



TISPOL BULLETIN NO 14/2011

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JUMP TO YOUR ITEM OF CHOICE IN THIS BULLETIN:

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Cross Border Enforcement gets go-ahead \(and other news\)](#)

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FROM THE GENERAL SECRETARY



WE BRING you the good news that the long-awaited European Parliament vote on Cross Border Enforcement has been made, and that it is 'all systems go'. Judging by the array of emails flying back and forth in the hours before the vote, I get the sense that the result we all wanted was never going to be easy, but I share everyone's relief and satisfaction that we can now get down to the serious business of bringing it to reality. I have always maintained that lives will be saved by a robust, Europe-wide enforcement directive, and I look forward to ensuring that TISPOL plays its part in the development and implementation of the new system.

There is a lot in this latest bulletin, and I am particularly grateful to Col Gérard Escolano, TISPOL's France Council member, for sparing us the time recently to discuss new developments in road safety and enforcement in his country. This edition will be followed by two more updates. I hope the French methods and strategies will prove of interest.

Lastly, may I remind you to book your place for the TISPOL conference, taking place at the end of September. The cost of

attending has not risen for five years, so it really is better value than ever. I do hope to see you there.

[Book your Conference place right now!](#)

NEW VIDEO UPDATES

OVER THE coming weeks, we will continue to release the videos recorded during the Oslo Seminars at the end of May. Two new interviews available as well as the three released at the time of the last Bulletin, so please do take a moment to watch what our interviewees have to say on a range of important topics.

New today:

1. Norway's Professor Jorg Morland considers what makes for good drug-driving legislation. [WATCH NOW](#)
2. Italy's Paolo Cestra discusses his country's road safety record. [WATCH NOW](#)

And also available now:

1. France's Patrice Ganzin discusses new tactics for reversing the unwelcome upwards trend in his country's road casualty statistics. [WATCH NOW](#)
2. Denmark's Allan Nyring looks at progress in casualty reduction, and considers specific target areas for future intervention. [WATCH NOW](#)
3. Belgium's Koen Ricour discusses high risk road users and effective strategies for reducing those risks. [WATCH NOW](#)
4. Romania's Marin Motoc considers the longer-term impact of TISPOL's Lifesaver Project on his country. [WATCH NOW](#)
5. Germany's Bernd Heller looks at multi-agency controls, and advises on ways of making them as effective as possible. [WATCH NOW](#)

LATEST NEWS

GREEN LIGHT FOR CROSS BORDER ENFORCEMENT

TISPOL CONGRATULATES MEPs for their vote to adopt an agreement on the Cross Border Enforcement of road traffic offences. Last week, the European Parliament reached an agreement, allowing the Cross Border Enforcement directive to be adopted definitively by the Council in the coming weeks.

Eight offences are covered by the directive: speeding, not wearing seatbelts, running a red light, driving under the influence of drink or drugs, not wearing crash helmets, using reserved sections of road, (an emergency lane, for example, or a bus lane) and illegal use of mobile phones when driving.

TISPOL President Roar Skjelbred Larsen gave his reaction to the vote by MEPs to adopt the Cross Border Enforcement Directive. "We congratulate MEPs for their vote," he said. "For many years, TISPOL has

been calling for this legislation, as our members frequently report problems caused by drivers flouting traffic laws when away from their home country.

"This agreement should lead to much more fairness in the enforcement of traffic laws across the EU, as well as showing a commitment to the target of halving road deaths for the 2011-2020 decade.

"Not only will it become much harder to drive away from justice, but also I believe many lives will be saved as a result of this legislation," he added."

COMMISSIONER CALLS FOR PAN EUROPEAN JOURNEY PLANNER

EUROPEAN COMMISSION Vice-President Siim Kallas is challenging industry to come up with a truly European journey planner that includes all countries and transport modes. Although more than 100 journey planners already exist, there is not one yet that allows users to find information or book a ticket for a journey within Europe regardless of the number of countries or transport modes involved. Vice-President Kallas, Commissioner responsible for transport, launched the challenge at a conference on Intelligent Transport Systems (ITS) on 6 June 2011. The public will be invited to vote for their favourite option once the competition has ended.

CALLS FOR A DROP IN FINLAND'S DRINK DRIVE LIMIT

FINLAND'S NEW Minister of Transport, Merja Kyllönen, wants to decrease drivers' blood alcohol limit from 0.5 to 0.2. This idea is supported by her colleague, the Minister of Interior Mrs Päivi Räsänen.

