



TISPOL BULLETIN NO 17/2011

23 August 2011

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FROM THE GENERAL SECRETARY



I WOULD like to remind you again about our forthcoming Conference. The TISPOL International Road Safety Conference has become a major annual event in the road safety calendar for road safety professionals, such as European Traffic Police Officers, Government Officials, Victim and Lobbyist Organisations, Enforcement Equipment Manufacturers and Politicians.

With five weeks to go the 2011 Conference at the Radisson Blu Airport Hotel, Manchester on the 27 and 28 September, preparations are moving along smoothly. An exciting and diverse array of traffic enforcement equipment exhibitors with their products and services are now in place. Delegate booking is also encouragingly high, but some seats and accommodation for the Conference are still available.

The programme theme of 'The Challenges Facing Road Safety' is divided into four sessions: 'European Overview', 'Drugs Driving', 'Victim Reduction' and 'The Future'. Experts in their field from across Europe will present the topics, with Michael Brown, Director of American National Highway Transportation speaking about 'The Latest Road Safety Developments in the USA'.

If you have booked your place, then we look forward to seeing you there. If you have not done so far, then do try to join us if you possibly can. It promises to be an excellent event.

One more thing: we have been delighted to receive your entries for our enforcement photography competition. It's not too late. Do keep them coming!

Ian Hamill

COME TO THE CONFERENCE

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

TISPOL CONFERENCE, 27/28 SEPTEMBER 2011

SPEAKER PROFILE: Ellen Townsend



CONFERENCE CHAIR Ellen Townsend is Policy Director at the European Transport Safety Council where she co-ordinates policy work across ETSC's diverse activities on road safety. Key dossiers on her desk at the moment include the European Parliament's response to the EU's 4th Road Safety Action Programme and the EU Transport White Paper and the upcoming TEN-T infrastructure guideline review. She also manages a programme on work related road safety called PRAISE.

Ellen holds a B.A., M.A. and M.Phil in European Studies (German and Russian language focus) from the University of Bath, the Humboldt University, Berlin and University of Washington. Before joining the European Transport Safety Council in September 2004, she worked for three years at WWF on EU enlargement in its European Policy Office in Brussels.

PRESIDENT'S BLOG



SINCE MY last diary, I hope you have had a well-earned relaxing summer holiday. The weather conditions in Norway

have been very variable. The last days in August shows clearly that we are heading towards autumn, but it is still good enough weather to ride my Harley some weeks more...

Professionally, I am happy to recognise that there have been fewer fatal accidents the first six months on the Norwegian roads. My wish is that you have experienced the same in your country.

In summary I can report on the follow relevant activities from my diary before, during and after my holiday:

16 June, presentation of TISPOL to Advance Driving police instructors at the Norwegian Police University College

17 June, meeting in the National Police Directorate regarding Police Reserves for whom our service has the administrative responsibility.

20-21 June, National Traffic Safety partner meeting in Stavern where the topic was to follow up the strategies and traffic safety measures presented in the National Plan of Action for Road Traffic Safety 2010-2013.

23 June, Midsummer Eve

24 June to 10 July, Acting Head of the Norwegian National Mobile Police Service

Four weeks of holiday from 11 July

During my holiday I received the tragic message regarding the terrorist attack nearby the Government Building in Oslo and at the youth camp for young Labour party members at an island named Utøya. 77 people were killed in the attack directed by one person. Several colleagues from my service supported the local police during the police operation. My thoughts go to the victims' families and friends. I would also like to take this opportunity to again say thank you for the attention you have given the victims, families, myself and the Norwegian people after the terrorist attack.

I returned to office on Monday 8th August.

As 'traffic cops' we work every day in different functions of policing to make our roads safer. In the afternoon on 16 August we received the sad message that one of our police officers, on a police motorbike, had been seriously injured in a traffic accident. A message other road users' families sadly receive every day, which gives us the motivation to carry on our road safety work – to save lives! At this stage the situation for my colleague is still serious, but we are praying that he will recover fully as soon as possible.

On 18 August I met the leader of the Justice Committee in the Norwegian Parliament together with my chief. And we emphasized the need of 'traffic cops' on Norwegian roads!

Looking forward to see you in Manchester. Drive and ride safe.

Best regards

Roar S Larsen

IMPORTANT INFORMATION ABOUT RECEIVING FUTURE BULLETINS: SIGN UP OR OPT OUT

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NEW VIDEO UPDATES

TWO NEW video interviews are available in this Bulletin, as well as those released previously, so please do take a moment to watch what our interviewees have to say on a range of important topics.

New today:

1. Ireland's Gabriel McIntyre looks at the change from traffic policing to road policing. [WATCH NOW](#)
2. TISPOL President Roar Skjelbred Larsen talks about the connection between criminality and road safety. [WATCH NOW](#)

And also available now:

1. Slovenia's Bostjan Smolej discusses new speed controls. [WATCH NOW](#)
2. Finland's Pasi Kemppainen considers the need for consistency in drug driving enforcement. [WATCH NOW](#)
3. Fokko Klok of the Netherlands explains the benefits of section controls. [WATCH NOW](#)
4. Poland's Artur Zawadski explains reforms to the country's speed enforcement programme. [WATCH NOW](#)
5. Karen Mannersted Berg, from Sweden, looks at fighting criminality on the road environment. [WATCH NOW](#)
6. Norway's Professor Jørg Mørland considers what makes for good drug-driving legislation. [WATCH NOW](#)
7. Italy's Paolo Cestra discusses his country's road safety record. [WATCH NOW](#)

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

LATEST NEWS

LUXEMBOURG HIGH RISK ROAD USERS

A RECENT report by 'Statec', the National Statistical Institute of Luxembourg, stated those between the ages of 15 and 24 are most at risk of being injured or killed in a car crash in Luxembourg. Of the resident population of the Grand Duchy, 15-24 year olds make up 11.9% of the population and yet 25.8% of traffic collision victims in 2010 fell into this age group. This is a change from 2001, when the most vulnerable age group were those between 25 and 34.

