



TISPOL BULLETIN NO 19/2011

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CHOOSE THE ITEMS THAT INTEREST YOU THIS TIME:

[NEW VIDEO: thank you for not speeding in Antwerp](#)

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FROM THE GENERAL SECRETARY



WE HAVE a lot to bring you in this Bulletin. May I first direct you to the wise words of Antonio Avenoso, Executive Director of ETSC, who takes the trouble to look ahead to the challenges we face in the decade to come... and beyond.

As we put the finishing touches to this year's Conference preparation, I am also very pleased to invite you to take a look at the TISPOL website, which comes to you in a fresh, contemporary format and puts road safety news at the heart of its presentation to visitors. The home page is the best example of this, with the top story and recent news updates taking up the most space, plus the latest from the President's Blog, a new feature of the site.

The most striking new addition to the website is TISPOL.tv, which brings together video and audio from around the world, including exclusive TISPOL-created interviews and features, all in one place. The latest nine videos are always available directly from the TISPOL homepage, but to get the full TISPOL.tv experience, simply visit TISPOL.tv.

I hope you will agree that the user experience is better with the new site. It is now easier to find information, through better access to search and with news, blogs and key features taking prominent places on the homepage. There are more improvements which you will notice straight away, but there is a process of almost continuous development on the site, so look out for new features over the coming months and years.

Lastly, I should state that it is still possible to register for the Conference. [Book your Conference place right now!](#)
I look forward to seeing you in Manchester.

Ian Hamill.

NEW VIDEO UPDATES

Thank you for not speeding in Antwerp

Watch this fascinating short video about a speeding initiative involving the whole community... (see also the news story below)

WATCH NOW

Existing video interviews from the recent Oslo Roads Policing Strategy Seminar:

1. Spain's Javier Sanchez Ferragut discusses the impact of TISPOL's Lifesaver Project on road safety in Spain. [WATCH NOW](#)
2. Patrice Ganzin of France and Jørn Andresen of Denmark consider new and emerging threats to road safety. [WATCH NOW](#)
3. Sweden's Bjorn Lido considers his country's reputation as a leader in road safety. [WATCH NOW](#)

And also available now:

4. Ireland's Gabriel McIntyre looks at the change from traffic policing to road policing. [WATCH NOW](#)
5. TISPOL President Roar Skjelbred Larsen talks about the connection between criminality and road safety. [WATCH NOW](#)
6. Slovenia's Bostjan Smolej discusses new speed controls. [WATCH NOW](#)
7. Finland's Pasi Kempainen considers the need for consistency in drug driving enforcement. [WATCH NOW](#)
8. Fokko Klok of the Netherlands explains the benefits of section controls. [WATCH NOW](#)
9. Poland's Artur Zawadski explains reforms to the country's speed enforcement programme. [WATCH NOW](#)
10. Karen Mannersted Berg, from Sweden, looks at fighting criminality on the road environment. [WATCH NOW](#)
11. Norway's Professor Jørg Mørland considers what makes for good drug-driving legislation. [WATCH NOW](#)
12. Italy's Paolo Cestra discusses his country's road safety record. [WATCH NOW](#)
13. France's Patrice Ganzin discusses new tactics for reversing the unwelcome upwards trend in his country's road casualty statistics. [WATCH NOW](#)

14. Denmark's Allan Nyring looks at progress in casualty reduction, and considers specific target areas for future intervention. [WATCH NOW](#)

15. Belgium's Koen Ricour discusses high risk road users and effective strategies for reducing those risks. [WATCH NOW](#)

16. Romania's Marin Motoc considers the longer-term impact of TISPOL's Lifesaver Project on his country. [WATCH NOW](#)

17. Germany's Bernd Heller looks at multi-agency controls, and advises on ways of making them as effective as possible. [WATCH NOW](#)

PRESIDENT'S DIARY



It's just one week before the end of my period as TISPOL President. Where has the year gone? It has been full of activity, which I hope has been of benefit for TISPOL. I know it was an important learning experience for me. After my period as TISPOL president, I will still work in an international environment, as Head of the Law Enforcement Department at the OSCE (Organisation for Security and Co-operation in Europe) Mission to Serbia.

