



TISPOL BULLETIN NO 15/2011

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FROM THE GENERAL SECRETARY



THE RECENT COMMUNICATION on fatality statistics from the European Commission comes as a welcome piece of news to everyone working for safer roads in Europe. The headline figure of an 11% drop is excellent – yet it is immediately clear that there remains a great deal to be done in order to achieve the 50% reduction in fatalities by 2020. Please see below, in the NEWS section, for the details.

The results of our June alcohol and drug operation are now in. Nearly one million drivers were controlled across 28 countries in the seven days of the operation, with 17,705 alcohol and 1,636 drug offences. A press release has just gone out, sharing these details with key media outlets across Europe.

We are always interested to take a look at road safety resources that could be of interest. One such resource is 'Driving with Grace', which has come from the UK's Safer Roads Foundation. Central to the resource is a hard-hitting, 20-minute video which looks at how so many

lives were shattered following the death on the road of 14-year-old Eleanor Grace McGrath in 2009. A link to the video is provided below.

Finally, on behalf of everyone in TISPOL, I must pass on our thoughts to all the police officers in Norway who have had such a dreadful tragedy to deal with, following the shocking events at the end of last week.

I hope you will, as ever, find this Bulletin useful and interesting.

TISPOL CONFERENCE, 27/28 SEPTEMBER 2011

SPEAKER PROFILE: MIKE BROWN



Mike Brown, Director of the US Office of Impaired Driving and Occupant Protection at the National Highway Traffic Safety Administration, will be presenting a paper on the latest road safety developments in the USA.

Mike is former Commissioner of the California Highway Patrol, and Director National Highway Transportation Safety, Washington DC. This office is responsible for coordinating the nation's policy and programmes concerning impaired driving prevention activities and strategies to improve occupant protection. The office is involved in developing public policy in these areas and managing demonstration projects designed to evaluate improvements in traffic safety.

He also served as the Deputy Secretary for Public Safety at California's Business, Transportation, and Housing Agency. As such, he advised the Agency Secretary and the Administration on public safety issues involving the Agency and its departments. He has worked on the state's strategic highway safety plans, emergency planning, homeland security, goods movement activities and other issues in this capacity.

Prior to this assignment, Mike Brown served as the Commissioner of the California Highway Patrol (CHP) where he was responsible for the operations of one of the largest law enforcement agencies in the nation for over three years. The CHP employed 7,600 uniformed and 3,200 civilian employees and had a budget of \$1.8 billion during his tenure. This capped a 31-year career within the CHP where he was assigned a myriad of commands and responsibilities all over California.

Mike Brown has participated in a number of state and national task forces on such issues as police pursuits, homeland security, traffic safety, emergency planning, enforcement technology, and federal transportation issues. He has also served as an associate professor at California State University, Sacramento.

Mike Brown is a graduate of the California State University, Sacramento with a bachelor's degree in Criminal Justice. He has a master's degree in Criminal Justice from California State University, Los Angeles, and one in Management from Cal Poly, Pomona. He is a graduate of the California Peace Officers Standards and Training Command College and the Federal Bureau of Investigation's National Academy and National Executive Institute.

COME TO THE CONFERENCE

[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 those released in previous Bulletins, so please do take a moment to watch what our interviewees have to say on a range of important topics.

New today:

1. Poland's Artur Zawadski explains reforms to the country's speed enforcement programme. [WATCH NOW](#)
2. Karen Mannersted Berg, from Sweden, looks at fighting criminality on the road environment. [WATCH NOW](#)

And also available now:

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

LATEST NEWS

11% overall reduction in fatalities in 2010

THE EUROPEAN COMMISSION has published new statistics showing that EU road fatalities decreased by 11% in 2010. However, country-by-country statistics show that the number of deaths still varies greatly

across the EU. Most countries achieved double-digit reductions in the number of road deaths over the past year, the best ones being Luxembourg (33%), Malta (29%), Sweden (26%) and Slovakia (26%). However there is still a lot of work to be done.

European Commission Vice-President Siim Kallas, responsible for Transport, said: "It is very encouraging that nearly all Member States have managed to significantly reduce their number of road deaths, but there is no room for complacency. One hundred people still die on Europe's roads every day. We have made good progress since 2001 and we have succeeded in saving nearly 100,000 lives. But the number of fatalities and injuries on our roads is still unacceptable. We want to cut the number deaths by half by 2020. For this, we will be looking at what kind of cars people drive, where they drive and how they drive."