The overriding causes behind the collisions, whether lethal or not is speeding, 35% of drivers aged 18-24 were speeding at the time of their crash. Alcohol is also a factor, as 12.3% of these drivers were under the influence of alcohol.

Again, considering 2010 figures, the vast majority of 15-24 year olds involved in collisions either were driving a car (obviously those over 18) at the time of the crash at 59%, or were a passenger in a car at 25%. Pedestrians make up 8% and motorcyclists 3%.

70% of 15-24 year olds killed on the road lost their lives in a collision with a stationary object. In fact, 60% lost their lives crashing into trees. Of these collisions, 9 out of 10 took place on two-lane roads situated in the countryside.

Overall, road collisions causing injury or death went down 13% in the period from 2001 to 2010 across all age groups. However, there was no consistent drop year on year: 2010 happened to be a good year, with 1,091 collisions recorded. For 2001, that figure is 1,248. 2007 and 2008 were actually worse than 2001, with 1,371 and 1,274 collisions recorded.

FEWER TRAFFIC JAMES ON 'BLACK SATURDAY' IN FRANCE

THE LAST Saturday of July before the August holiday break in France is known on the roads as 'Samedi Noir' (Black Saturday). This year, on 'Black Saturday' (30.07.2011) at noon time, with French holidaymakers taking to the road en masse to reach their holiday destinations around the country (mainly to the south) for their holiday break, some 643km of traffic jams were recorded. Last year 660km were recorded and in

2009 an all time high of 880kms! Fortunately, for those sitting in their cars on Black Saturday this year, by 17h30 the jams had reduced to 159km.

GERMAN PARENTS 'STILL UNCLEAR' ABOUT CHILD SAFETY

ACCORDING TO research from Koblenz in Germany, some parents are still unclear about child safety in the car. Children are often at risk, particularly in road traffic, but not just because they may forget about cars while playing near the road, but often when they are a passenger in their parent's car, by not wearing a seatbelt or wearing an incorrectly adjusted one. Being a passenger in a poorly equipped school bus can often be dangerous for children too.

According to Police in Koblenz, this problem is significantly related to traffic collisions and injuries involving children. In the first half of 2011 in the Koblenz area, 271 children were involved in road collisions, about a third were injured as passengers in vehicles.

SPECIAL REPORT: ROMANIAN-HUNGARIAN EXPERIENCE EXCHANGE DURING TISPOL'S RECENT 'BUS' OPERATION

A DELEGATION of representatives from the Bekes County Police Inspectorate in Hungary attended the July 28 "TISPOL BUS" operation, organized by the Road Traffic Service within Arad CPI in Romania.

The operation was carried out together with specialists from the Romanian Vehicle Register – Arad, and targeted compliance with driving and resting times, checking of speed and use of seat belts, control of documents accompanying the transport of passengers on domestic and international routes, the technical checking of controlled motor vehicle as well as other offences.

Specifically, the operation ended with the application of 43 penalties in amount of 3060 lei, of which 14 were for speeding, one was for unlawful overtaking, nine were for technical breakdowns, six for not wearing a seatbelt, and two for the use of mobile phones while driving. Two penalties were also applied to moped riders, and nine for other offences.

One driving licence was withdrawn, in order to be suspended, six registration certificates were withdrawn and 36 penalty points were applied.

In terms of experience exchange, during the discussions with Hungarian colleagues, the police officers from Arad had the occasion to find information about ways of working and new legislative regulations relating to road transport, in Hungary. Thus, the Hungarian police officers described the means used during similar operations, namely the existence of a minibus - "Schengen Bus" (the name is a consequence of the acquisition and equipping of such vehicles from EU funds), which is equipped with a laptop, a printer, a scanner and a card reader, acting in an integrated manner, with specialized

software, for the reading and analyzing of data from cards and tachograph charts. With the help of the card reader in the minibus, the fine is charged and the amount is transferred to the state budget.

The Hungarian police officers have greatly appreciated the fact that Romanian law allows the withholding of the driving licence, for further suspension, in cases of committing minor offenses that present a high degree of social danger; this work manner is often the only coercive instrument, namely having an educational character and prevention of imminent road accidents in case of breaking the rules in force.

At the end of the operation, the Hungarian police officers appreciated the invitation of Arad CPI to work together with the police officers in Arad, under the aegis of TISPOL; all participants realised the importance of mutual knowledge of the law provisions in the road traffic domain, as well as in the Romanian-Hungarian border area, and also throughout Romania and the Republic of Hungary.

A more detailed account of this exchange will be printed in the next TISPOL NEWS in late September.

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 6 September 2011.