

**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**

**Way forward with Traffic Rules Enforcement**

**Dalila Frisani**

**GRIMALDI** | **STUDIO  
LEGALE**

⋮ Milano Roma Bruxelles London

# Scope of the *ex-ante* evaluation

- Identify amendments to the Directive aimed at improving its effectiveness and mostly concerning its scope (e.g. need to harmonize road traffic rules, coverage of other related traffic offences) (Task 4)

# Objectives of Task 4:

- Elaboration of proposal of common criteria for the procedures concerning mutual recognition of financial penalties. Assessment of whether the mutual recognition of financial penalties for the offences covered by the CBE Directive requires the harmonization of relevant road traffic rules. Assessment of whether other road safety related traffic offences should be added to the scope of the CBE Directive

# Preliminary findings (I)

- The Directive seems to have an added value only for automatically detected offences as Member States apply/may apply efficient systems for sanctions imposed when the vehicle is stopped (e.g. seizing the vehicle).
- There is no consensus as to whether to extend the scope of the Directive to further automatically detected offences would be necessary/appropriate.
- Some proposals have been formulated: illegal parking, dangerous overtaking, not stopping at an accident, failure to keep a safe distance. However, the analysis found that not all Member States detect automatically such offences.
- Question to stakeholders: could a criterion to select the offences to be covered by the CBE Directive be the fact that they are detected automatically in a substantial number of Member States?

# Preliminary findings (II)

- While it is acknowledged that the exchange of information under CBE Directive should be complemented with follow-up procedures it is too early to state whether the mutual recognition of financial penalties for the offences covered by the CBE Directive requires the harmonization of relevant road traffic rules.

# Recommendations (I)

- Any possible future initiatives/proposals concerning the follow-up of the CBE Directive will require standard impact assessments for which the Contractor can propose policy options.
- In the meanwhile it is recommended to promote joint cross-border enforcement actions. In order to ensure that such actions will have an EU-wide scope, it could be beneficial to explore the possibility of using EU funds to finance such actions and subsequently to provide for an adequate EU legal basis.

# Further recommendations for the assessment of enforcement actions

- It is recommended to develop harmonized indicators which will enable the assessment of the quality of the enforcement of road traffic rules. Data on fatalities, accidents and road traffic offences should be gathered accordingly at the national level. It appears that current legislative frameworks (Commission Recommendation 2004/345/EC on enforcement, Council Decision 93/704 concerning CARE Database and reporting obligations under the CBE Directive) do not ensure that all the data necessary in order to assess the impact of enforcement measures are gathered.

Do you have any  
questions?



**Thank you for your attention!**

GRIMALDI | STUDIO  
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⋮ Milano Roma Bruxelles London