In Finland, a decrease in BAC limit has been discussed between the Ministry of Transport and Communications, the Ministry of Justice and the Ministry of Interior. Last winter there was a consensus not to touch the current 0.5 limit, but to increase the use of alcohol ignition interlocks for convicted drink drivers. This consensus was between departments of the former government. Now, after the election, things may change. There are more than 21,000 reported cases of drink driving in Finland. Alcohol-related collisions caused 60 deaths and 800 injuries in 2010. These problems occur most in the summer months. Acting against drink driving effectively would bring an excellent potential to cut down fatalities and injuries.

Pasi Kemppainen, Chairman of the TISPOL Alcohol and Drugs Working Group, from the Finnish National Traffic Police, said: "Discussions about decreasing BAC limits have been going on a long time in Finland. Police opinion is clear; decreasing the limit is a positive signal and will improve road safety. If you drink even a one beer or shot, you are not able to join safely in traffic behind the wheel.

"Decreasing the limit would naturally mean other legislation related measures to be taken, such as modifying the sanctioning process and stating the consequences for those who blow a reading of between 0.2 and 0.49. The new limit would also mean that police need to have more evidential breath analysers in use at the roadside."

SPEED LOCK SYSTEM ON TRIAL IN NETHERLANDS

DUTCH TRAFFIC technology supplier, Technolution, is trialling Speed Lock, a potential enforcement system for habitual speeders. The system consists of an advisory mode, 'Speed Monitor', and an adaptation mode, 'Speed Lock'. The Speed Monitor mode displays the maximum speed for a given road on a small screen in an advisory capacity. The system initiates Speed Lock (automated maximum speed control) if the speed limit is repeatedly broken.

FOUR DIE IN FINNISH CRASH NEAR RUSSIAN BORDER

INVESTIGATIONS CONTINUE into a collision which killed one woman and three men in Tohmajärvi, eastern Finland last week. The crash happened when two cars collided with each other, several kilometres off the Niirala border crossing point. Police say that a car driving from the direction of Niirala started moving erratically and crashed into a car in the oncoming lane.

Eyewitnesses say the first car was moving at a fast speed. Everyone in the swerving car lost their lives, while two men in the oncoming vehicle were injured. An ambulance carried the injured to the North Karelia Central Hospital. Their conditions are not said to be life-threatening.

BRITISH MAN HAS 30 PENALTY POINTS – AND IS STILL DRIVING

A BRITISH driver has amassed 30 points on his licence but has still managed to avoid a driving ban. The man, from Blackburn in Lancashire, persuaded magistrates that he would suffer 'exceptional hardship' so was able to stay on the road. Normally, 12 points triggers an automatic ban. Across East Lancashire there were 165 drivers who had 12 or more points but were not disqualified.

Jack Straw, the former British Home Secretary, said it was surprising that someone could get so many points and not be banned. "It is quite right that the law does give magistrates the discretion to deal with cases of exceptional hardship, but I am very surprised that someone has 30 points," he said. "I would be keen to know how anybody can have 30 points and still be driving.

But there shouldn't be a rigid cut off point for an automatic ban, it is up to the magistrates to deal with each case."

INTERVIEW

FRANCE: REVERSING THE FATALITY TREND



FOR THE first few months of 2011, France experienced a worrying increase in road fatalities. Not wishing to see the increase become a longer-term trend, the French government took swift and strong action to introduce stricter penalties, as well as giving the Police and Gendarmerie better powers of enforcement. In this first in a three-part look at France's new strategy, TISPOL Council member Gérard Escolano explained the basics of the new legislation and described how TISPOL's network had served his organisation well during an early summer challenge:

Please outline the new road safety legislation planned for France.

Since the beginning of 2011, the number of fatalities on the roads of France has increased a lot. It is after maybe eight years of decreasing numbers. The Government has reacted very strongly, first of all by increased enforcement powers for the Gendarmerie, and also by preparing a number of directives.

In January 2011, fatalities were 20% up on the previous year. So, in March, the Government prepared new draft legislation to improve methods of enforcing road traffic laws. For example, the *prefect* in each of the 96 départements has the right to immobilise and to impound a vehicle. Also, judges have the power to confiscate and to seize vehicles in certain circumstances. These are new powers that did not previously exist.

