



## **TISPOL BULLETIN NO 18/2011**

6 September 2011

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### **FROM THE GENERAL SECRETARY**



IF YOU have completed your Conference registration, I can assure you of an excellent event in Manchester on 27 and 28 September. If you have not yet booked to attend, then do please try to join us. You will find a top quality line-up of speakers from Europe and beyond, as well as an exciting and diverse array of traffic enforcement equipment exhibitors with their products and services are now in place.

The programme theme of 'The Challenges Facing Road Safety' is divided into four sessions: 'European Overview', 'Drugs Driving', 'Victim Reduction' and 'The Future'. Experts in their field from across Europe will present the topics, with Michael Brown, Director of American National Highway Transportation speaking about 'The Latest Road Safety Developments in the USA'.

We were pleased to receive a large number of entries to the photography competition. Please note that this competition is now closed – the result will be announced at the Conference, and we will be making ready to send the 250 euro prize shortly afterwards. As ever, I hope you will find the contents of this Bulletin interesting.

**Ian Hamill**

## COME TO THE CONFERENCE

[Book your Conference place right now!](#)

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## NEW VIDEO UPDATES

THREE NEW video interviews are available in this Bulletin, as well as those released previously, so please do take a moment to watch what our interviewees have to say on a range of important topics.

New today:

1. Spain's Javier Sanchez Ferragut discusses the impact of TISPOL's Lifesaver Project on road safety in Spain. [WATCH NOW](#)
2. Patrice Ganzin of France and Bjorn Andressen of Denmark consider new and emerging threats to road safety. [WATCH NOW](#)
3. Sweden's Bjorn Lido considers his country's reputation as a leader in road safety. [WATCH NOW](#)

And also available now:

1. Ireland's Gabriel McIntyre looks at the change from traffic policing to road policing. [WATCH NOW](#)
2. TISPOL President Roar Skjelbred Larsen talks about the connection between criminality and road safety. [WATCH NOW](#)
3. Slovenia's Bostjan Smolej discusses new speed controls. [WATCH NOW](#)
4. Finland's Pasi Kempainen considers the need for consistency in drug driving enforcement. [WATCH NOW](#)
5. Fokko Klok of the Netherlands explains the benefits of section controls. [WATCH NOW](#)

6. Poland's Artur Zawadski explains reforms to the country's speed enforcement programme. [WATCH NOW](#)
7. Karen Mannersted Berg, from Sweden, looks at fighting criminality on the road environment. [WATCH NOW](#)
8. Norway's Professor Jørg Mørland considers what makes for good drug-driving legislation. [WATCH NOW](#)
9. Italy's Paolo Cestra discusses his country's road safety record. [WATCH NOW](#)
10. France's Patrice Ganzin discusses new tactics for reversing the unwelcome upwards trend in his country's road casualty statistics. [WATCH NOW](#)
11. Denmark's Allan Nyring looks at progress in casualty reduction, and considers specific target areas for future intervention. [WATCH NOW](#)
12. Belgium's Koen Ricour discusses high risk road users and effective strategies for reducing those risks. [WATCH NOW](#)
13. Romania's Marin Motoc considers the longer-term impact of TISPOL's Lifesaver Project on his country. [WATCH NOW](#)
14. Germany's Bernd Heller looks at multi-agency controls, and advises on ways of making them as effective as possible. [WATCH NOW](#)

## **LATEST NEWS**

### **Photography competition: thanks for your entries**

Entries for the 'Enforcement Photograph of the Year' competition are now closed. Thank you very much for taking the trouble to send us your photographs. Altogether, more than 200 have been received. We will create a shortlist of around 20 photographs which will be put before TISPOL's Executive. From here, a winning photograph will be chosen and announced at the TISPOL Conference later this month.

### **Spate of fatal accidents in Turkey as police seek camera network**

A total of 118 people were killed and 490 injured during traffic accidents that took place in the first six days of an extended Eid al-Fitr holiday.

Seventy-five percent (72 accidents) of fatal accidents that took place during the first six days of the nine-day holiday were the result of excessive speed. Statistics by the Association of Road Traffic and Road Safety Research revealed that 25 accidents during the first six days were due to a loss of control over the vehicle, and nine took place because of improper overtaking due to fatigue and carelessness. The deadliest traffic accidents across the country during the first six days of the holiday took place in Istanbul. In these accidents, six people were killed and 15 others were injured. In Konya, three people died and 20 were injured. Three people died in Ankara, and four in Trabzon.

Honorary Traffic Inspectors Association Chairman Sami Güleçyüz agreed that the only solution to curb traffic fatalities during the holidays is to set up a camera inspection system on roadways. "Patrolling

inspections should be implemented as well, but cameras should be used on roadways frequently. You cannot put cameras on all the roads of Anatolia, but it can be done on highways," he said.

