

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

2023/0052(COD) - 05/12/2023 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Kosma ZOTOWSKI (ECR, PL) on the proposal for a directive of the European Parliament and of the Council amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Scope

The amended text extends the scope of the Directive to apply to the following road-safety-related traffic offences:

- not keeping the required distance from the vehicle in front;
- dangerous overtaking that does not comply with traffic regulations;
- dangerous parking in an unauthorised place posing a serious risk to other road users;
- driving an overloaded vehicle;
- hit-and-run.

Exchange of information between Member States

A competent authority may first request access to the data relating to vehicles in order to determine if an offence has been committed. Where, on the basis of such data, it is established that an offence was committed, the competent authority should request access to the data concerning the owner, holder or end user of the vehicles.

Member States should retain the relevant data elements in the national vehicle registers for **at least 6 months** after any modification of the ownership or use of the vehicle in question, and for **no longer than 4 years**.

Where the Member State of registration or the Member State of residence receives a request, it should transmit the requested information electronically within a period not exceeding **30 working days** via its national contact point to the national contact point of the Member State of the offence.

Member States should decide as soon as possible, but at the latest within **15 days** after receiving the request, whether they invoke a ground for **refusal**.

In addition, and with a view to reducing the administrative burden and to simplifying the procedure of providing information, the Commission may introduce **uniform templates**. Data should be exchanged and accessed by **automated and electronic means** to make the exchange as simple as possible.

Information letter on the road-safety-related traffic offences

The amended text stated that Member States should ensure that in cases where the liable person is a non-resident driver who was checked on the spot in the course of a road control and where the enforcement of the committed offence was finalised by the competent authority by the imposition of the financial penalty paid by the liable person on the spot, this person should receive at least the following information:

- a receipt for the financial transaction;
- the contact information of the competent authority;
- information on the offences committed and, if relevant, how to ensure compliance in future;
- a link and, if possible, a QR code to the portal.

Member States should ensure that a link to the online portal is provided on the websites of their national contact points. Any personal data processes should be retained for a maximum of four years.

Enforcement

Members proposed that **revenues** generated from financial penalties for road safety-related traffic offences, or the equivalent in the financial value of those revenues, should be used to increase road safety. By 6 May 2026, and every three years thereafter, Member States should make public in aggregate form a report on the use of revenues generated from financial penalties.

Exchange of information with neighbouring third countries

With the view to addressing road-safety-related traffic offences committed by third-country nationals, it should be possible for third countries to participate in the exchange of Vehicle Registration Data (VRD), provided that they have concluded an agreement with the Union to this effect.

In case of a long waiting time for the conclusion of such an agreement, Member States, in cooperation with the Commission, should develop a **dedicated solution** to detect presumed traffic offenders on the spot while they try to cross external borders of the Union in order to charge a financial penalty for the road-safety-related traffic offence that took place on its territory.