



TISPOL BULLETIN NO 13/2011

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FROM THE PRESIDENT



On behalf of the Norwegian police in cooperation with TISPOL I opened the TISPOL Road Safety Strategy Seminar (25th and 26th May 2011). Earlier in the same week I chaired the TISPOL Council meeting and took part in the Alcohol and Drugs Driving Working Group meeting from 23rd to 25th May. And I will like to start this diary to make the opportunity to thank you all for your participation during the meetings and seminar in Oslo.

But you have not heard from me for a little while, so let me give some brief detail of what I have been doing since April. From 5th to 7th April, I took part in the TISPOL Executive meeting and concluding Lifesaver WP1 Seminar in Budapest, Hungary. It was with satisfaction that I recognised the improvement the country has done to reduce the number of fatal collisions. From a Norwegian point of view it was also a pleasure to receive kind words and thanks from Colonel József Óberling, Chief of Traffic Police for the support Norwegian police have done to 'train the trainers' to use the 'Field impairment test' during the Lifesaver project.

On Tuesday 12th April, I was pleased to be part of a breakfast briefing event at the European Parliament organised by Mr. Brian Simpson, Chair of the Transport Committee. A large number of MEPs was

present and the TISPOL delegation had the opportunity to present important details of our work.

After the meeting, I travelled back home for my service Management Team meeting, but returned to Brussels on Thursday 14th April 2011 to take part as speaker at a C.A.S.H. (www.cash-project.eu) Brussels 'round table' event. The topic for the event was 'A Reality Check on European Road Freight Safety - Views of the Policymakers, Industry and Law Enforcement'.

On Sunday 17th April I travelled to Sofia, Bulgaria to participate as speaker and delegate at an International Traffic Conference "Road safety is a shared responsibility" on 18th-19th April 2011. During my stay Mr. Damyan V. Vladinow (Council member Bulgaria) was so kind to take me to some roadside speed controls, where I got the opportunity to meet some operational colleagues who all knew about TISPOL.

On 11th May, I was in Brussels again for a lunch meeting with members from ETSC. On 12th May, I gave a brief for the Norwegian and the Swedish Minister of Justice, on my service Strategy on Road Policing with a focus on how to target mobile criminals.

During 18th-19th May, I took part in the C.A.S.H. project Management meeting and Mid-term meeting in Stockholm, Sweden.

On 30th May I travelled to Svalbard, an island far to the north of the Norwegian mainland (more than 2,000km north of Oslo), to take part in a national meeting for chiefs of staff until 1st June 2011.

The end of May marked the end of the Lifesaver Project after three years. Thank you all who in any way have contributed to the success of the Project! And to repeat what I have expressed earlier "it is wrong to use the word "end" in this capacity, because I am convinced that this is really only the beginning of the improvement of road safety work.

On 6th June I was in Brussels again to chair the Executive Committee meeting on 7th. We did some good improvement on the TISPOL Strategy work. From 8th to 9th, I took part as Norwegian delegate at the TSA seminar, with a focus on safe parking areas for HGVs.

On Saturday 11th June I took part in a private 30-year anniversary celebration since I graduated from the Police Academy. I remember it like it was yesterday, but after meeting my student colleagues and had a short look in the mirror I recognised it really **was** the right anniversary! From 14th to 15th we had the last Management team meeting in my service before summer vacations. The reductions of fatalities on Norwegian road are still positive and the enforcement results are still improving.

I will end this update to wish you all a relaxing and nice summer! Looking forward to meeting you all again in Manchester in September during the TISPOL Conference.

Lastly, may I pass on my own encouragement for you to book your place for the conference (www.tispol.org/theconference2011).

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. 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](#)

And also available now:

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

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

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

NEWSLETTER NOW AVAILABLE

TISPOLnews

The newsletter of the European Traffic Police Network



A REMINDER that TISPOL's latest newsletter is available for download from the website. A key part of it is the 12-page centre section, which looks back over the three years of the Lifesaver Project. Please also spare a moment to put your entry in for the photographic competition and the country guides quiz. Details of both can be found on the pages of the newsletter.