Where driving licences are concerned, the Government has toughened the circumstances in which a driver can get his/her licence back, particularly after a fatal collision.

Can you give an example of what will happen in the new enforcement environment?

If you are recorded by an automatic radar device with a speed less than 20km/h up above the limit, you will lose one point from your licence. In that case, if in the next six months you don't have any more offences like that, you can recover your one point.

How will the law change regarding drugs and driving?

From now on, we are obliged to check for drugs after any injury collision. Before now, we have not had that obligation for all accidents

– only fatals. Now, for all injury accidents, fatal or not, drivers will be controlled for drug use. If the control is positive, the offender will have to pay for the analysis – a price of around 250 euros.

Section control – or average speed enforcement – has proved successful elsewhere. Do you have plans to use it?

Yes. The law has now created an offence about average speed, meaning we can now use radar which measures average speed of a vehicle between two points. The first of these radars will be deployed through this summer. I am sure that more will follow. They are permanent fixtures, especially where we notice many accidents.

What are you doing about drivers who leave the scene of a collision?

We have increased the penalties these drivers will face. If you leave the scene after an accident, the penalty has been raised from two years in prison and a fine of up to 30,000 euros to three years in prison and a 75,000 euro fine.

Are you updating your drink-drive laws?

Yes. Any repeat drink-drive offenders will be required to fit an alcolock to their vehicles. Also, the owners of nightclubs are obliged to provide breath test equipment for their customers. The customers are not obliged to use the tests but they must be available.

Many nightclubs already put breath testers in their establishments, but by this we are putting more responsibility on the establishments and their management regarding the consumption of alcohol.

Do you have enough power against law-breaking foreign drivers?

I think so. And also because of the TISPOL network relationship, for example, earlier in the summer, we had the Gumball 300 rally. We had information before this event – very useful intelligence from our colleagues in London. They told us just before the race started, so for us it was very important and in that time we have been able to alert our units, and give information to the police.

During the three days of the French section of the race, we put more than 100 controls on the motorway. We intercepted more than 30% of the participants. They numbered around 110 in total. We intercepted 36 cars, each for high speeding. Among these cars, six were intercepted for very high speed offences. So in that case, we have improved the network created by TISPOL.

(We will return to France to find out more in the next Bulletin).

BELGIAN WEEKEND SAFETY INITIATIVE

HARDLY A weekend goes by without a list of severe road accidents, ending in a tragic toll. In most cases, the victims are young people who lost their lives much too early. In order to raise risk awareness among young drivers, the State Secretary for Mobility, Etienne Schouppe, and the Belgian Institute for Traffic Safety (IBSR/BIVV) just started a new campaign focusing on weekend accidents.

In 2009, 117 road fatalities involving passengers aged between 18 and 24 were recorded in Belgium - more than two fatalities per week. "Young car occupants, both drivers and passengers, represent 26.1% of the total number of adult car occupants who died in 2009, whereas they only represent 10.7% of the adult population. The age group ranging from 18 to 24 is thus clearly overrepresented among the fatal casualties", said the State Secretary for Mobility, Etienne Schouppe. This overrepresentation is noticeable at all times during the week but reaches its peak during the weekend nights.

If we look at the numbers of young car drivers (18-25 years) involved in accidents, the same phenomenon is noticeable. Young car drivers account for 17% of all the car drivers during weekend nights, but are involved in as much as 36% of all serious accidents (with fatalities and/or serious casualties) in this period. The only positive news is that the number of fatalities and serious casualties among youngsters during weekend nights has dropped significantly: the average for the period extending from 2006 to 2008 incl. is 49% lower than for the period extending from 1998 to 2000. The most recent figures indicate a further decrease in the number of deaths on the spot in crashes occurring during weekends.

Risk awareness

Young people often have the tendency to underestimate the risks they face, and this, to be sure, when speeding or driving under influence. The elements on which the new campaign is based are thus focusing on raising risk awareness among young people.

A cinema advertisement and an [interactive film](#) highlight the potential consequences of the (wrong) choices that young drivers sometimes make. Further, posters have been displayed in a whole series of trendy locations (bars, discotheques, cinemas etc). One of these shows a close-up on a sad-faced girl. A caption explains why she's so sad: "My boyfriend decided last night to end our relationship," with some further explanation: "David was drunk and crashed against a lamppost. Every year, more than 100 young people die in road accidents. Do not gamble with your life this weekend."