Due to my new commitments, I will not be able to represent Norway in TISPOL Council and Executive Committee. Time will show if I in the future can join the TISPOL family again. I will miss my special contact with the other members of the Executive Committee, whom I meet on a regular basis, and all other good colleagues within the TISPOL family. You are doing very important and meaningful work within the police in Europe. Carry on reducing the number of people killed on European roads.

What kind of activities have I been involved in since my last diary?

22 August, I chaired the monthly meeting in my department.

23 August, welcomed and gave a presentation to two colleagues from the Estonian police, who visit my service as part of staff exchange within the CASH project.

29 August, meeting with the Head of Service

1 -2 September, took part in the first police evaluation meeting after the terrorist attack and massacre on 22nd July 2011 in Oslo and Utøya Island. An important learning process has started. Every service involved in the police operation must make local evaluation. 107 colleagues from my service were involved in the operation at Utøya.

5 September, selection interview at the OSCE Mission to Serbia to post as Head of Law Enforcement Department.

6 September, delegate and presentation at the first conference for ALL employees in my service. A very successful event where the Minister of

Justice, Deputy Police Commissioner and the Director of Public Prosecution were present to give their support to the road policing work.

7 September, took part in a meeting to fight organised crime in Norway.

8 September, chaired my last TISPOL Committee meeting in Helsinki, Finland and very well hosted by 1st Vice President Pasi Kemppainen.

13 September, local CASH working meeting and a presentation for a group of 30 IPA members.

14 September, informal meeting between LEWP (Law Enforcement Working Party) and TISPOL representatives to develop a paper for better co-operation.

15 September, delegate to the 2nd CASH Conference and the CASH High Level Supervisory Board meeting in Hamburg, Germany.

21 -22 September: I am due to host a visit from an Australian police colleague, who also will be present at the TISPOL Conference in Manchester.

This was my last diary and I would like to take this opportunity to thank you all for your support during my presidency.

Take care!

Roar

LATEST NEWS

Belgian Police collaborate with community in speeding campaign



Police in the Belgian city of Antwerp have spearheaded a speed awareness campaign, in which residents were invited to demonstrate their support. As the accompanying video shows, the idea was for people to collect and use an immediately recognizable pictorial sign thanking drivers for not speeding in the city.

Signs were displayed outside houses and on street sides during the period of the campaign, with the idea of encouraging drivers to check – and if necessary – to adjust their speed on the road.

“This is a fine example of traffic community policing which is cost-effective, has a strong educational message and is not repressive,” said TISPOL’s Council member for Belgium, Ken Ricour. “We believe it is through awareness-raising initiatives like this that we can make a significant impact that will reduce average speeds in areas where they may give cause for concern, and save lives in the process.

Switzerland: Rolls-Royce confiscated during DodgeBall Supercar Rally



Officers of the Police of Zug ("Zuger Polizei") stopped a car driver who was heading in a Rolls-Royce from London to St. Tropez earlier this summer. The police received numerous phone calls about luxury cars, registered in England, speeding through Switzerland. A police patrol in an unmarked police car went out to look for them. The 32 years old Rolls-Royce driver was caught. He told the police officers that he was part of the so-called "DodgeBall Rally 2011" from London to St. Tropez. But he never arrived in France. For him, the rally was over. His Rolls-Royce Phantom Coupé was confiscated by the prosecution. Furthermore he had to pay 3,000 Swiss Francs as a fine deposit.

Poland: Traffic Officer of the Year Award



Congratulations to Sergeant Grzegorz Awienwicz (pictured) from the regional Police Headquarters in Bialystock, who was recently named Best Polish Traffic Officer of the Year, 2011. Close behind in second place was Sergeant Maciej Dlugosiewicz from Regional Police Headquarters in Rzeszow, with Junior Police ensign Mariusz Wulczynski from Regional Police Headquarters in Radom taking third place.

