



TISPOL BULLETIN NO 20/2011

4 October 2011

CHOOSE THE ITEMS THAT INTEREST YOU THIS TIME:

New videos: meet incoming President Pasi Kemppainen

An excellent TISPOL Conference

Control operation at time of Manchester Conference

Enforcement Photograph of the Year: winner

October 15: European night without accident

Britain considers raising motorway speed limit

France outlines its Future Patrol vehicle

FROM THE GENERAL SECRETARY



LAST WEEK WAS a good one for TISPOL. The Conference was well received by all those attending – in freak heatwave conditions which took a few of us by surprise. The line-up of speakers proved popular and stimulating, and I would like to thank the ETSC's Ellen Townsend for doing an excellent job chairing the event.

It is encouraging to note that several exhibitors have already registered interest in next year's Conference, which will take place in early October in Edinburgh. We value their support – and they in turn value the opportunity to meet up with key contacts and examine ways to develop their networks.

Just before the Conference, a group of police officers from 30 countries travelled to a roadside check organised by Greater Manchester Police. A video of that extremely successful operation is now available, so do give it a look: it's a perfect example of how road police officers discharge their dual responsibility of making roads safer and more secure. Many thanks to Greater Manchester Police for allowing us access to this control. The results of the four-hour operation are revealed in the video.

The Conference saw Norway's Roar Larsen handing over the TISPOL presidency to Pasi Kempainen of Finland. Our sincere thanks to Roar for his enthusiasm and leadership over the past year. We wish him every success for the future. We know Pasi will serve us well in the months to come and we look forward to working with him.

Ian Hamill

VIDEO UPDATES

New President

New TISPOL President Pasi Kempainen explains the priorities for his year in office

WATCH NOW

Manchester control

Observers from 30 European countries watch as Greater Manchester Police officers conduct a highly successful traffic control in which drugs are discovered, trucks are prohibited, uninsured vehicles are seized and two arrests are made.

WATCH NOW

And don't forget...

Thank you for not speeding in Antwerp

Watch this fascinating short video about a speeding initiative involving the whole community...

WATCH NOW

AN EXCELLENT CONFERENCE

POLICE REPRESENTATIVES from countries across the world have returned home after TISPOL's 2011 conference in Manchester. A priority for the conference was to agree how best the police can support the wider European objective of reducing road traffic deaths by 2020.

Comments outgoing TISPOL President, Roar Skjelbred Larsen: "Everyone was delighted by the quality and relevance of the presentations, and we all valued the chance to engage the speakers in more meaningful discussions.

"The past 10 years have seen significant reductions in the number of people killed and seriously injured on the roads of Europe. Robust enforcement of the 'three killers' (speeding, seatbelt non-use and drink-driving) has been central to the police strategy. While this will continue in the years to come, police officers face many additional pressures, such as the growing menace of drug driving and the safety and security of trucks, their drivers and their cargoes."

A SUCCESSFUL CONTROL OPERATION

A control organised by Greater Manchester Police provided an excellent opportunity for visitors to see enforcement techniques at work. The presence of more than 20 officers, with a wide range of enforcement technologies, a helicopter and even a sniffer dog for drugs, ensured a successful event which saw 12 heavy good vehicles prohibited, six vehicles seized for insurance irregularities, more than 115 speeding offences, a public order arrest and the discovery in one vehicle of prohibited drugs.

(Watch the video – it's only 4 minutes long!)

'ENFORCEMENT PHOTOGRAPH' WINNER

Congratulations to Jocelyn Balcaen, of the Belgian Federal Police, whose photograph of two patrol motorcyclists on a motorway was chosen as winner of TISPOL's Enforcement Photograph of the Year competition.



