011),
1. Adopts its position at second reading hereinafter set out;
 2. Approves the joint statement by Parliament and the Council annexed to this resolution;
 3. Takes note of the Commission statements annexed to this resolution;
 4. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

¹ OJ C 45 E, 23.2.2010, p. 149.

Position of the European Parliament adopted at second reading on 6 July 2011 with a view to the adoption of Directive 2011/.../EU of the European Parliament and of the Council facilitating the cross-border exchange of information on road safety related traffic offences

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 87(2) thereof,

Having regard to the proposal from the European Commission,

Acting in accordance with the ordinary legislative procedure¹,

Whereas:

- (1) ***Improving road safety is a prime objective of the Union's transport policy.*** The Union is pursuing a policy to improve road safety with the objective of reducing fatalities, injuries and material damage. An important element of that policy is the consistent enforcement of sanctions for road traffic offences committed in the Union which considerably jeopardise road safety.
- (2) However, due to a lack of appropriate procedures and notwithstanding existing possibilities under Council Decision 2008/615/JHA of 23 June 2008 on the stepping up of cross-border cooperation, particularly in combating terrorism and cross-border crime² and of Council Decision 2008/616/JHA of 23 June 2008 on the implementation of Decision 2008/615/JHA³ (the "Prüm Decisions"), sanctions in the form of financial penalties for certain road traffic offences are often not enforced if those offences are committed with a vehicle which is registered in a Member State other than the Member State where the offence took place. This Directive aims to ensure that even in such cases, the effectiveness of the investigation of road safety related traffic offences should be ensured.
- (2a) ***The Commission, in its Communication of 20 July 2010, stressed that enforcement remains a key factor in creating the conditions for a considerable reduction in the number of deaths and injuries. The Council, in its conclusions of 2 December 2010 on road safety, called also for consideration of the need for further strengthening of enforcement of road traffic rules by Member States, and where appropriate, at Union level. It invited the Commission to examine the possibilities of harmonising traffic rules at Union level where appropriate. The Commission should therefore assess the need to propose in the future further measures on facilitating cross-border enforcement of road traffic infringements, in particular those related to serious traffic accidents.***
- (2b) ***Greater convergence of control measures between Member States should also be***

¹ Position of the European Parliament of 17 December 2008 (OJ C 45E, 23.2.2010, p. 149) and position of the Council at first reading of 17 March 2011 (OJ C 136E, 6.5.2011, p. 1).
Position of the European Parliament of 6 July 2011.

² OJ L 210, 6.8.2008, p. 1.

³ OJ L 210, 6.8.2008, p. 12.

encouraged and the Commission should examine in this respect the need for developing common standards for automatic checking equipment for road safety controls.

- (2c) *The awareness of EU citizens should be raised as regards the road safety traffic rules in force in different Member States and the implementation of this Directive, in particular through appropriate measures guaranteeing the provision of sufficient information on the consequences of not respecting the road safety traffic rules when travelling in another Member State.*
- (3) In order to improve road safety throughout the Union and to ensure equal treatment of drivers, namely resident and non-resident offenders, enforcement should be facilitated irrespective of the Member State of registration of the vehicle. To this end, a system of cross-border exchange of information should be put in place for certain identified road safety related traffic offences, regardless of their administrative or criminal nature under the law of the Member State concerned, granting the Member State of the offence access to vehicle registration data (VRD) of the Member State of registration.
- (4) A more efficient cross-border exchange of VRD, which should facilitate the identification of persons suspected of committing a road safety related traffic offence, may increase the deterrent effect and induce more cautious behaviour by the driver of a vehicle that is registered in a Member State other than the Member State of the offence, thereby preventing casualties due to road traffic accidents.
- (5) The road safety related traffic offences covered by this Directive are not subject to homogeneous treatment in the Member States. Some Member States qualify such offences under national law as "administrative" offences while others qualify them as "criminal" offences. This Directive should apply regardless of how those offences are qualified under national law.
- (6) In the framework of the Prüm Decisions, Member States grant each other the right of access to their VRD in order to improve the exchange of information and to speed up the procedures in force. The provisions concerning the technical specifications and the availability of automated data exchange set out in the Prüm Decisions should, as far as possible, be included in this Directive.
- (7) *Existing software applications should be the basis for the data exchange under this Directive and should, at the same time, also facilitate the reporting by Member States to the Commission. Such applications should provide for expeditious, secure and confidential exchange of specific VRD between Member States.* Advantage should be taken of the ■ European Vehicle and Driving Licence Information System (Eucaris) software application, which is mandatory for Member States under the Prüm Decisions as regards VRD. *The Commission should assess in a report the functioning of the software applications used for the purposes of this Directive.*
- (8) The scope of *the above-mentioned software applications should be* limited to the processes used in the exchange of information between the national contact points in the Member States. Procedures and automated processes, in which the information is to be used, are outside the scope of *such applications.*
- (9) The Information Management Strategy for EU internal security aims at finding the simplest and most easily traceable and cost-effective solutions for data exchange.

