



TISPOL BULLETIN NO 11/2011

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FROM THE GENERAL SECRETARY



Today marks the end of the Lifesaver Project after three years. The first thing I would like to do is to express, on behalf of TISPOL, our thanks to the individuals of the Lifesaver team, the Lifesaver countries and all TISPOL members who contributed in any way to the success of the Project.

We know how much effort went into ensuring that every seminar and exchange visit was a success, and it is only by the commitment of TISPOL members and colleagues that such good results can be achieved.

It has been very pleasing to read so many positive comments from our external stakeholders, including Isabelle Kardacz, Head of the Road Safety Unit of the European Commission, who told us: "I am convinced that The Lifesaver Project is significantly contributing to make our roads safer."

Ellen Townsend of ETSC said: "Lifesaver reaffirms our need to co-operate to reach our common goals." You can read some of these in the new newsletter, a link to which is attached below.

The next step is the preparation of a comprehensive report on the Project to the European Commission.

I hope you will find time to browse through our latest newsletter. It contains a special 12-page report on the Lifesaver Project, as well as all the usual news and features. You could also win €250 euros in our photography competition as well as €50 for entering a quiz based on the TISPOL country guides.

Finally, may I ask you to make every effort to include our annual road safety conference in your diary. It takes place on 27 and 28 September at the Radisson Blu Hotel, Manchester Airport. There is an excellent programme in place, and I do hope to have the opportunity of welcoming you to what is sure to be a useful and stimulating event.

I trust you will find this Bulletin useful.

Ian Hamill

LIFESAVER PROJECT COMES TO AN END



THE LIFESAVER project officially ends today (31 May 2011). For TISPOL, it was the biggest project so far in its history. And it has become a big success. During three years, TISPOL has worked closely together with governments, road safety organisations and police in the six so-called "LIFESAVER Countries" (Spain, Portugal, Slovenia, Hungary, Romania, Poland) in order to improve road safety in these countries. The main goal of the programme, of course, was to save lives on Europe's roads.

More than 40 seminars, at strategic and at operational level, and three conferences were organised to support the required developments. A police manual for traffic enforcement was created and no less than 621 traffic police officers from the six countries were able to benefit from exchange visits in order to learn from their colleagues abroad.

"The project took a lot of TISPOL's energy and resources," said TISPOL Director Ad Hellemons. "The LIFESAVER project team worked day and night in order to get all activities prepared and carried out in time and with a high level of quality."

Throughout the project, governments and the external road safety organisations responded well and in general took their responsibilities very seriously. The countries really started to move in the right direction. And the results were excellent. During the last three years, the number of fatalities dropped considerably in all of the six countries. In one of

the countries, the drop started just during the last year of the project; all other countries saw the drop in the figures during the entire project. It is recognised by all of the participating countries, that LIFESAVER has made an important contribution to this encouraging development.

NEWSLETTER NOW AVAILABLE

TISPOLnews

The newsletter of the European Traffic Police Network



Do read the full 12-page Lifesaver section in the latest TISPOL newsletter, accessible [right here](#). In fact, take a good look at all 24 pages (I am reminded that this is our 'biggest ever' edition) and 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

'Gumball' speeders arrested by French gendarmes

TWO BRITISH drivers and an Austrian were arrested on the A16 autoroute in France a few days ago. All were involved in the 'Gumball 3000' car rally that was in France at the time.

The first Briton, driving a Rolls Royce at 222 km/h, was arrested on Thursday near Oroër, in Oise, after testing positive for cocaine. This was established using field impairment tests and a saliva test. The Austrian also tested positive for drugs, and was still in custody Friday morning in the local platoon of the highway police in Beauvais. His vehicle was confiscated.

An hour later, on the same stretch of autoroute, a British driver of a Mercedes was controlled at a speed of 219 km/h. Another British motorist was also arrested, having been detected driving at a speed of more than 190 km/h. His vehicle, a Jaguar, was immediately confiscated and impounded.

Gendarmerie spokesperson, Colonel Gérard Escolano, commented on the action: "These three racers were all participants in the Gumball 3000," he said. "This rally was established by an Englishman in 1999 and reserved for wealthy drivers of sports cars. It is held once a year.

"We cannot ban this rally because it is not an official sporting event. For us, it is tourists who pass through France. But as soon as we were informed of their arrival on our territory, we implemented a monitoring device that staked all their possible routes to ensure that they could

not make free on our roads, and to ensure maximum safety for other motorists."

The French Gendarmerie have been proactive in sharing their intelligence with colleagues in other countries, and have also asked for any useful advance information to be passed back to them, as the Gumball participants continue on their planned route through Europe."