Almost one million drivers tested for alcohol in summer operation

A SERIES OF controls to enforce drink driving and drug driving regulations across Europe saw police conduct almost one million breath tests in a seven-day period, of which more than 17,000 were positive. Motorists were also checked for drugs in the operation, organised by TISPOL between 1 and 7 June.

In total, 986,954 drivers were controlled. There were 17,705 alcohol offences and 1,636 drug offences detected.

The full results follow below:

Country	Controls	Alcohol	Drugs
B-Belgium	6110	135	6
BG-Bulgaria	46044	519	0
CH-Switzerland	7877	447	72
CY-Cyprus	5057	235	0
CZ-Czech Rep.	30492	248	25
D-Germany	77311	1056	497
DK-Denmark	15034	140	4
E-Spain	114846	2370	1
EST-Estonia	10308	159	7
F-France	143146	3386	377
FIN-Finland	37001	96	4
GR-Greece	40077	1010	0
H-Hungary	18496	475	0
I-Italy	33635	417	24
IRL-Ireland	1538	205	9
L-Luxembourg	125	3	0
LT-Lithuania	16872	314	0
LV-Latvia	6854	271	1
NL-Netherlands	19864	264	0

N-Norway	30441	49	0
PL-Poland	69342	990	85
P-Portugal	19366	624	2
RO-Romania	62118	876	1
SCG-Serbia	32845	1575	5
SK-Slovakia	15628	64	0
SLO-Slovenia	12396	341	33
S-Sweden	95067	383	205
UK-United Kingdom	19064	1053	278
Total	986,954	17,705	1636

Runaway horse caught by speed camera

SPEED CAMERAS are normally used to deal with motorists in their vehicles, but one camera turned up an interesting result for police in Meppen, Germany, when they examined their evidence at the end of the day. A runaway horse had bolted from a nearby paddock and found his way onto the main road of the Lower Saxony town, dashing through traffic as drivers tried their best to get out of the way.

[Full story](#)

Spain runs seven-day motorcycle safety operation

RESULTS HAVE BEEN published of the motorbike safety campaign in Spain, which ran from 20 to 26 June. The main offences detected included illegal overtakes, excesses of speed and non use of helmets. In all, 47,936 motorcycles were controlled and 1,267 riders received penalties, 105 of them for not using helmets.

In the current year, 116 motorists have already died in highway accidents.

SPECIAL ITEM: 'DRIVING WITH GRACE'



THE SAFER Roads Foundation worked with a group of young students in Essex to produce a documentary entitled 'Driving with Grace', which tells of the devastating impact in human terms, resulting from an accident that occurred on the evening of 6 March 2009. On that occasion, Eleanor Grace McGrath, aged 14, was killed, Jack Horton, aged 16, sustained brain damage, and several other

students suffered serious injuries, due to the actions of a young, thoughtless driver.

In the aftermath of this horrific crash, two of Eleanor's close friends, Emily and Lauren Smoothy, created the 'Driving with Grace' campaign, to raise awareness of how irresponsible driving can have consequences that affect many lives. In doing so, they teamed up with Sergeant Dave Jones from Essex Police, the investigating officer, and the Safer Roads Foundation.

Through the words of Eleanor's friends, family and also the young driver of the car that killed her, the hard-hitting 'Driving with Grace' programme, tells about how the accident shattered so many lives. Road crashes are the most common cause of death and serious injury to young people and, in this context, the programme is primarily targeted at communicating the simple message to 'think before you act', to teenagers who are about to learn to drive or have just passed their driving test.

A great deal of time and effort has gone into the making of this programme and the small selection of students who have previewed the documentary, commented that it has really made them stop and think about the consequences, and how a driver is accountable for his or her actions.

In this context, the 'Driving with Grace' campaign would now like this message conveyed to all young people who are at a stage in their lives where they are particularly vulnerable, due to their inexperience and lack of awareness, of the responsibilities that come with driving a motor vehicle.