- (10) Member States should be able to contact the owner, the holder of the vehicle or the otherwise identified person suspected of committing the road safety related traffic offence in order to keep him/*her* informed of the applicable procedures and the legal consequences under the law of the Member State of the offence. In doing so, Member States should consider sending the information concerning road safety related traffic offences in the language of the registration documents or the language most likely to be understood by the person concerned, to ensure that that person has a clear understanding of the information which is being shared with him/*her*. ***Member States should apply the appropriate procedures to ensure that only the person concerned and not a third party is informed, according to similar modalities including forms such as, where appropriate, registered delivery, to those adopted by Member States when following-up such offences.*** This will allow that person to respond to the information in an appropriate way, in particular by asking for more information, settling the fine or by exercising *his/her* rights of defence, in particular in the case of mistaken identity. Further proceedings are covered by applicable legal instruments, including instruments on mutual assistance and on mutual recognition, ***for example Council Framework Decision 2005/214/JHA of 24 February 2005 on the application of the principle of mutual recognition to financial penalties***¹.
- (11) Member States should consider providing equivalent translation with respect to the information letter sent by the Member State of the offence, as provided for in Directive 2010/64/EU of the European Parliament and of the Council of 20 October 2010 on the right to interpretation and translation in criminal proceedings².
- (11a) ***With a view to pursuing a road safety policy aiming for a high level of protection for all road users in the Union and taking into account the widely differing circumstances within the Union, Member States should act, without prejudice to more restrictive policies and laws, in order to ensure greater convergence of road traffic rules and of their enforcement between Member States. In the framework of its report to the European Parliament and to the Council on the application of this Directive, the Commission should examine the need to develop common standards in order to establish comparable methods, practices and minimum standards at Union level taking into account the international cooperation and existing agreements in the field of road safety, in particular the Vienna Convention on Road Traffic of 8 November 1968.***
- (11b) ***In the framework of its report to the European Parliament and to the Council on the application of the Directive by the Member States, the Commission should examine the need for common criteria for follow-up procedures by the Member States in the event of non-payment of a financial penalty, in accordance with Member States' laws and procedures. In this report, the Commission should address issues such as the procedures for the transmission of the final decision to impose a sanction and/or financial penalty as well as its recognition and enforcement between the competent authorities of the Member States.***
- (11c) ***In preparing the review of this Directive, the Commission should consult the relevant stakeholders, such as road safety and law enforcement authorities or bodies, victims' associations and other non-governmental organisations active in the field of road safety.***
- (12) Closer cooperation between law enforcement authorities should go hand in hand with respect for fundamental rights, in particular the right to respect for privacy and to

¹ OJ L 76, 22.3.2005, p. 16.

² OJ L 280, 26.10.2010, p. 1.

protection of personal data, ■ guaranteed by special data protection arrangements which should take particular account of the specific nature of cross-border online access to databases. *It is necessary that the software applications to be set up enable the exchange of information to be carried out in secure conditions and ensure the confidentiality of the data transmitted. The data gathered under this Directive should not be used for purposes other than those of this Directive. Member States should respect the obligations on the conditions of use and of temporary storage of the data.*