Oslo seminars bring TISPOL representatives together

Representatives of 26 TISPOL member countries have been in the Norwegian capital, Oslo, this week, for a series of road policing meetings and seminars. TISPOL President, Roar Skjelbred Larsen, chaired a TISPOL Council meeting and oversaw a number of themed strategy sessions, in which senior police officers from across Europe were able to take part.

Speaking on the last day of the meetings, Mr Larsen expressed his satisfaction at what had been achieved. "For one thing, it is hard to believe that we have arrived at the end of the three-year Lifesaver Project," he said. "However, I believe that it is wrong to use the word 'end' in this capacity, because I am convinced that this is really only the beginning. I think we will, perhaps only in the longer-term come to realise the extent of the Lifesaver Project's success."

TISPOL's delegates were able to join representatives of the Norwegian National Mobile Police for a joint conference, in which the specific issue of drug driving was a key theme.

Norwegian research aligns drug-driving impairment to drink-driving

AS NORWAY prepares to introduce new drug-driving legislation in January 2011, researchers have been completing a project that seeks to establish what the correct 'drug-drive' limit should be.

The Norwegian drink-drive limit, one of the lowest in Europe, is .02 BAC, so a team led by Professor Jørg Mørland (Division Director for Forensic Toxicology and Drug Abuse at the Norwegian Institute for Public Health) has been analysing different groups of drugs, and working out what constitutes a level of impairment that would be equal to the alcohol limit.

The Norwegian decision to adopt an impairment-based approach differs from new drug-driving legislation in other European countries, where merely the presence of a drug is enough for an offence to have been committed, and where there is no requirement for the police to prove impairment. However, Professor Mørland explained, in a presentation to TISPOL's Oslo strategic seminars last week that the Norwegian approach would assist in separating narcotics laws and road safety legislation.

TISPOL presentation as Adam Briggs steps down



LAST WEEK'S gathering in Oslo provided a good opportunity for President Roar Larsen to record formally TISPOL's thanks to Adam Briggs, who has now concluded his long association with the organisation. Adam served for seven years on the TISPOL Council, including a year as President (2007/8).

Roar thanked Adam for all his work and wished him well for the future. He took the opportunity to present Adam with a small gift as a token of TISPOL's appreciation for his work.

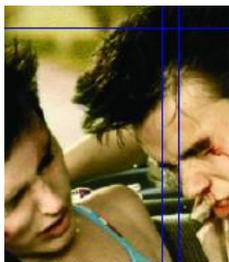
Phil Gormley, Chief Constable of Norfolk Constabulary and the ACPO lead on road policing, attended the Oslo seminar and also thanked Adam for his contribution.

UK Driving tests cause 300 injuries

MORE THAN 300 learner drivers and examiners were injured during driving tests in the UK last year, according to new statistics. Five examiners suffered physical attacks and 209 reported 'verbal assaults' as tensions in the car increased.

The figures also reveal that learner drivers committed more than one million 'dangerous' and 'serious' errors during tests last year. The biggest mistakes were poor observation at junctions (65,988 dangerous incidents) and use of mirrors (32,827 dangerous incidents). There were also more than 4,000 incidents of test-takers reversing dangerously.

Matthew Mycock, managing director of Autoglass, who commissioned the survey, said: "Driving tests can be stressful occasions but these figures really are quite alarming. They beg the very real question of how many candidates are being entered before they are fully prepared? Of course people are going to make mistakes during the course of a test but it is worrying that so many dangerous or serious errors are happening, not only from the point of view of candidates and examiners but also other road users and pedestrians."



GRAPHIC VIDEOS: DO THEY HAVE A PLACE IN DRIVER EDUCATION?

Police in the German federal state of North Rhine-Westphalia have been inviting motorists stopped for traffic offences to watch graphic road safety videos that address the violation in question. Specially trained police officers sit in and explain the content. The campaign videos are designed to evoke emotion and 'jolt' the viewer. The idea is for viewers to question their thinking and attitudes, and to change their conduct on the road.

But do the videos work? In a specially commissioned study Egon Stephan, Professor of diagnosis and intervention in psychology at Cologne University's Human Sciences Faculty, evaluated the use of emotive road safety videos by police and their effects on 250 respondents. His final report, published at the end of 2010, includes the following core statements:

- Graphic road safety videos are used worldwide to promote road safety.
- Shock road safety videos realistically depict the consequences of bad driving practices.
- Of the road users taking part in the survey, around 94 per cent had a high regard for the use of such films.
- Strikingly, 90 per cent of drivers who were sanctioned rated the videos positively.
- Of the motorists who were stopped, 73 per cent claimed the graphic videos had an effect on them.
- Videos that employ shock tactics have an effect where viewing is voluntarily and a violation is actually followed by a sanction.