[Watch the video now.](#)

ROAD SAFETY IN CHINA: CAUSE FOR CONCERN

A RECENT article in The Lancet has drawn attention to the massive increase in vehicles on the roads of China. There are 50,000 new vehicles sold in China every day. The accompanying rise in road traffic collisions is giving serious cause for concern. But how accurate is accident reporting data? Author Ted Alcorn reports that, at best, the Chinese Government's data for road-traffic fatalities are contradictory, and at worst, they misrepresent the level and trends of road-traffic safety in the country.

Rising incomes and a burgeoning consumer culture in China have created a surge in car ownership unlike anything the world has ever seen. In 1991, there were only 300 000 passenger vehicles in the country; in the succeeding two decades, the number has expanded more than a hundred-fold, and an average of 50 000 vehicles are now sold in China every day. Unsurprisingly, the number of road-traffic accidents has also skyrocketed.

Official data suggest that the Chinese Government is responding effectively to the problem. It enacted several high-profile measures in the past decade, establishing an Inter-Ministerial Road Safety Forum in 2003, passing a Road Traffic Safety Law in 2004, and strengthening restrictions against speeding and drunk driving in recent years. Data compiled by the traffic police of the Ministry of Public Security (MPS), who have formal responsibility for enumerating the fatalities, suggest that the efforts are working. According to their records, fatalities peaked in 2002, and have fallen by an average of 6% yearly ever since. "China's road-traffic toll down 30% from 2004 to 2009", ran the headline of the state-run newspaper *People's Daily* in July, 2010.

[Read full story](#)

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 second in a three-part look at France's new strategy, TISPOL Council member Gérard Escolano considers why France's fatalities began to rise again:

Q: Do you have any theories about why there was an increase in your fatalities?

A: The weather in the beginning of the year was very good. At the same time in 2010, it was not the same. We had a great deal of bad weather, so there were fewer drivers going out with their cars. The beginning of 2011 brought good weather, with many more people out in their cars. So, there was more traffic, and consequently more difficulties going with it.

Q: Were you doing any less than you had been?

A: There have been suggestions that the Gendarmerie and police were less present on the road network than previously, but that is simply not true. In fact, we had the same operations in 2011 as in 2010, but with more results this year than last year. Our activities since the beginning of this year are up on previous years.

Q: Exactly what was up?

A: The number of offences of high speed by interception of the vehicle were up 14%. The number of alcohol test controls increased 3%. The number of drug-driving controls increased about 30% since the beginning of the year, compared with 2010. So our activities is better this year than last year, but in the same time more the traffic increase very much.

Q: What's the situation now?

A: The period January to May brought an 8.9% increase in fatalities. May itself was very good, with accidents down 4.49%, fatalities down 7.45% and injuries reduced by more than 16% over the same period in 2010.

Q: Why focus your efforts on motorcyclists, alcohol and young drivers? Is that based on research?

A: Yes, of course. Since the beginning the year. Alcohol was involved in 320 fatal accidents. That's more than in 2010, so our control efforts have increased. Likewise, since the beginning of the year, motorcyclists have been involved in 226 fatal accidents, that's 31 more than 2010. Also, there have been 31 more deaths of young people (aged 14 to 24) compared with 2010 – there have been 295 so far this year. So these areas are vital for us to focus our attention.

Q: Since May, has the decrease been sustained?

A: So far, yes. From January to April, our fatalities increased, but the increase has stopped from May and indeed begun to decrease. This is very important. Since the beginning of June, we have the same decrease, which is encouraging.

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!

A NEW LOOK AT FATIGUE

from the recent SWOV newsletter

Many car drivers tend to drive even though they themselves think they are too tired to do so. They are aware of the dangers this causes and know that they should stop to have a rest or ask someone else to drive. Nevertheless, they continue to drive. These are some of the conclusions from a survey about state awareness and fatigue.

State awareness is one of the Sustainable Safety principles and involves the capability of people to judge how well they can perform a task.

We are concerned with traffic: how well can they perform in traffic: how capable do they consider themselves and how good are they really?

State awareness is connected with risk awareness and calibration: How dangerous do road users consider a traffic situation to be, and how dangerous is it really? And how do they tune their behaviour to their capabilities in order to perform safely in traffic?

[Read the full article](#)

NEXT BULLETIN:

The next TISPOL Bulletin will be available on Tuesday 9 August 2011.