



TISPOL BULLETIN NO 01/2012

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FROM THE GENERAL SECRETARY



HAPPY NEW YEAR! I do hope you have been able to take some restful time off over the recent Christmas period. At TISPOL, we look forward to the many opportunities and exciting challenges in the year ahead. The early months of 2012 will see the pan-European enforcement actions Truck and Bus Operation (13 – 19 February), the Seatbelt Operation (12 – 18 March) and the Speed Operation (16 – 22 April). We are keen to make these week-long roadside enforcement operations as high

profile as possible. We would really appreciate any specific articles and photographs you may have, from the operations or any other enforcement activity. One event I would very much like you to put in your diary for 2012 is the Annual Conference, taking place on Tuesday 2 and Wednesday 3 October in Edinburgh. Yet again, we have worked hard to ensure no increased costs in attending, whether as a delegate or an exhibitor. That will mean this Conference costs the same as our 2007 event – no mean feat in these troubled economic times. An excellent Conference programme is being prepared, and I do hope you will make your best efforts to attend – and of course, to enjoy some traditional Scottish hospitality, as well.

If you are familiar with our Strategy Document, you will know that part of our focus is on those who represent a higher than average risk on the road. We expect to report regularly on this during the coming year and we particularly welcome details of any initiatives you have implemented, with an evaluation of their success. As you know, we are particularly looking at young drivers, motorcyclists, pedestrians, cyclists, those driving for work and elderly road users.

LISTEN TO THE PRESIDENT

Pasi Kemppainen provides a brief overview (around 3 minutes) of his first months in office and considers the challenges for 2012.

[Listen now](#)

LATEST NEWS

Ireland's road deaths fall to a record low

THE NUMBER of fatalities on Ireland's roads dropped to a new low in 2011, when 186 people died. This is the lowest figure since records began in 1959. Deaths have also fallen for their sixth consecutive year, according to the Road Safety Authority. Last year was the fourth year in a row where deaths had been a record low. A total of 212 people were killed in 2010, down from 238 the previous year, 279 in 2008 and 338 in 2007. Road deaths have dropped by 50 per cent since Ireland's Road Safety Strategy 2007 to 2012 was introduced.

Transport Minister Leo Varadkar said that people were alive today as a direct result of better driver behavior. Road Safety Authority chairman Gay Byrne added that more than 1,000 lives had been saved in the past decade. However, he reminded drivers that one death was one too many. "Out of respect to those who have died and those who have been left grieving, I would ask that you all please use the roads in 2012 with greater care," he concluded.

Polish officers train with rally driving techniques

Under the supervision of instructors and rally drivers, traffic police

officers in Poland have been improving their driving techniques. This was the latest in a series of training opportunities included in the plan of the Pomeranian Road Safety Council. Activities began with a theoretical preparation during which there was discussion about inappropriate behaviour behind the wheel and its effects. Then, all participants had the chance to practise their driving skills. For their disposal, a skidpan area and cars on trolley bases were prepared.

Improving driving technique has great importance for road safety. Rafal Koslowski, Poland's Deputy Director of Traffic Bureau and TISPOL Council member, said: "Police officers patrol the roads day by day, and spend a lot of time behind the wheel of a police car. They are often forced to pursue traffic offenders in extreme weather, so regular refresher sessions for their skills has a huge importance."

SIX QUICK QUESTIONS



In this edition, we are in the UK to hear from Deputy Chief Constable Suzette Davenport of Bedfordshire Police, the Association of Chief Police Officers (ACPO) road policing portfolio lead and the TISPOL Council member for the UK

How was your journey to work today?

I guess you could best sum it up as refreshing! I cycle in to work most mornings as it's only around three miles – in high visibility clothing of course. It's a great opportunity to clear my head for the day's events and I find that by the time I'm in work, I'm wide awake and raring to go.

What engagements are in your diary?

Today was a really varied day. I started the day catching up with work I'd picked up from being Gold cover for the Force – there were one or two firearms incidents over the weekend which required my involvement. Then on to a meeting for one of my in-Force portfolios, Professional Standards.

I've picked up a lot of work of late around roads policing and so had a brief meeting with my Staff Officer to progress some of the issues and then a journey into London to meet with the Home Office and others to discuss the Regulation of Investigatory Powers Act (RIPA).

From there it was on to a meeting at the Department for Transport with the Implementation Group – formerly the Road Safety Delivery Board. Back to Northampton for a dance rehearsal after work for 'Strictly Northampton'. Quite a busy day!

Explain some of the bigger issues giving you concern at the moment, and how are you tackling them.

I am currently balancing two fairly large ACPO portfolios at the

moment since taking on Strategic Roads Policing, however that should even out shortly. In the meantime however, that means I have some big issues to consider around both the RIPA and Roads Policing areas. On the one hand, I'm in discussions around a national collaboration agreement around some of the powers granted under RIPA and on the other, there is a big debate currently around the raising of the national speed limit on Britain's motorways from 70 to 80 mph.

Tell us about any recent news in your department.