Another way to prevent accidents on the road, Güleçyüz said, is the issuing of warnings to reckless drivers by police departments. This would help raise awareness at the very least, he said. He added that more law enforcement personnel need to be employed during the holidays. During the holiday, which is marked by celebration, visits to family and friends, and with sweets and chocolates, law enforcement agencies across the country paired warnings and fines with sweets. If drivers seemed tired or had been driving for an extended period of time, police pulled them over and brought them inside the station, providing them with a coffee break and quick traffic training before sending them on their way again.

### **Road safety gains in Malaysia**

Malaysia's road safety drive seems to be having a positive effect on reducing the country's accident, according to the latest official statistics available. The data reveals that the fatality rate on Malaysia's roads have dropped 4% in the first six months of 2011, in comparison with the 3,379 killed in the same period in 2010. The information comes from the Transport Ministry, which also says that the number of road accidents also dropped to 12,680 in the first six months of 2011 compared with 14,440 for the same period in 2010. With Malaysia's economy steadily growing the country is also seeing registered vehicle numbers rise, while there is also an increasing number of foreign trucks and cars using its roads due to increased trade levels with its neighbouring nations.

### **Electric vehicles: their effects on road safety**

A new study by SWOV (the Dutch Institute for Road Safety Research) has looked at the effects on road safety of the growing number of electric vehicles on the road. Although the use of electric vehicles is still in its infancy in the Netherlands, SWOV identified the rising number of vehicles and has carried out an exploratory study into the consequences of the use of these vehicles for road safety. Most of the attention in the study went to the effects of noiseless passenger cars and scooters.

[Read the details](#)

### **Australia: front number plates for motorbikes?**

The Victorian Government will consider the reintroduction of front number plates for motorcycles in the wake of a report that has found speed cameras are effective in reducing road injuries and fatalities. Peter Ryan, Victoria's Police Minister, said he was concerned about a statistic in the Victorian Auditor-General's Road Safety Camera Programme report — tabled in parliament — that showed motorcyclists

were 30 times more likely to be killed or seriously injured than other road users. The latest report found that speed cameras have been effective in reducing road trauma.

"When you've got a (statistic) that says there is 30-time greater the likelihood of accidents — let alone fatalities — happening with motorcycles and that the cameras do work, there is a nexus there that I think we have a responsibility to examine," Mr Ryan said.

"One of the concerns, in the context of this report, which is focused around the camera system is that motorcyclists do not have a plate on the front of the motorcycle and it is something I will need to have a look at in conjunction with Terry Mulder, the Minister for Roads."

Metal number plates were removed from the front of motorcycles more than 25 years ago because they increased injuries suffered during accidents, in particular for pedestrians.

However some speed cameras — as well as the toll cameras on CityLink — can only identify vehicles from the front.

The Auditor-General's report found that more than half (52.4 per cent) of the road safety camera incidents rejected because of a lack of identifiable number plates involved motorcycles in 2009-2010, despite motorcycles making up just 4 per cent of registered vehicles.

### **DG MOVE newsletter**

The sixth issue of The European Commission's DG MOVE Newsletter has been published. [Read it now.](#)

This special issue is dedicated to young people. The latest statistics show that persons aged 15-24 years old killed in road accidents represent a fifth of all road accident fatalities in the EU. In this context, one of the tools put in place in 2008 by the European Commission is the European Youth Forum for Road Safety. This forum will hold its fourth meeting on 24-25 November 2011 in Brussels.

Prior to that meeting, the Commission is organizing a poster competition targeted at young people from 18 to 25 years old. At the end of October a jury will select the best 10 projects and an online vote will start on a dedicated website to designate the winner. The awarded poster will be published in the Brussels metro in December and will be disseminated in all the Member States by the delegates of the Forum.

This competition will be animated through a Facebook page. The final goal is to use Facebook to build a community of young people and to better communicate with them. During the first semester of 2012 short texts about road safety will be posted every week on subjects like alcohol, drugs, speed, distraction, fatigue, 2 wheelers ...

The comments done by this community will be collected and analyzed to better target our future actions for young people. If the experience is positive it will be renewed after June 2012.

If you would like to comment on articles published, participate in activities or contribute to an edition of this newsletter, please do not hesitate to [contact DG Move](#).

## **SPECIAL REPORT**

### **When alcohol, drugs and speed comes together; death is knocking at the door: A deterrent example of a road collision in Basel, Switzerland**

By André Roth, member of the TISPOL Alcohol and Drugs group and the Basel-City Police (Kantonspolizei Basel-Stadt)



It is Friday night. People are enjoying life in Basel. Our traffic police-group is occupied in the beginning of the evening with ordinary collisions, some paper and investigation work.

#### **Saturday 29 November, 2008, 0111**

The control room of the Basel-City police calls us, the traffic police. Phone calls from several pedestrians report a terrible collision between two cars. One passenger is not responsive.