- (12a) *Since the data relating to the identification of an offender is personal, Member States should take the measures necessary to ensure that the relevant provisions of Council Framework Decision 2008/977/JHA of 27 November 2008 on the protection of personal data processed in the framework of police and judicial cooperation in criminal matters are applied. Without prejudice to the observance of the procedural requirements for appeal and the redress mechanisms of the Member State concerned, the data subject should be informed accordingly, when notified of the offence, of his/her rights regarding access, rectification and deletion of his/her personal data as well as of the maximum legal storage period of the data and should have the right to obtain the correction of any inaccurate personal data or the immediate deletion of any data recorded unlawfully.*
- (13) It should be possible for third countries to participate in the exchange of VRD provided that they have concluded an agreement with the Union to this effect. Such an agreement would have to include necessary provisions on data protection.
- (14) This Directive respects the fundamental rights and observes the principles recognised in particular by the Charter of Fundamental Rights of the European Union, as referred to in Article 6 of the Treaty on European Union.
- (15) In accordance with Articles 1 and 2 of the Protocol (No 21) on the Position of the United Kingdom and Ireland in respect of the Area of Freedom, Security and Justice, annexed to the Treaty on European Union and to the Treaty on the Functioning of the European Union, and without prejudice to Article 4 of that Protocol, those Member States are not taking part in the adoption of this Directive and are not bound by it or subject to its application.
- (16) In accordance with Articles 1 and 2 of the Protocol (No 22) on the position of Denmark, annexed to the Treaty on European Union and the Treaty on the Functioning of the European Union, Denmark is not taking part in the adoption of this Directive and is not bound by it or subject to its application.
- (16a) *In order to achieve the objective of exchange of information between Member States through interoperable means, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of taking into account relevant changes to Decision 2008/615/JHA and Decision 2008/616/JHA or where required by EU legislative acts directly relevant for the update of Annex -I. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and Council.*

- (17) In accordance with point 34 of the Interinstitutional Agreement on better law-making¹, Member States are encouraged to draw up, for themselves and in the interest of the Union, their own tables, which will, as far as possible, illustrate the correlation between this Directive and the transposition measures, and to make them public.
- (18) Since the objective of this Directive, namely to ensure a high level of protection for all road users in the Union by facilitating the cross-border exchange of information on road safety related traffic offences, where they are committed with a vehicle registered in a Member State other than the Member State where the offence took place, cannot be sufficiently achieved by the Member States and can therefore by reason of the scale and effects of the action, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.
- (19) The European Data Protection Supervisor was consulted and adopted an opinion²,

HAVE ADOPTED THIS DIRECTIVE:

Article 1
Objective

This Directive aims to ensure a high level of protection for all road users in the Union by facilitating the cross-border exchange of information on road safety related traffic offences and thereby the enforcement of sanctions, where those offences are committed with a vehicle registered in a Member State other than the Member State where the offence took place.

Article 2
Scope

This Directive shall apply to the following road safety related traffic offences:

- (a) speeding;
- (b) non-use of a seat-belt;
- (c) failing to stop at a red traffic light;
- (d) drink-driving;
- (e) driving under the influence of drugs;
- (f) failing to wear a safety helmet;
- (g) use of a forbidden lane;
- (h) illegally using a mobile telephone or any other communication devices while driving.

Article 3

¹ OJ C 321, 31.12.2003, p. 1.

² OJ C 310, 5.12.2008, p. 9.

Definitions

For the purposes of this Directive, the following definitions shall apply:

- (a) "vehicle" means any power-driven vehicle including motorcycles, which is normally used for carrying persons or goods by road;
- (b) "Member State of the offence" means the Member State where the offence has been committed;
- (c) "Member State of registration" means the Member State where the vehicle with which the offence has been committed is registered;
- (d) "speeding" means exceeding the speed limits in force in the Member State of the offence for the road and the type of vehicle concerned;
- (e) "non-use of a seat-belt" means failing to comply with the requirement to wear a seat-belt or use a child restraint in accordance with Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts and child-restraint systems in vehicles¹ and the law of the Member State of the offence;
- (f) "failing to stop at a red traffic light" means driving through a red traffic light or any other relevant stop signal, as defined in the law of the Member State of the offence;
- (g) "drink-driving" means driving while impaired by alcohol, as defined in the law of the Member State of the offence;
- (h) "driving under the influence of drugs" means driving while impaired by drugs or other substances having a similar effect, as defined in the law of the Member State of the offence;
- (i) "failing to wear a safety helmet" means not wearing a safety helmet, as defined in the law of the Member State of the offence;
- (j) "use of a forbidden lane" means illegally using part of a road section, such as an emergency lane, public transport lane or temporary closed lane for reasons of congestion or road works, as defined in the law of the Member State of the offence;
- (k) "illegally using a mobile telephone or any other communication devices while driving" means illegally using a mobile telephone or any other communication devices while driving, as defined in the law of the Member State of the offence;
- (l) "national contact point" means a designated competent authority for the exchange of VRD;
- (m) "automated search" means an online access procedure for consulting the databases of one, several, or all of the Member States or of the participating countries;
- (n) "holder of the vehicle" means the person in whose name the vehicle is registered, as defined in the law of the Member State of registration.