There are still other versions showing a young boy who, so to speak, decided to stop playing soccer and a girl who gave up her studies. The campaign is supported by radio spots on some favourite radio stations, each time simulating risky situations young people are familiar with in their daily life.

Moreover, with actions on the field, young people are directly addressed on the very spots where they go out. A shock effect built-in an automatic photobooth is aiming at making young people think of the risks in traffic. And – because it is just as important to offer solutions to young people going out to go back home safely - together with MNM, the Belgian Institute for Traffic Safety developed the MNM Zero Car, a free application for iPhone, Android and Facebook enabling young people to connect and share free seats in their car.

BRIGHT HEADS WEAR HELMETS: GERMAN CYCLE INITIATIVE

IN 2010, THERE were 363 accidents involving pedal cyclists in Paderborn, North Rhine-Westphalia. Almost 300 cyclists were injured in these collisions. This means, that every fifth killed or injured person in Paderborn was a pedal cyclist. Head injuries occur frequently.

The Police Headquarters Paderborn meets the challenge of a high number of accidents involving pedal cyclists and the resulting high number of killed and injured cyclists with a wide range of enforcement and preventive activities. This year, the Police Headquarters Paderborn is pointing out the meaning of wearing a bike helmet during the whole bike season. Together with various other road safety stakeholders and partners of the campaign, the Police Paderborn raise awareness with different activities and aim to convince pedal cyclists of wearing a bike helmet.

Even though the helmet cannot not prevent the accident itself, it can minimize the often tragic injuries. According to the German Association of Accident Surgery, 80% of all brain damages and up to 65% of certain facial injuries of pedal cyclists could be prevented by wearing a bike helmet. In cases of less serious injuries, arms and legs are most often affected. In cases of serious injuries, head and brain damages decide upon the survival of the cyclist. Half of all deaths can be attributed to head injuries of pedal cyclists.

A launch event for the Paderborn campaign took place at a comprehensive school in Paderborn in April. The target group were pupils in the 10th form, since studies have shown that, for children in kindergarten, bike helmet wearing rate is comparably high. This acceptance to wear a bike helmet decreases with children getting older. Prior to this, pupils were asked to think about the topic and show their ideas and thoughts in photos. During the event, all photos were shown to a jury. The winning photos are displayed all over the comprehensive school.

Co-operation with the football club SC Paderborn

The second activity in the framework of the campaign was undertaken in co-operation with the regional football club in Paderborn. Before SC Paderborn played VfL Osnabrück on 29 April, the campaign was

illustrated with a video including football captain Markus Krösche to the fans who came to the home games with their bikes.

On 15 May, the third activity of the preventive campaign, a bike day, was conducted in Schoß Neuhaus. Alongside families, especially senior citizens received information on the topic. Several senior citizens bike groups were invited.

The fourth activity focuses on commuters, people going to work each day by bike. At the entrances of big companies in Paderborn, the police “rewarded” cyclists wearing a bike helmet with small gifts in order to highlight the significance of wearing a bike helmet.

Posters

The campaign will be concluded with putting up posters to raise awareness. The posters will show, amongst other things, portraits of numerous pedal cyclists wearing a bike helmet. This way, the photographed pedal cyclists help to promote the road safety work of the police.

[Watch the campaign video \(in German\)](#)

PHOTOGRAPHY COMPETITION REMINDER

HERE'S A reminder that you could win €250 in our 'European Enforcement Photograph of the Year' competition, which is open to receive your entries and will remain open until September. We are looking for the photograph that, in the opinion of the judges, best reflects the work of TISPOL in 2011. The judges will make their decision by late September and will award the prize at this year's TISPOL Conference, taking place in Manchester on 27 and 28 September. The winning photograph, along with a selection of runner-up photographs, will be displayed at the Conference and will form a key part of TISPOL's communication resources in the future.

You can enter as many photographs as you like, but only one at a time. They must be your original work. They should be high resolution Jpeg images, good enough to be reproduced in print as well as on web pages.

Please send your entry/entries to media@tispol.org
Entries are welcome from anybody. Good luck and we look forward to receiving your entry or entries!

NEXT BULLETIN:

The next TISPOL Bulletin will be available on Tuesday 26 July 2011.