Taking part in the closing ceremony of the competition were Adam Rapacki, Undersecretary of State in the Ministry of Interior, General Inspector Andrzej Matejuk, Chief of Polish Police and Super-Inspector Waldemar Jarczewski, Deputy Chief of Polish Police.

This competition has a long tradition. To proceed to the nationwide competition, officers had to do well at regional level. Each Regional Police Headquarters held the contest and the two of the best traffic officers from each region went through to the next stage. The competitors had to demonstrate their skills in first aid, motorcycle riding and driving a police car at the school race-track. There was also the task of directing traffic at one of the most difficult crossings in Warsaw.

Czech Republic: Club supports action for Road Safety

With the FIA's Action for Road Safety campaign gathering place, the Auto Club of the Czech Republic (Autoklub České Republiky) is the latest organisation to go public with its support for the initiative. The FIA would like each member club to contribute to the campaign

by working to address specific local issues: in the Czech Republic a cause of particular concern is the frequency of accidents involving inexperienced drivers. Beginner drivers are responsible for 17 per cent of accidents, while motorcyclists with fewer than two years' experience account for more than a third of accidents involving bikes.

With this in mind the Autoklub has set out a strategy involving initiatives it will carry out and lobbying activity it hopes will lead to changes in Czech law. Announcing its plan of action, it lists its five key tasks as:

- Lobbying and preparing proposals tasked to improve the quality of laws applied to road traffic, and also to the quality of driving schools.
- Making mandatory the completion of advanced driver courses for beginners.
- Increasing cooperation with, and support for, driver-training organisations.
- Improving the standard of driving school instructors.
- Launching a social/modern media campaign to raise awareness of road safety, particularly among young drivers and riders.

Czech stars on two and four wheels have agreed to be the faces of the campaign, with Skoda factory rally driver Jan Kopecký joined by kart racer Lucie Panáčková and World Superbike's Jakub Smrž.

Action for Road Safety is the FIA's response and leading contribution to the challenges raised by the United Nations' Decade of Action for Road Safety, the aim of which is to prevent five million road deaths and countless serious injuries over the next ten years.

Attending Auto Club of the Czech Republic's launch event for the campaign FIA President Jean Todt said: "On a typical day 3,500 people die on the world's roads. These victims are most often the younger members of society. Road fatalities have become the main cause of death among young people aged between 15-29. In 2010, road accidents resulted in the deaths of 1.3 million people worldwide and injuries to nearly 50 million more. Both the human cost and the economic and social consequences of this sad reality are simply unacceptable."

15 year jail term for Hawaii death crash drink driver

For a collision five years ago that killed a Haiku man and seriously injured his wife, a Molokai man was sentenced to a 15-year prison term. Curtis Wright, 27, of Kaunakakai had pleaded no contest to first-degree negligent homicide and first-degree negligent injury in the 2006 crash.

A police traffic investigation determined Wright's blood-alcohol level was twice the legal limit of 0.08 percent, and he was driving at least 70 mph in a 45-mph zone on Kuihelani Highway when his rental sedan rear-ended a three-wheeler Harley-Davidson motorcycle that was stopped at a red light at the Waiko Road intersection. Thirty-eight-year-old Filbert Carvalho Jr. was operating the motorcycle, with his

wife, Leilani, as a passenger.

It emerged that, just a few months after the collision, Wright was arrested for drink driving and later convicted.

SPECIAL REPORT

TARGETS AND PRIORITIES FOR THE DECADES TO COME

Antonio Avenoso, Executive Director of ETSC, looks at where progress has been made in casualty reduction and what the biggest challenges are for the future

THE EU TARGET to halve road deaths by 2010 was a vital tool to motivate and increase political will at national and European level. In June, Europe faced its time of reckoning as ETSC published its PIN results showing that between 2001 and 2010 the number of road deaths in the EU fell by 43%. Since 2001, almost 102,000 lives have been saved as a result of the progress made. Individually, nine countries achieved a 50% or higher reduction in road deaths since 2001. This all represents a great success. However, in 2010, the number of people killed on Europe's roads was still 31,000 and the number of seriously injured was 1.5 million so there is still a lot of work to do. Last year the EU set a new and perhaps even more ambitious target to reduce again by 50% the number of road deaths by 2020.