LATEST NEWS

Eight countries cut road deaths by more than 50% since 2001

THE EUROPEAN Transport Safety Council has congratulated Latvia, Estonia, Lithuania, Spain, Luxembourg, Sweden, France and Slovenia,

who have all made reductions of more than 50% in the number of deaths on their roads since 2001.

“Setting a common EU target for reducing the number of road deaths was a vital stimulus to reaching these impressive reductions,” said Antonio Avenoso, ETSC executive director during the 5th Annual PIN2 Conference. “The overall EU target was not reached, but good progress has been made in all EU Member States. An ambitious target is key, this is why we supported the European Commission in setting the new 2020 target.

“Within the context of the new White Paper on Transport, we also urge them to work together with Member States to reach it,” he added.

The 2011 PIN Awards go to Sweden and Lithuania, recognising their particular efforts in reducing road deaths. The overall reduction in deaths is remarkable, amounting to more than 100,000 deaths since 2001. The benefits to society are estimated at 176 billion euro. Professor Richard Allsop, PIN Programme chairman, said: “These figures show the immense value to society of working to make using the roads safer. The potential for saving is far from being exhausted, particularly as important safety measures remain to be fully implemented, or are still being developed. If we are able to reach the EU 2020 target the further benefit to society could be an additional 182 billion euro.”

Spain's figures prove that criminalising traffic offences cuts casualties

SINCE 2004, the Spanish Government has implemented several measures to reduce traffic injuries in Spain. Now a new study led by researchers from Catalonia reveals that toughening up legislation by criminalising risky behaviour helps to reduce the number of collisions on Spanish roads.

"The reform of the Penal Code has noticeably reduced the number of drivers involved in collisions resulting in injury and also the number of people injured in such accidents," explained Ana M. Novoa, leading author of the study published in the Bulletin of the World Health Organization and a researcher at the Agencia de Salud Pública de Barcelona (ASPB).

[Read the full story](#)

Scottish road casualties fall to 60-year low

THE NUMBER of people hurt or killed in road accidents in Scotland fell to a record low last year, according to official figures. There were 13,324 reported road casualties, according to provisional 2010 figures - 1,719 fewer than the previous year. The number of deaths stood at 208, a reduction of eight, while serious injuries fell by 326 to 1,960.

Transport Minister Keith Brown has set a target of zero road deaths. The statistics, published by the Scottish government and based on incidents reported to police, also recorded a fall in child casualties, down 98 to 1,375.

Mr Brown, said: "This is a welcome reduction in the number of fatalities and casualties on Scotland's roads, continuing the downward trend witnessed in recent years.

"My vision is for there to be no road deaths and, we will continue to work towards that ultimate goal in tandem with the road safety community in Scotland."

Road Safety Scotland director Michael McDonnell, welcomed the figures. "It's very encouraging, not only to see the lowest numbers of casualties since records began, but also that the downward trend continues," he said.

"Having over-contributed to the DfT targets for 200 and 2010, we must now try and deliver on Scotland's own targets published in Scotland's Road Safety Framework in 2009, so we must keep working towards reducing the number of casualties, especially in those road user categories where there has been less success. The figures are testament to the efforts of those working in road safety as well as road users themselves and we would encourage everyone to keep working together to make Scotland's roads safer for all."

Central Scotland Police Chief Constable Kevin Smith, who is also president of chief police officer body ACPOS, said they could be cut even further with tougher penalties. He said: "In terms of enforcement, we believe that legislation to make certain seatbelt offences 'endorsable' and a reduction in the drink-drive limit would contribute further to reducing the number of deaths and injuries on our roads. "Through these measures, and by continuing with our joint approach to road safety and casualty reduction, I am confident we can make Scotland's roads even safer."

Finnish speed limit signs theft

THIEVES CHANGED speed limit signs on a stretch of highway 15 near Kotka in south-east Finland. They removed the 80 km/h signs to falsely give the impression a limit of 100 km/h applied. Surveillance cameras were quick to photo motorists speeding along the road afterwards. Police say they have destroyed the incriminating evidence.

