

**EVALUATION STUDY ON THE
APPLICATION OF DIRECTIVE
2011/82/EU, FACILITATING THE
CROSS-BORDER EXCHANGE OF
INFORMATION ON ROAD SAFETY
RELATED TRAFFIC OFFENCES –
MOVE/C4/SER/2014-255/SI2.706133**

Impact of the CBE Directive

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Outline

- I. Objective of Task I
- II. Data collected
- III. Preliminary findings
- IV. Recommendations

Objective of Task I

Provide a **quantitative assessment** of the impact of the CBE Directive on the **reduction** in the number of fatalities and accidents on EU roads between 2013 and (part of) 2015

Data collected

- Data on the implementation of the CBE Directive
- Data on fatalities at the EU level and at Member States' level
- Data on offences covered by the Directive and among those, data on offences committed by non-residents
- Data on the rate of payment of fines by non-resident drivers
- Qualitative data (e.g. opinion of stakeholders on trends in fatalities, accidents and offences)

Main preliminary findings: impact of the CBE Directive (I)

Implementation of the CBE Directive:

(i) Circa half of the Member States transposed the Directive with delay (most of those which were late in 2014, some in 2015);

(ii) Some MSs have quite detailed transposition acts (e.g., explaining how exchange of information under Art. 4 of the Directive is carried out), while others less so;

(iii) Art. 8 of the Directive: awareness measures. Many MSs do not have express reference to awareness in the transposition measures. May this point at an interpretation by MSs that this provision called for practical actions?

Main preliminary findings: impact of the CBE Directive (II)

Fatalities	Accidents	Offences	Offences (for non-residents)	Conclusions
<p>Heterogeneous trend.</p> <p>2013-2014: (i) out of 10 MSs which carried out searches, only 40% registered a decrease;</p> <p>(ii) out of 18 MSs which have not carried out searches, half registered a decrease .</p>	<p>Heterogeneous trend.</p> <p>2013-2014: (i) increase of % of accidents in 50% of MSs which carried out searches in 2014.</p> <p>(ii) Increase of % of accidents in circa 38% of MSs which carried out searches in 2014.</p>	<p>For some MSs where data set is available (<i>e.g.</i> France, Belgium, Italy) a heterogenous trend can be observed.</p> <p><i>Speeding</i>: some MSs show an increase in the % of the offences committed between 2013 and 2014.</p>	<p>Except for 2014 (where data is available for some MSs which carried out searches), data is lacking.</p>	<p>Preliminary data gathering points at a heterogenous trend (to be corroborated further).</p>

Main preliminary findings: impact of the CBE Directive (III)

- It seems that 50 up to 80 % of fines imposed to non-resident road users are paid. Thus cross-border enforcement is perceived as effective by road users.
- There is a consensus on the fact that the Directive has already had a positive impact on the behavior of non-resident drivers.
- It is expected that such an impact will increase when all Member States will implement the Directive from a practical standpoint. This expectation is based also on success stories such as the introduction of automatic equipment for the detection of speeding offences, that has substantially reduced the fatalities' rates in some Member States.

Recommendations

- It appears that it is not possible to measure direct impact of the CBE Directive on the number of fatalities and accidents on EU roads. Nevertheless, Member States are recommended to actively apply the Directive, since it has a positive impact on enforcement of sanctions in those Member States which introduced automatic checking equipment. In the long term, better enforcement of sanctions should have a positive impact on the number of fatalities and accidents as long as road users continue to perceive that the cross-border enforcement of sanctions for road traffic rules is effective.
- In this respect, it is recommended to Member States to carry out campaigns aimed at explaining to road users that impunity when driving abroad in the EU has come to an end.

Do you have any questions?

Thank you for your attention

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