One of our Assistant Chief Constables has recently been successful in applying for a temporary secondment out of Force. As Northamptonshire Police is restructuring over the next few years, we are due to lose one of the Assistant Chief Officer posts, so we're going to run without replacing him during his secondment. Of course, this will mean more work for the rest of us but it's a great opportunity to prove the new model works. There is so much work going on around our regional collaboration at the moment that it's hard to know what *isn't* new news!

Who was the last person you spoke to on the telephone and what was discussed?

My dentist as I have a toothache! Work-wise, I've just taken a call from one of the Inspectors who deals with our night time policing operation, Operation Nightsafe. I'm donning my protective vest and hat and joining officers in Northampton town centre on Saturday night for a night shift.

Finally, what's for your lunch today?

Being out and about gives me the chance to eat out too. However, I gave a big meal a miss and decided to go for a chicken salad sandwich. Nothing too exciting but I don't want to fill myself up before my three hours of dancing tonight!

FIRST PUBLIC SHOWING OF ICARUS PROJECT FILM SCREENS IN LETTERKENNY, IRELAND

The ICARUS Project was initiated by the Italian Police, supported by the University of Rome and part funded by the European Union. The aims of the Project have been to identify the main behaviour-related risk factors involved in road safety and to develop a shared European training model, grounded on results of research. The project commenced in April, 2009 with a planned duration of 30 months.

The first European meeting took place in Rome on the 15th and 16th October 2009 where representatives from 16 countries were briefed on the project. This included the compilation of a questionnaire and the making of a European Road Safety film, which would be part-filmed in four countries.

The questionnaire data would be collated from 1,000 respondents in each participating country in the 17 - 21 years age bracket. The questionnaire was designed to measure driving behaviour-related

variables, i.e. habits, opinions and perceptions about risky behaviours, perceptions of responsibility, perceived importance of social norms.

Ireland participated in collecting data from approx 1,100 young people nationally, in both urban and rural areas, in the relevant age bracket and submitted its findings to the ICARUS Project.

A second meeting was held in Ljubljana, Slovenia on the 10th - 11th November 2010, where the outcomes of the research were analysed and discussion took place with representatives from the University of Rome on the preparation of the 'Research Report' and a 'Handbook of Training Guidelines on Road Safety Awareness and Education for Young Drivers'.

On the 22nd - 23rd September 2011, at the European Parliament, Brussels the Handbook was explained by representatives from the University of Rome followed by the Launch of the European Road Safety Film, 'Young Europe'. The film was prepared by the Matteo Vicino Company, Show Biz Inc, and is based on the risk profile of young drivers and to stimulate cognitive and emotional level to be used in Educational Programmes. The film is set in France, Italy, Ireland and Slovenia and tells stories of young Europeans, combining the narrative rhythm and the visual language of the younger generations. The aim is to stimulate their thinking and their evaluation skills in order to make conscious choices on the road.

Ireland was successful in attracting the film to the Country and to County Donegal where a majority of fatal traffic collisions has occurred in recent years. The film was filmed in and around the town of Letterkenny.

[FIND OUT MORE, IN ENGLISH AND ITALIAN](#)

SPECIAL REPORT: Finnish 'raids' help bring down number of drink-drivers

THE NATIONAL Traffic Police in Finland has carried out nationwide drink driving 'raids' since 1978. These raids are accompanied by a scientific study conducted by the National Institute for Health and Welfare experts. During these raids, police breathalyses all drivers. This means that annually more than 100, 000 breath tests during these operations. (In Finland around 2 million breath tests are conducted by the police on a yearly basis). Breath testing sessions are organised in the spring and autumn at the same days, times and places every year. During drink drive enforcement sessions, all drivers are tested for alcohol with breath screening devices.

When a breath test appears to include alcohol, but it falls below the limit criminal liability, the case is recorded in the category 0.01-0.049. If a breath test exceeds the legal limit, the driver will be tested with an evidential breath analyzer or he/she is taken for a blood test and normal police procedures are carried out. Also, the driving license is

taken away immediately on the roadside.

In 2011, police tested more than 105,000 drivers. Half of the tests were made in spring and half in autumn. In these tests 124 drivers exceeded the legal limit which is 30 less than in 2010. The number of drivers having alcohol in their body system came to 575, 150 fewer than in 2010.

In conclusion, the number of drink drivers in traffic has remained relatively unchanged in Finland for the past seven years (2004 - 2010), at the level 0.14 - 0.16% of the tested drivers. In 2011, the number of drivers with alcohol levels below the legal limit decreased as well, to a level equivalent to one in 181 road users.

Chief Superintendent Pasi Kemppainen from the National Traffic Police and TISPOL President said: "The 2011 national survey is from a Road Safety perspective the best so far. But we must bear in mind that there are still too many drivers under the influence in traffic, even if their number is declining. Therefore we can't lean back and rest on laurels but need to work still hard to cut down drink driving problem in Finland because we still have more than 20,000 drink driving cases in a year."

NEW VIDEO – CLICK TO WATCH

Watch Polish police officers employ rally techniques as they hone their driving skills in this short video.

NEXT BULLETIN

The next Bulletin will be issued on Tuesday 24 January