Article 4

Procedure for the exchange of information between Member States

¹ OJ L 373, 31.12.1991, p. 26.

1. For the investigation of the road safety related traffic offences referred to in Article 2, the Member States shall allow other Member States' national contact points, as referred to in paragraph 3 of this Article, access to the following national VRD, with the power to conduct automated searches on:

- (a) data relating to vehicles; and
- (b) data relating to owners or holders of the vehicle.

The data elements referred to in points (a) and (b) which are necessary to conduct the search shall be in compliance with the requirements set out in *Annex -I. The Commission shall be empowered to adopt delegated acts in accordance with Article 8a concerning the update of Annex -I in the light of technical progress to take into account relevant changes to Decision 2008/615/JHA and Decision 2008/616/JHA or where required by EU legislative acts directly relevant for the update of Annex -I.*

2. Any searches in the form of outgoing requests shall be conducted by the national contact point of the Member State of the offence using a full registration number.

Searches shall be conducted in compliance with the procedures as described in Chapter 3 of the Annex to Decision 2008/616/JHA, *except for point 1 of Chapter 3 of the Annex to Decision 2008/616/JHA, for which the procedures set out in Annex -I to this Directive shall apply.*

The Member State of the offence shall, under this Directive, use the data obtained in order to establish who is personally liable for road safety related traffic offences referred to in Articles 2 and 3.

3. For the purposes of the *exchange* of data as referred to in paragraph 1, each Member State shall designate a national contact point █. The powers of the national contact points shall be governed by the applicable law of the Member State concerned.

4. Member States shall take all necessary measures to ensure that the exchange of information is carried out by interoperable electronic means *without exchange of data involving other databases. Member States shall* ensure that this exchange of information is conducted in a cost efficient and secure manner *guaranteeing the security and protection of the data transmitted*, as far as possible using existing software applications such as the one especially designed for the purposes of Article 12 of Decision 2008/615/JHA, and amended versions of *those software applications, in compliance with the arrangements referred to in Annex -I to this Directive and in points 2 and 3 of Chapter 3 of the Annex to Decision 2008/616/JHA. The amended versions of the software applications shall provide for both online real-time exchange mode and batch exchange mode, the latter allowing for the exchange of multiple requests or responses within one message.*

5. Each Member State shall bear its costs arising from the administration, use and maintenance of the software applications referred to in paragraph 4.

Article 5

Information letter on the road safety related traffic offence

1. *The* Member State of the offence *shall decide whether* to initiate follow-up proceedings in relation to the road safety related traffic offences referred to in Article 2 *or not*.

In the event that the Member State of the offence decides to initiate such proceedings, that Member State shall, in conformity with its *national* law, *inform* the owner, the holder of the

vehicle or the otherwise identified person suspected of committing the road safety related traffic offence *accordingly*.

This information shall, as applicable under national law, include the legal consequences thereof within the territory of the Member State of the offence under the law of that Member State.

2. When sending the information letter to the owner, the holder of the vehicle or the otherwise identified person suspected of committing the road safety related traffic offence, the Member State of the offence shall, in accordance with its law, include any relevant information, *notably* the nature of the road safety related offence referred to in Article 2, the place, date and time of the offence, *the title of the texts of the national law infringed and the penalty* and, where appropriate, data concerning the device used for detecting the offence.

For that purpose, the Member State of the offence may use the template as set out in the Annex.

3. Where the Member State of the offence decides to initiate follow-up proceedings in relation to the road safety related traffic offences referred to in Article 2, the Member State of the offence, for the purpose of ensuring the respect of fundamental rights, sends the information letter in the language of the registration document, if available, or in one of the official languages of the Member State of registration.

Article 6

Reporting by Member States to the Commission

Member States shall send a *preliminary* report to the Commission by *twelve* months *following the end of the transposition period*. *They shall also send a comprehensive report to the Commission by thirty months following the end of the transposition period* and every two years thereafter.