On the European political level in March the European Commission published its Transport White Paper which included a 'Vision Zero', a new and potentially ground-breaking goal for 2050, complementing the renewed target of halving road deaths by 2020. Whilst, in the European Parliament there has been an animated debate with MEPs getting their teeth into a Report on Road Safety prepared by Dieter-Liebrecht Koch MEP. Showing strong political leadership the MEPs call for a fully-fledged new action programme to be prepared by the European Commission echoing calls from ETSC for clear timetables and monitoring instruments to assess the progress made.

Looking ahead, the three killers (alcohol, speed and non seat belt wearing) still represent the biggest challenge. But also in the past years the use of illegal or psychoactive substances and medicines whilst driving is a cause for concern. Although missed out in the EC's Policy Orientations, new action is mentioned in the Transport White Paper. ETSC would welcome the further development of enforcement techniques for assessing driving whilst under the influence of drugs and medicines. Another area is the increasing pressure to be contactable 24/7 also when driving. Emailing, texting and talking on mobile and smart phones represents a real risk to road safety, because of the distractions to the driver.

An important challenge facing Europe is the safety of powered two wheelers (PTWs). Figures show that more than 6000 PTW users were killed on Europe's roads in 2009, only 18% fewer than in 2001 - far less than the reduction in car occupants. A new proposal is under discussion at present to introduce ABS and Automatic Headlights on to

new PTWs, but there is much that remains to be done in the next decade making sure that speed enforcement is also adapted to cover PTWs.

On the legislative horizon for this autumn are new proposals on the digital tachographs, eCall and the review of the TEN-T, all with some potential to improve road safety. Yet ETSC hopes that the European Commission will take up some of the priorities in its Policy Orientations that have an even greater and more direct potential to save lives across Europe. We had welcomed the new emphasis on serious injuries included in the "Road Safety Policy Orientations" and now looks forward to progress in the important work on definitions and accompanying actions.

There has been much effort put into the cross border enforcement directive. But it will still take a few years for the effect of the Directive to be felt. On the 6th of July the European Parliament finally approved the Cross Border Enforcement Directive. There has been a lively debate in the press about it and the public across Europe are already hearing that this new system is coming into force. This is important, as part of the Directive is also about raising awareness and informing citizens of the different road safety rules before travelling abroad. The legislative proposal now needs final approval from the EU Council of Ministers, which should just be a matter of formality later on this autumn before becoming law. There will then be a two year period for Member States to transpose it before it comes into force, possibly by the end of 2013 at the end. Road safety budgets of central government funding work of police and others that provide vital services in reducing road deaths are being cut across Europe. However, preventing deaths on EU roads has a strong business case and this potential for saving is far from being exhausted. According to our recent calculations, the total value of the further reductions in road deaths in EU27 over the years 2011-2020 compared with 2010 that would be achieved by reaching the 2020 target is estimated at approximately 180 billion euro.

TISPOL remains one of our most important partners in improving road safety across the EU. We want to continue the strong co-operation and build on the successes of the LIFESAVER project. From ETSC, TISPOL can expect support to their enforcement work through ETSC's data and policy analysis. We will continue to campaign that politicians commit to placing road safety at the top of the agenda.

TWO ITEMS FROM THE RECENT ICADTS REPORTER:

BRAZIL ADOPTS NEW PROGRAMME TO REDUCE IMPAIRED DRIVING

The government of Brazil implemented new legislation in 2008 to address its drink-driving problems. The *Lei Seca* (Dry Law) makes it a criminal offence to drive with a blood alcohol concentration of 6 decigrams per litre or higher. The penalty for infringement is 6 months to 3 years imprisonment, although fines and driving bans can also apply. As currently applied, the law is even more stringent, setting the limit at 2

decigrams, well below international best practice, which requires a blood alcohol concentration limit of less than 5 decigrams per litre. Two jurisdictions have implemented vigorous enforcement programmes along with the law. One is the state of Rio de Janeiro – with what is known as *Operação Lei Seca* (Operation Dry Law), and the other is the federal capital, Brasília.