NEXT WEEK

Saturday 15 October: European Night Without Accident

The European Night Without Accident is an awareness campaign in nightclubs all across Europe on Saturday 15 October, coordinated by Responsible Young Drivers Foundation. In each nightclub a team of young volunteers welcomes the drivers at the entrance, and encourages them to take a responsible attitude behind the wheel. When they leave the party, our team suggest that they undergo a breathalyzer and/or a drug test.

Through spontaneous discussions with the revellers, the message becomes more impressive and surely more convincing. No moralising, nor repressive speech that tends to frighten young people away. This positive peer-to-peer approach gives the best results on the short and long term.

The Project:

EUROPEAN: the 27 project partners will simultaneously be present in 200 nightclubs in all 27 Member States of the European Union.

NIGHT: the European Night Without Accident will take place during the

night of October 15th to 16th, i.e. from Saturday evening until Sunday at dawn. Most of car crashes involving young drivers happen during weekend's nights, the so-called "Saturday night fever".

WITHOUT ACCIDENT: the purpose of this night is to encourage drivers, that we will meet on recreational settings, to take up their responsibilities, hence being able to drive back home safely after the party.

THE EVENT

Set up with an awareness booth at the entrance of many recreational settings (nightclubs and other parties), young volunteers greet the arriving revellers and propose a challenge to the designated drivers: come and blow into the breathalyzer before hitting the road and commit to trying to remain sober all evening, hence safe while driving back home. They receive a bracelet as a distinctive sign of their commitment. Later in the night, the designated drivers will have the opportunity to undergo an alcotest and / or a drug test to make sure to safely drive back home and to prove to their friends that they are young but responsible! If the challenge is met, the participant receives a small gift.

THE EUROPEAN YEAR OF VOLUNTEERING

The overall purpose of the European Year of Volunteering is to encourage and support the efforts of the EU, the Member States, local and regional authorities, to create the conditions conducive to volunteering in the European Union and to increase the visibility of voluntary activities in the EU.

Find out more. Visit www.europeannightwithoutaccident.eu

PROPOSAL TO RAISE BRITISH MOTORWAY SPEED LIMIT



British government proposals to raise the speed limit on motorways from 70 miles per hour to 80 mph have triggered a heated debate between the pro-car lobby, safety campaigners and environmentalists. Transport Secretary Philip Hammond defended the proposals, saying that 50 per cent of drivers were "routinely breaking" the current speed limit anyway, and roads and cars had become safer since the 70 mph limit was introduced back in 1965.

Mr Hammond added that raising the limit to 80mph must be accompanied by tougher enforcement. This, he argued, would end the practice of the authorities 'turning a blind eye' to drivers exceeding the current limit of 70mph, and prevent motorists simply doing 90mph

or 100mph if the proposed new 80mph were introduced.

He said the rapid technological advances in cars meant that the 1965 limit, which was imposed just six years after the first motorway was built in Britain, needed "looking at."

According to Hammond, it is "time to put Britain back in the fast lane of global economies" and review a speed limit that was nearly 50 years old. Most of the motorists exceeding the limit at present were "perfectly decent people," said Hammond in what are likely to be controversial remarks.

The Transport Department's own figures show that 49 percent of drivers flout the current 70 mph maximum and that just seven per cent of motorists were caught travelling in excess of 80 mph. Supporters argue that the higher speeds would induce drivers to take greater care, but opponents predict that casualties could rise by between 5 and 10 per cent.

There were 132 fatalities on British motorways in 2009, when the total number of road deaths stood at 2,222. It also has a lower speed limit than most other European countries.

The government argues that raising the speed limit could boost the economy through quicker journeys for employees, representatives and delivery vans.

The new limit would represent the "best balance" of costs and benefits" and bring British speeds in line with those in other EU countries, the Department for Transport said.

Rob Gifford, Executive Director of the UK's Parliamentary Advisory Council for Transport Safety, said: "Obviously, it will be important to read the fine detail of the DfT consultation. It may well be the case that certain parts of the motorway network could tolerate higher speeds if the sections have been designed recently to higher levels of safety performance.

