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TISPOL Bulletin 6 May 2014



Dear Colleague,

A warm welcome to the latest TISPOL Bulletin, which I hope you will find both stimulating and useful. One of the most important pieces of news we cover in this Bulletin is the ETSC report (PIN Flash 27) showing that 900 lives could be saved each year in Europe if vehicle manufacturers were required to fit seatbelt reminder sensors to front and rear passenger seats. The ETSC

report is a very useful piece of knowledge to traffic police and other road safety stakeholders. According to the findings in the report, our joint work needs to continue even more effectively than before, to save lives on Europe's roads.

[Read the report in full](#)

Under reforms to road traffic law announced just this morning by the UK government, there will be tougher sentences for banned drivers who cause deaths and a new offence of causing serious injury while banned. Details are below.

I would also like to draw your attention to the item on impairment, quoting long-term research from the United States which shows that 'even minimally impaired' drivers (with a blood alcohol level of 0.01) are 46% more likely to be solely blamed for collisions than the sober drivers they collide with. More details can be found below, where we also offer a link to the latest edition of the *ICADTS Reporter*, the quarterly journal from the International Council on Alcohol, Drugs and Traffic Safety.

I do hope you will be able to attend this year's Conference, taking place at the Radisson Blu Hotel, Manchester Airport, on Tuesday 30 September and Wednesday 1 October. Delegate and exhibitor bookings are open, and the costs of attending and exhibiting remain unchanged (that means it's the seventh TISPOL Conference without a

change in price for delegate passes and exhibitor space). I can guarantee an excellent programme, with all the usual opportunities for networking and discussion. I look forward to seeing you there.

[Go straight to the TISPOL Conference page](#)

Do enjoy the rest of this Bulletin, and please pass it on to colleagues and contacts who may be interested in reading it.

Pasi Kemppainen, TISPOL Director

Results from TISPOL seatbelt enforcement operation

Results from a recent pan-European seatbelt control operation show that more than 130,000 drivers and passengers received penalties for not wearing seatbelts. A total of 30 countries took part in the operation. Of the final total of 130,578 detections, 3,461 related to children not wearing seatbelts or other safety restraints. The remaining 127,117 offences related to adult vehicle occupants. During the operation, officers also detected and dealt with offences connected with irregular immigration and human trafficking (129), drug-related crimes (503), firearms (50), wanted persons (177) and property crimes (71), as well as 5,635 other crimes.

[See more details...](#)

Seatbelt alert 'could save 900 lives a year'



Transport safety campaigners are calling on the European Union to accelerate progress on reducing the number of people killed in cars every year in the EU, as new research shows 12,345 car occupants were fatally injured in 2012. The report into trends in car occupant safety, published by the European

Transport Safety Council (ETSC), found that 900 lives could be saved every year in the EU if car manufacturers were required to fit seat-belt reminder sensors to front and rear passenger seats to help prevent deaths from failure to wear belts.

[Read the report in full...](#)

Effects of .05 and .08 BAC in driving simulators



Even “minimally impaired” drivers are more often to blame for fatal car crashes than the sober drivers they collide with, reports a study of accidents in the United States. Led by UC San Diego sociologist David Phillips and published in the British Medical Journal group’s *Injury Prevention*, the study examined 570,731 fatal collisions, from 1994 to 2011. They found that drivers with BAC 0.01 – well below the most common legal limit of 0.05 – are 46% more likely to be officially and solely blamed by accident investigators than are the sober drivers they collide with. The authors also found no “threshold effect” – “no sudden transition from blameless to blamed” at the legal limit for drink driving. Instead, blame increases steadily and smoothly from BAC 0.01 to 0.24.

[Read a more detailed account in the latest ICADTS Reporter](#)

UK: tougher sentences for banned drivers who cause deaths

Tougher sentences for banned drivers who cause death on the roads and a new offence of causing serious injury while disqualified are to be introduced, the Justice Secretary has just announced.

A disqualified driver who causes death will face a prison sentence of up to 10 years, instead of two years, and the new crime will carry a four-year term.

[Read more >>](#)

Ireland: summer motorbike safety appeal

The Road Safety Authority (RSA) and An Garda Síochána are urging motorcyclists, scooter and moped users to ride safely on the roads this summer following an almost 70% rise in motorcycle rider fatalities (up from 16 to 27) in 2013. To date, two motorcyclists have died on Irish roads in 2014. There were almost as many motorcyclists as pedestrians killed in 2013, a trend not previously observed, as pedestrian fatalities have typically been significantly higher than motorcyclist fatalities to date. The RSA and An Garda Síochána are asking motorcycle riders to be aware of their vulnerability on the roads as research shows that motorcyclists are three times more likely to be killed on Irish roads than in any other EU country.

VIDEO: the use of 'alco-gates' at Swedish ferry terminals



A pilot project run by a consortium that includes the European Transport Safety Council's Swedish member MHF successfully piloted an 'alco gate' at the port of Gothenburg last summer. Drivers entering the country via ferries were required to blow into a breathalyser linked to a gate before being able to enter the country. Traffic flow was unaffected as the automated-control process takes only a few seconds for each driver. MHF says alco-gates should be installed in all Swedish ports.

[See an explanatory video with English subtitles...](#)

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