“Thousands of lives have been saved since we started,” says Major Marco Andrade, the general coordinator of Operation Dry Law in Rio de Janeiro state. Since implementing the law in 2008, Ministry of Health data show a 32% decline in road traffic deaths in Rio de Janeiro state, compared to a decline of only 6.2% during the same period in states where the Dry Law has not been fully enforced.

Operation Dry Law depends more on shock than stealth. Everyday seven teams of a total of 140 enforcement officers set up tents and hoist enormous balloons into the air showing the Operation Dry Law logo on major roads in Rio de Janeiro state. These teams stop cars randomly, verify papers, and conduct breath-analyzer tests. A driver who refuses to cooperate is fined (about €500), and the car is impounded on the spot, unless a relative or friend comes to fetch it. Drivers with a blood alcohol concentration of more than 3.2 decigrams per litre are arrested and can only apply for bail the following day. If they are unable to put up money for bail, they may be behind bars for several weeks until a court appearance.

According to enforcement officials, teams have inspected nearly 500,000 vehicles, more than 25,000 vehicles each month. About 83,000 drivers have incurred fines, about 36,000 drivers have had their licences revoked, and more than 1,500 drivers have been arrested. In coming years, more Operation Dry Law-style initiatives may take to the streets in other states.

Brazil is one of the countries included in the *Road Safety in 10 Countries* project (RS10), which is to be implemented over five years by a consortium of six international partners, coordinated by WHO and funded by a grant from Bloomberg Philanthropies. Each of the 10 countries participating in the RS10 project selected two risk factors on which to concentrate. Brazil chose drink-driving reduction and speed management. RS10 implementation sites include one state capital in each of the five major geographical regions of the country. When the RS10 project was launched in Brazil in June 2008, it was named after a pre-existing road safety initiative called *Projeto Vida no Trânsito* (Life in Traffic Project) to emphasize the notion of improving the quality of life in general, rather than merely addressing two risk factors.

SCIENTIFIC EVIDENCE AND POLICY CHANGE: LOWERING THE LEGAL BLOOD ALCOHOL LIMIT FOR DRIVERS TO 0.08% IN THE USA

A recently published report describes the process by which research findings were incorporated into law in the United States mandating a 0.08% per se blood alcohol concentration (BAC) limit in the nation. In

1997, 32 states in the USA had per se BAC laws of 0.10% and only 16 states had 0.08% BAC laws. At 0.10 %, the United States had one of the highest BAC limits in the world. At that time, government agencies disagreed on whether the evidence indicated that a 0.08% level would enhance safety. To help answer this question, the US Centers for Disease Control and Prevention (CDC) and key partners conducted a systematic review of the effectiveness of 0.08% BAC laws on alcohol-related traffic mortality. The partners presented strong evidence of the effectiveness of 0.08% BAC during US Congressional hearings, contributing to the passage of a bill requiring states to lower the legal BAC limit to 0.08% or lose a portion of their federal highway funds. The bill was signed into law in 2000, making 0.08% the new national standard. Extensive and targeted dissemination of the evidence and recommendations to key stakeholders and partners built support for policy change at the state level. This effort demonstrates the advocacy work needed to move from evidence (a rigorous systematic review) to recommendations (by an impartial, reputable Task Force) to readiness for an open policy window (transportation legislation hearings) to federal policy change (Congress adopting a lower national BAC standard), and finally, to state-level change (through dissemination to build support among key stakeholders). Lessons learned here translating evidence into policy can inform other efforts. The full paper, authored by D. Sleet, S. Mercer, K. Cole, R. Shults, R. Elder, and J. Nichols can be seen in *Global Health Promotion*, 2011; 18(1): pp. 23–26.

NEXT BULLETIN:

The next TISPOL Bulletin will be available on Tuesday 4 October 2011.