Two colleagues and I drive immediately to the spot. A heavily damaged car stands on one side of an intersection. There are young, screaming, disorientated men around it. But where is the other car? Where are the drivers? Who are the young people?

We finally spot, more than 30 metres away, behind parked cars, just in front of a church, another red car and on the front passenger seat, a man, very calm.

The intersection becomes more and more a site of blue lights. There are sirens all over, as ambulances and firefighters arrive.

After questioning pedestrians it is quite soon clear, which young man was the driver of car A. After the investigation people he must have driven the car with more than 100 km/h (maximum allowed speed at this side in town is 50 km/h), straight into the side of car B. In car A were three, in car B two people in total.

In car B, the passenger is stuck. He looks at me but his eyes seem empty. The ambulance men and doctors are fighting to keep him alive.

I go back to our police car and start as the official in charge of the paperwork. Soon, one of my colleagues informs me that the trapped passenger has been declared dead by the doctors. For me this is no surprise, just the confirmation.

More policemen, social service workers and media come to the scene. Both drivers, and the surviving passengers, are taken by police and

ambulance to the hospital. Blood- and urine sample are taken, driver A is arrested.

Meanwhile my police colleagues search for evidence, and take many pictures. I leave the scene and head back to start the paperwork (they never show this in movies). Back in the police station, there is a short moment of quiet.

Questioning driver A and withdrawing his driver licence follows. Many different duties have to be completed as well. I must inform the office of civil affairs and bring them the notice of death. I leave for home at 10am – three hours after my usual shift end. The first day of this new case is over.

Next day, driver A is released from the public prosecution office.

The blood and urine analyses for driver A show about one per mil alcohol, amphetamines and ecstasy.

The two passengers of car A (one is the car's owner) have alcohol between one to over two per mil and have taken amphetamines.

In car B, both, the driver and the late passenger are confirmed as 'clean'.

A first technical inspection proves that both cars were technically in order before the collision.

A second inspection is given in order to calculate on the basis of the damages the exact impact speed. After 13 month of sensitive work and calculation, it confirms the statements of the witnesses. Car A hit car B with 103 to 109 km/h (driver A estimated soon after the collision his speed 70 to 75 km/h)!

At the time of getting the result of the second inspection, driver A was new in the possession of his driver licence with the order to pass a drug test every month - he got it back from the administration office until the court would sentence him.

### **30 July 2010**

The report is finished and sent to the department of public prosecution. About two months later it got sent to the court.

### **6 and 7 June 2011**

The trial begins at court. The prosecuting attorney applies for driver A 6.5 years prison for intentionally killing and causing serious injury. The attorney of driver A (defence lawyer) places the 'deliberateness' of the driver's actions in question.

Driver A has obviously had a bad childhood. Early on he started to consume cannabis and alcohol. At the age of 20, he has had four convictions, including one for consuming drugs and one for speeding. His driver licence has already once been taken from him, for driving outside the city on a rural road 120 km/h instead of the max. allowed speed limit of 80 km/h.

Driver A attributes his lapse to 'poor circles/groups' in those he came in. To the central question why did driver A drive so fast he answers: 'no idea'.

Both passengers of car A and ex-colleagues/friends of driver A tell the judge that driver A was an aggressive, good and fast driver.

According to the prosecuting attorney, driver A not only breaches the traffic rules, he also puts others in danger. So, there is no reason to mitigate the punishment.

For the defence lawyer, there had been no intention on behalf of the driver, who didn't ignore the possible outcome. So, the defence lawyer pledges for two years provisory sentence.

A relative of the late passenger of car B states: It does not bring my family member back to life but such persons like driver A must be punished.

### **8 June 2011:**

The 24-year-old driver A is sentenced to six and a half years in prison for intentionally killing.

The court gets a lot of praise for this judgment and the courage to go a step further. This case and this sentence may hopefully have an impact of prevention. The court success will be a signal for other courts and for society.

But the story is not over. Driver A and his defence lawyer will call the appeal-court in the hope of having a reduction of the punishment.

After the appeal court, the final step will be the federal court of Switzerland in Lausanne. So, this case will still be pending for some time till we know the final judgments...

What happens to the two passengers in car A? Both, the car-owner and the other passenger were under the influence of alcohol and drugs. The car owner is sentenced to a penalty of CHF 800 and provisory to 20 'day-rates' of CHF 30, as well as three years' probation time for violating the drug regulation, for letting a car to a person unfit for driving and for aiding someone not fit for driving.

The other passenger is sentenced to a penalty of CHF 1,500 and provisory to 20 'day-rates' of CHF 50, with two years' probation time for breaching many times traffic rules, for letting an unfit person drive and for violating the drug regulations. Both judgments are final.

### **NEXT BULLETIN:**

The next TISPOL Bulletin will be available on Tuesday 20 September 2011.