The *comprehensive reports* shall indicate the number of automated searches conducted by the Member State of the offence addressed to the national contact point of the Member State of registration following offences committed on its territory, together with *the type of offences for which requests were addressed and* the number of failed requests.

It shall also include a description of the situation at national level in relation to the follow-up given to the road safety related offences, based on the proportion of such offences which have been followed up by information letters.

Article 7

Data protection

1. The provisions on data protection set out in Council Framework Decision 2008/977/JHA of 27 November 2008 on the protection of personal data processed in the framework of police and judicial cooperation in criminal matters¹ shall apply to personal data processed under this Directive.

1a. In particular, each Member State shall provide that personal data processed under this Directive shall be, within an appropriate time period, rectified if inaccurate, erased or blocked when they are no longer required, as provided for under Articles 4 and 5 of the Council Framework Decision 2008/977/JHA, and that a time limit for the storage of data is established as provided for under Article 9 of that Framework Decision.

¹ OJ 350, 30.12.2008, p. 60.

Member States shall also provide that, in respect of all processing of personal data pursuant to this Directive, this data is only used for the purposes set out in Article 1, and that the data subjects have the same right to information, the right to access, the right to rectification, erasure and blocking, the right to compensation and the right to judicial redress as those adopted under national law in implementation of relevant provisions of Council Framework Decision 2008/977/JHA.

All relevant provisions on data protection set out in the Prüm Decisions shall also apply to personal data processed under this Directive.

1b. Any person concerned shall have the right to obtain information on which personal data recorded in the Member State of registration were transmitted to the Member State of the offence, including the date of the request and the competent authority of the Member State of the offence.

Article 8

Information for drivers in the Union

1. The Commission shall make available on its website a summary in all official languages of the institutions of the Union of the rules in force in Member States in the field covered by this Directive. Member States shall provide information on these rules to the Commission.

1a. Member States shall provide road users with the necessary information about the rules applicable in their territory and the measures implementing this Directive in association with, among other organisations, road safety bodies, non-governmental organisations active in the field of road safety or automobile clubs.

Article 8a

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The delegation of power referred to in the second subparagraph of Article 4(1) shall be conferred on the Commission for a period of five years from the date of entry into force of this Directive. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of power referred to in the second subparagraph of Article 4(1) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to the second subparagraph of Article 4(1) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and

the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or the Council.

Article 9

Revision of the Directive

By ..^{*}, the Commission shall submit a report to the European Parliament and the Council on the application of this Directive by the Member States. *In its report, the Commission shall focus in particular on the following aspects and shall, as appropriate, make proposals to cover those aspects:*

- *An assessment of whether other road safety related traffic offences should be added to the scope of this Directive;*
- *An assessment of the effectiveness of this Directive on the reduction in the number of fatalities on Union roads, in particular whether its effectiveness is affected by the geographical coverage of this Directive;*
- *An assessment of the need for developing common standards for automatic checking equipment and procedures. In this context, the Commission is invited to develop at Union level road safety guidelines within the framework of the common transport policy in order to ensure greater convergence of the enforcement of road traffic rules by Member States through comparable methods and practices. These guidelines may cover at least the non-respect of speed limits, drink-driving, non-use of seat belts and failure to stop at a traffic red light;*
- *An assessment of the need to strengthen the enforcement of road safety related traffic offences and to propose common criteria concerning the follow-up procedures in the case of non-payment of a financial penalty, within the framework of all relevant EU policies, including the common transport policy;*
- *Possibilities to harmonise traffic rules where appropriate;*
- *An assessment of the software applications as referred to in Article 4(4), with a view to ensuring proper implementation of this Directive as well as guaranteeing an effective, expeditious, secure and confidential exchange of specific VRD.*

Article 10

Transposition

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by ..^{*}. They shall forthwith communicate to the Commission the text of those provisions.

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

^{*} OJ: Date: thirty-six months following the end of the transposition period.

^{*} OJ: Date: twenty-four months after the entry into force of this Directive.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

Article 11
Entry into force

This Directive shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

Article 12
Addressees

This Directive is addressed to the Member States in accordance with the Treaties.