"However, a rise in the overall speed limit is likely to result in both higher absolute speeds and to increased differentials given that lorries and coaches are limited to 56mph and 60mph respectively. The Government needs to think very carefully about this. On present estimates between 15 and 18 more people would die on English motorways if the plan went ahead," he warned.

But safety campaigners and environmentalists are concerned. "The government should be looking to reduce the number of deaths and injuries on our roads, not putting forward proposals which are likely to increase them," said Ellen Booth, of road safety charity Brake. Campaigners also point to the "poor state" of British roads compared with many other European countries, and calculate that fuel consumption would rise by 20 percent.

Emma Gibson of Greenpeace, the environmental group, said that at a time when North Sea oil production was going down and Britain became "ever more reliant upon unstable regimes and fragile

environments to fuel cars," the proposals would increase both oil consumption and carbon emissions.

SPECIAL REPORT

France outlines its Future Patrol vehicle for Sécurité Intérieure (FPSI)



The Future Patrol vehicle for Sécurité Intérieure (FPSI)² developed in France -and to be presented at MILIPOL event in Paris next October- is a versatile Patrol vehicle designed with a view to be an "intelligent" vehicle. At the end of the study, the vehicle should be qualified as "reliable, at a competitive price, simple to use and innovative", summarized with the 4 letters "F, P, S and I" in French ; it explains its concept name : (FPSI).

A real mobile office, it allows the Gendarmerie or Police to accomplish their daily objective, without having to go back to their unit.

Chef d'escadron Thierry Robin, from the Gendarmerie acting as Head of Project Team within the ST(SI)² states : "Both the equipment integration and the on-board information systems have been considered in an overall approach so as to reduce the financial costs and to optimise personnel and equipment resource".

It is a cost-driven study. This study takes into consideration an essential parameter : the overall cost of ownership and not just the purchase cost. In fact, this project combines equipment which have completely different lifespans (radio 15 years, MDT and vehicle several years). The priority remains the overall concept « total integration ».

KEY POINTS OF THE STUDY :

An Ethernet ("IP") interface bus for better vehicle wiring architecture : the patrol vehicles contain a lot of equipment (light-bar, radio, MDT, ANPR and video) ; the latter should no longer be added as extras but should be part of a logical unit as a general wiring architecture ("plug & play"). The Ethernet bus, a bus widely used in industry was preferred to the bus used by the automobile industry (CAN bus) : it supports numerous protocols (TCP, UDP, http...), is easy and fast (1GB/s), naturally reinforced (ECM) and it easily interfaces with other buses

(CAN network).

An ergonomic MDT mounting for better workspace : in replacement of the MDT with its restrictive support arm, an information unit is integrated into the dashboard ; without modifying the EADS radio, the partitioning of the circuitry ensures the durability of the radio. This spells the end of the tangle of wires from different remote controls (light-bar, radio, public address and ANPR).

Rear electronics installation for a bigger load compartment : all the electronic equipment is integrated behind the rear seat of the vehicle, at the moment a space which is not utilised and is easily accessible. The support structure for the electronic equipment in the boot allows the storage of different security force equipment.

A LED light bar integrating 8 ANPR and 360° video coverage ;

A live video streaming solution from the vehicle to the Ops room for operations management in public safety ;

A 'Run-Lock' function which allows the personnel to abandon the vehicle with the engine running but the doors locked. It avoids the untimely discharge of batteries in the field (motor turned off to lock the vehicle).

Driver and vehicle data management solutions : in addition, new driver and vehicle data management solutions equip the vehicle in line with government directives : Eco-driving aimed at improving the security of personnel, reducing the risk of accident, the maintenance costs of the vehicle and the fuel consumption (up to at least 40% less).

Reinforced glass, high-visibility markings, etc.

NEXT BULLETIN:

The next TISPOL Bulletin will be available on Tuesday 18 October 2011.