The theft took place when speed restrictions were in force on the highway due to resurfacing.

Last weekend, vandals removed and tampered with the temporary signs to show the normal speed limit on the road was in force.

Surveillance cameras took pictures from thousands of vehicles unwittingly exceeding the limit. Police assure no action will be taken against motorists.

Drink driving doctor 'was sleep walking'

A DOCTOR who drove his car while over the alcohol limit walked free from court after convincing a court he had been 'sleep-driving'.

Donald Clegg was almost four times the drink-drive limit when he crashed into three vehicles. He claimed he had been asleep and in a

state of 'auto-autonomy' when he got into the Vauxhall Zafira dressed in his dressing gown and slippers, after returning home from a restaurant.

Witnesses describe him driving 'perfectly normally', but he clipped two parked cars before smashing into the third, last December.

Police inquiries revealed that Clegg had driven his car into a tree eight months before – again claiming that he was 'sleepwalking' at the wheel.

The doctor was banned from driving for a year after he admitted drink-driving, but he escaped a prison sentence after magistrates in Bury accepted his sleep defence. Tests revealed Clegg had 127 microgrammes of alcohol in 100millilitres of breath. The UK legal limit is 35mg.

Clegg was fined £650, and ordered to pay £300 costs as well as a £15 victim surcharge. His 12-month driving ban can be reduced to nine if he takes part in a drink-drivers' rehabilitation programme.

Work colleagues who tried to avoid speeding fines are sentenced

THREE WORK colleagues from Gloucester in the UK, who went to illegal lengths to dodge speeding fines, have been sentenced to imprisonment, a driving ban and community service.

On Friday, November 12, and Saturday, November 20, of last year an Audi A3 was recorded exceeding the speed limit along the A329 in Bracknell. The driver of the vehicle, Zoe Freeman, was sent a notice of intended prosecution for these offences by police, however, she replied with a written letter stating her records did not show the vehicle being in that particular area at the suggested times and requested photographic evidence.

Officers then sent images of the vehicle to Ms Freeman but later received a second reply stating the captured car was not the one owned by the registered keeper. During a hearing at Oxford Crown Court, it was heard photographs were sent to police from the company the driver worked for showing the Audi with different number plates.

A print out from a tracker device fitted to the vehicle also showed the car was stationary on the two days concerned.

Following further police enquiries, however, it was later discovered the tracker device for this particular car had been fitted to a car owned by a company director just days before the first speeding offence was committed.

The print out from the tracker device was also found to have been altered, while evidence also revealed a new set of number plates was purchased just before the pictures of the Audi were sent to the police, the court heard.

The trio pleaded guilty to perverting the course of justice by changing the tracker device in a company car, altering documentation and using false number plates.

For her misdemeanours, Ms Freeman, who is 27 and from Over in Gloucester, was sentenced to 24 days in prison and disqualified from driving for six months.

During sentencing at Oxford Crown Court on Thursday, June 16, transport manager Leighton Jones, 35, from Gloucester, was also sent to prison, for 28 days.

Vehicle electrician, 35-year-old Marvyn Robinson, from Quedgeley, was sentenced to 20 hours unpaid work and ordered to pay £400 costs.

Speaking after the sentencing PC Carl Lewis, from the fixed penalty support unit at Thames Valley Police, said: "These people went to extraordinary lengths to evade their responsibilities.

"The law requires that drivers are nominated when a Road Traffic Act offence is committed and most people do comply with this.

"Those people who we suspect to be flouting this law will be investigated and prosecuted."

Huge security operation in Ireland for royal and presidential visits

AN GARDA Síochána, the Irish Police, recently mounted an unprecedented security operation to facilitate the historic visits to Ireland of Her Majesty, Queen Elizabeth II and the President of the United States of America, Barack Obama.

Her Majesty Queen Elizabeth II visited Ireland from the 16th – 20th May 2011.

The President of the United States was scheduled to visit Ireland on the 23rd May and 24th May but this visit was cut short due to fears of a flight embargo resulting from an ash cloud from the volcano eruption in Iceland.