Done at,

For the European Parliament
The President

For the Council
The President

ANNEX -I

– **Data elements related to the search
referred to in Article 4**

Item	M/O¹	Remarks
Data relating to the vehicle	M	
Member State of registration	M	
Licence number	M	(A²)
Data relating to the offence	M	
Member State of the offence	M	
Reference date of the offence	M	
Reference time of the offence	M	
Purpose of the search	M	<p>Code indicating the type of offence as listed in Article 2 of the Directive</p> <p>1 = Speeding 2 = Drink-driving 3 = Non use of seat belt 4 = Failing to stop at red traffic light 5 = Use of forbidden lane 10 = Driving under the influence of drugs 11 = Failing to wear a safety helmet 12 = Illegally using a mobile phone or any other communication devices while driving</p>

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¹ M = mandatory when available in national register, O = optional.

² Harmonised document abbreviation, see Council Directive 1999/37/EC of 29.4.1999.

– *Data elements provided
referred to in Article 4*

Part I. Data relating to vehicles

<i>Item</i>	<i>M/O¹</i>	<i>Remarks</i>
<i>Licence number</i>	<i>M</i>	
<i>Chassis number/VIN</i>	<i>M</i>	
<i>Country of registration</i>	<i>M</i>	
<i>Make</i>	<i>M</i>	<i>(D.1²) e.g. Ford, Opel, Renault, etc.</i>
<i>Commercial type of the vehicle</i>	<i>M</i>	<i>(D.3) e.g. Focus, Astra, Megane</i>
<i>EU Category Code</i>	<i>M</i>	<i>(J) mopeds, motorbikes, cars, etc.</i>

Part II. Data relating to holders or owners of the vehicle

<i>Item</i>	<i>M/O¹</i>	<i>Remarks</i>
<i>Data relating to holders of the vehicle</i>		<i>(C.1²) The data refer to the holder of the specific registration certificate.</i>
<i>Registration holders' (company) name</i>	<i>M</i>	<i>(C.1.1.) separate fields shall be used for surname, infixes, titles, etc., and the name in printable format shall be communicated</i>
<i>First name</i>	<i>M</i>	<i>(C.1.2.) separate fields for first name(s) and initials shall be used, and the name in printable format shall be communicated</i>

¹ *M = mandatory when available in national register, O = optional.*

² *Harmonised document abbreviation, see Council Directive 1999/37/EC of 29.4.1999.*

<i>Item</i>	<i>M/O'</i>	<i>Remarks</i>
<i>Address</i>	<i>M</i>	<i>(C.1.3) separate fields shall be used for Street, House number and Annex, Zip code, Place of residence, Country of residence, etc., and the Address in printable format shall be communicated</i>
<i>Gender</i>	<i>O</i>	<i>Male, female</i>
<i>Date of birth</i>	<i>M</i>	
<i>Legal entity</i>	<i>M</i>	<i>individual, association, company, firm, etc.</i>
<i>Place of Birth</i>	<i>O</i>	
<i>ID Number</i>	<i>O</i>	<i>An identifier that uniquely identifies the person or the company.</i>
<i>Data relating to owners of the vehicle</i>		<i>(C.2)The data refer to the owner of the vehicle.</i>
<i>Owners' (company) name</i>	<i>M</i>	<i>(C.2.1)</i>
<i>First name</i>	<i>M</i>	<i>(C.2.2)</i>
<i>Address</i>	<i>M</i>	<i>(C.2.3)</i>
<i>Gender</i>	<i>O</i>	<i>male, female</i>
<i>Date of birth</i>	<i>M</i>	
<i>Legal entity</i>	<i>M</i>	<i>individual, association, company, firm, etc.</i>
<i>Place of Birth</i>	<i>O</i>	
<i>ID Number</i>	<i>O</i>	<i>An identifier that uniquely identifies the person or the company.</i>
		<i>In case of scrap vehicles, stolen vehicles or number plates, or outdated vehicle registration no owner/ holder information shall be provided. Instead, the message "Information not disclosed" shall be returned.</i>

ANNEX

- TEMPLATE for the information letter
referred to in Article 5

[COVERPAGE]

[Name, address and telephone number of sender] [Name and address of addressee]

INFORMATION LETTER

regarding a road safety related traffic offence committed in
[name of Member State where the offence has been committed]

On [date] a road safety related traffic offence committed with the vehicle with registration number, make, model was detected by[name of the responsible body].

[Option1]¹

You are registered as the holder of the registration certificate of the abovementioned vehicle.