During a separate control study, 50 people were tested for the emotional effects of the graphic videos (pulse frequency and skin conductivity). Those individuals had not been stopped or sanctioned for traffic violations. The following results were observed:

- Physical and emotional signs could not be noted to the same extent during roadside vehicle checks, possibly owing to weather conditions.
- The impact of the road safety videos is stronger on females than on males.
- The use of graphic road safety videos appears to have a positive impact on the attitude of those who usually flout seatbelt laws.
- It makes no difference whether video goggles or a laptop computer is used for presentation.
- Road safety attitudes of drivers vary little between city and country.
- Shock ads could be used in other areas as well (e.g. driver education intervention, courses or seminars to lose demerit points and for traffic-related convictions and fines).

DRUGS AND DRIVING: A PUBLIC HEALTH PROBLEM



DRUGGED DRIVING suspected by the

police is a marginal phenomenon compared with drink-driving. Nonetheless, driving under the influence of drugs and/or medicine impairing driving abilities (DUID) is a significant problem concerning both traffic safety and public health. It has been shown that drugged driving increases the risk for traffic accidents, thus posing a considerable threat to traffic safety.

In addition to harming other people, drugged drivers are harmful to themselves encountering problems attributable to substance abuse.

The aim of this study was to examine the prevalence and incidence of suspected drugged driving, as well as substance findings (illicit drugs/medicines impairing driving skills) and poly-drug use among DUID suspects in Finland during 1977– 2007. In addition, the aim was to study social background and mortality of DUID suspects.

This was a register-based study. A register data of all drivers suspected of driving under the influence was used as the basic data. This register is owned by Ministry of Interior and managed by National Institute for Health and Welfare (THL). In order to study DUID suspects' social background and mortality, information from Employment register, Census files and Causes of Death register by Statistics Finland was linked to the basic data.

The incidence of DUID cases suspected by the police increased 18-fold (from 194 to 4,249 cases) in Finland during 1977-2007. In addition to the drugged driving itself increasing, the increase in the incidence of DUID cases might be explained by the increase in substance use in general, as well as the increase in the number of vehicles, traffic, kilometres driven and drivers' licences.

The activity of police is also essential concerning the amount of DUID suspects. Especially the zero tolerance law for drugs in traffic, launched in 2003, may have increased the activeness of the police, and thus affected on the increase of DUID cases during the last years of study period.

Benzodiazepines were the most common substance finding among the blood and/or urine samples of suspected DUID cases. Amphetamines were the next commonly found substances, and the increase of findings was especially rapid after the introduction of the zero tolerance law. Although benzodiazepines are a legal prescription drug, they also are misused. The high frequency of benzodiazepine use, especially in conjunction with other drugs, as well as the increased risk of premature mortality among drugged drivers using

benzodiazepines show that benzodiazepines are a major problem among DUID suspects. In addition to the use of illicit drugs, more focus should be put on the misuse of licit drugs and consequent problems, in the case of problem drug use.

Poly-drug use was very common; almost four out of five suspected DUID cases had a finding for two or more substances. The high frequency of poly-drug findings and the large amount of illicit drugs indicate that drugged drivers are substance abusers, and thus in need of treatment. Thus, apprehension by the police might be a good time for finding and reaching substance abusers and referring them to healthcare services.

Disadvantageous social background, e.g. low education, unemployment and disability pension, was associated with drugged driving. Hence, decreasing inequalities between different socio-economic groups, in general, would be useful also in the reduction and prevention of drugged driving as well as drug abuse. On the other hand, surprisingly, an advantageous social background among the 45-year-old and older benzodiazepines users (i.e. high education and high socio-economic position) was associated with drugged driving. This finding strengthens the idea that more focus should be placed in the abuse of licit drugs.

Compared to general population, DUID suspects had a substantially increased risk for premature mortality, especially when the cause of death was drug poisoning/overdose, violence or suicide. The risk for premature death was the highest among poly-drug users, but again drugged drivers using benzodiazepines should be noted, since the risk of death was higher among them compared to drugged drivers using amphetamines.

The research focused on drugged drivers suspected and apprehended by the police depicts only partially the prevalence of drugged driving and phenomena related to it. But, since DUID suspects are one sample of all drug users, studies concerning DUID suspects give a complementary picture to the characteristics of drug users in addition to studies on other drug using populations.

Karolina Karjalainen, *Finnish National Institute for Health and Welfare*

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 14 June 2011.