During this period the Irish Police also put in place policing operations for the EUROPA Cup Final, held at the Dublin Arena (Aviva Stadium) in Dublin and a formal State Funeral for a former Taoiseach Dr. Garret Fitzgerald (Prime Minister).

Extensive plans were put in place throughout Ireland as the Queens visit impacted on 4 of the 6 Garda Operational Regions and the US Presidents visit impacted on 2 Garda Regions.

At peak periods during the visit of Queen Elizabeth and President Obama up to 4,000 police officers were on duty in Dublin City.

The Garda Traffic Corps in Dublin played a major role in the above events. Approximately 80 motorcyclists were deployed full time on VIP escort duties throughout this period including escorts for

- Irish President, Mary McAleese
- Her Majesty Queen Elizabeth
- US President, Barack Obama
- Mr. David Cameron, Prime Minister of England
- Mr. Enda Kenny, Taoiseach
- UK and Irish Ministers
- EUROPA Cup Team Finalists

- EUROPA VIP's
- Security Escorts

A further 60 motorcyclists and 10 patrol vehicle were deployed daily in Dublin City to oversee the extensive traffic management and diversions put in place to police this event, including diversions on the Motorway network.

DRINK-DRIVE: LATEST STUDY FROM FINLAND

Trends, social backgrounds, recidivism and mortality of arrested drink-drivers (author: Antti Impinen)

THE AIM of this study was to examine the trends, incidence and recidivism of drink driving during a 20-year period (1988 - 2007) using the data on all suspected drink driving in this period. Furthermore, the association between social background and drink driving, and the mortality of drunk drivers were studied by using administrative register data provided by Statistics Finland. The study was completely register-based.

In 1989 - 1991, every year 30,000 drivers were suspected of drink driving, but the number fell to less than 20,000 by 1994, during the economic recession. The changes in the arrest incidence of the youngest age groups were especially pronounced, most of all in the age group of 18 - 19-year olds. Even though the incidence among youth decreased dramatically, their incidence rate was still twice that of the general population aged 15 - 84 years.

Drink driving was associated with a poor social background among youth and working-aged men and women. For example, a low level of education, unemployment, divorce, and parental factors in youth were associated with a higher risk of being arrested for drink driving. While a low income was related to more drink driving among working-aged people, the effect among young persons was the opposite. Every third drink driver was re-arrested during a 15-year period, whereas the estimated re-arrest rate was 44%. Findings of drugs only or in combination with alcohol increased the risk of re-arrest. The highest re-arrest rates were seen among drivers who were under the influence of amphetamines or cannabis. Also male gender, young age, high blood alcohol concentration, and arrest during weekdays and in the daytime predicted re-arrest.

When compared to the general population, arrested drink drivers had significant excess mortality. The greatest relative differences were seen in alcohol-related causes of death (including alcohol diseases and alcohol poisoning), accidents, suicides and violence. Also mortality due to other than alcohol-related diseases was elevated among drunk drivers.

Drink driving was associated with multiple factors linked to traffic safety, health and social problems. Social marginalization may expose a person to harmful use of alcohol and drink driving, and the associations

are seen already among the youth. Recidivism is common among drink drivers, and driving under the influence of illicit and/or medicinal drugs is likely to indicate worse substance abuse problems, judging from the high re-arrest rates. High alcohol-related mortality in this population shows that drink driving is clearly an indicator of alcohol abuse. More effective measures of preventing alcohol-related harms are needed, than merely preventing convicted drunk drivers from driving again.

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!

COUNTRY GUIDES QUIZ

HOW GOOD is your knowledge of Europe? If you want to line yourself up for a possible €50 prize, then grab yourself a copy of the latest TISPOL News, turn to pages 22 and 23, and see how you get on identifying well known (and less well known) European cities and landmarks. There are 10 for you to identify, and you can actually find all the answers among the recently-launched TISPOL country driving guides (all available as PDFs from the TISPOL website).

NEXT BULLETIN:

The next TISPOL Bulletin will be available on Tuesday 12 July 2011.