[Option 2]¹

The holder of the registration certificate of the abovementioned vehicle indicated that you were driving that vehicle when the road safety related traffic offence was committed.

The relevant details of the offence are described on page 3 below.

The amount of the financial penalty due for this offence is€ / national currency.

Deadline for the payment is

You are advised to complete the attached reply form (page 4) and send it to the address shown, if you do not pay this financial penalty.

This letter shall be processed in accordance with the national law of ... [name of the Member State of the offence].

¹ Delete if not applicable.

Page 3
Relevant details concerning the offence

(a) Data concerning the vehicle with which the offence has been committed:

Registration number:

Country of registration:

Make and model:

(b) Data concerning the offence

Place, date and time where the offence has been committed:

Nature and legal classification of the offence:

speeding, non-use of seatbelt, failing to stop at a red traffic light, drink-driving, driving under the influence of drugs, failing to wear a safety helmet, use of a forbidden lane, illegally using a mobile telephone or any other communication devices while driving¹

Detailed description of the offence:

Reference to the relevant legal provision(s):

Description of or reference to the evidence for the offence:

¹ Delete if not applicable.

- (c) Data concerning the device that has been used for detecting the offence ¹
Type of device for detection of speeding, non-use of seatbelt, failing to stop at a red traffic light, drink-driving, driving under the influence of drugs, failing to wear a safety helmet, use of a forbidden lane, illegally using a mobile telephone or any other communication devices while driving²:

Specification of the device:

Identification number of the device:

Expiry date for the last gauging:

- (d) The result of the application of the device:
[example for speeding; other offences to be added:]
The maximum speed:
The measured speed:
The measured speed corrected for margin of error:

¹ Not applicable if no device has been used.

² Delete if not applicable.

(please complete using block capitals)

A. Identity of the driver:

- Full name:
- Place and date of birth:
- Number of driving licence:...delivered (date):...and at (place):
- Address:

B. List of questions:

1. Is the vehicle, make... registration number...registered in your name? yes/no¹
If not, the holder of the registration certificate is:
(name, first name, address)
2. Do you acknowledge that you committed the offence? yes/no¹
3. If you do not acknowledge this, please explain why:

Please send the completed form within 60 days from the date of this information letter to the following authority:

at the following address:

¹ Delete if not applicable.

INFORMATION

This case will be examined by the competent authority of ...[name of the Member State of the offence].

If this case is not pursued, you will be informed within 60 days after receipt of the reply form.

If this case is pursued, the following procedure applies:

[to be filled in by the Member State of the offence - what the further procedure will be, including details of the possibility and procedure of appeal against the decision to pursue the case. These details shall in any event include: Name and address of the authority in charge of pursuing the case; deadline for payment; name and address of the body of appeal concerned; deadline for appeal].

This letter as such does not lead to legal consequences.

Joint statement by the European Parliament and the Council on correlation tables

The agreement reached between the European Parliament and the Council on the proposal for a Directive facilitating cross-border exchange of information on road safety related traffic offences in the trilogue of 20 June 2011 does not prejudice the outcome of the ongoing inter-institutional discussions on correlation tables.

Commission statement on correlation tables

The Commission recalls its commitment towards ensuring that Member States establish correlation tables linking the transposition measures they adopt with the EU directive and communicate them to the Commission in the framework of transposing EU legislation, in the interest of citizens, better-law making and increasing legal transparency and to assist the examination of the conformity of national rules with EU provisions.

The Commission regrets the lack of support for the provision included in the proposal for a Directive of the European Parliament and of the Council on a Directive facilitating cross-border enforcement in the field of road safety, which aimed at rendering the establishment of correlation tables obligatory.

The Commission, in a spirit of compromise and in order to ensure the immediate adoption of that proposal, can accept the substitution of the obligatory provision on correlation tables included in the text with a relevant recital encouraging Member States to follow this practice.

However, the position followed by the Commission in this file shall not be considered as a precedent. The Commission will continue its efforts with a view to finding together with the European Parliament and the Council an appropriate solution to this horizontal institutional issue.

Commission statement on road safety guidelines

The Commission will examine the need to develop guidelines at EU level in order to ensure greater convergence in the enforcement of road traffic rules by Member States through comparable methods, practices, standards and frequency of controls, in particular in relation to speeding, drink-driving, non-use of seatbelts and failing to stop at a red traffic light.
