



## **TISPOL BULLETIN NO 16/2011**

9 August 2011

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## **FROM THE GENERAL SECRETARY**



OUR EFFORTS are firmly focused on ensuring that this year's Conference is as successful as possible. We know that funding is an issue for many, so you will understand how pleased we are that we have completely filled the exhibition area and have even had to turn away some latecomers who wanted to buy exhibition space. The Conference has gathered a lot of momentum and everything points to a resounding success in terms of the number of people attending, the quality of presentations available to them and the supporting array of products and services from our friends in the commercial sector. I do look forward to seeing you there.

School transport safety took a big step forward in Finland at the beginning of this month, with the introduction of compulsory alcolocks on all school buses and daycare transport vehicles. It will be interesting to see how this new legislation works. I am sure there will be plenty for discussion at future events and in our forthcoming communications.

I hope you will enjoy the rest of your summer, and – if you are still hard at work – then I trust this Bulletin will prove useful and informative.

**Ian Hamill**

## **IMPORTANT INFORMATION ABOUT RECEIVING FUTURE BULLETINS: SIGN UP OR OPT OUT**

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## **TISPOL CONFERENCE, 27/28 SEPTEMBER 2011 SPEAKER PROFILE: Jørg Mørland**



NORWEGIAN PROFESSOR Jørg Mørland is MD and PhD from the University of Oslo and the Division Director for Forensic Toxicology and Drug Abuse at the Norwegian Institute for Public Health. For many years he has done research on the pharmacology and toxicology of alcohol, medicinal drugs and drugs of abuse with special focus on their negative effects on road traffic safety. In Norway, his contributions to the field have led to an increased focus on the link between traffic accident risk and the use of other drugs than alcohol. His research has been published in national and international peer reviewed scientific journals (approximately 300 papers), and he has presented results from his group at several national and international congresses. He was given the Widmark award by

ICADTS in 2004 for outstanding, sustained and meritorious contribution to the field of alcohol, drugs and traffic safety.

## **COME TO THE CONFERENCE**

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

## **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. Slovenia's Bostjan Smolej discusses new speed controls. [WATCH NOW](#)
2. Finland's Pasi Kemppainen considers the need for consistency in drug driving enforcement. [WATCH NOW](#)
3. Fokko Klok of the Netherlands explains the benefits of section controls. [WATCH NOW](#)

### **And also available now:**

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

## **LISTEN TO NEW AUDIO DISCUSSIONS:**

1. Luxembourg's Daniel Agostini discusses his country's recent road safety record. [LISTEN NOW](#)
2. Nutritionist Susie Kearley discusses the importance of food for driver alertness, in conversation with TISPOL media adviser James Luckhurst. [LISTEN NOW](#)

## **LATEST NEWS**

### **Finland introduces mandatory alcolocks for all school transport vehicles**

THE USE of alcohol locks became mandatory as of Monday 1 August for all authorised vehicles taking children to school and daycare. An alcohol lock prevents a car from starting if a breathalyser test shows the driver is over the legal limit. The use of alcohol locks is from now on required in school and daycare transportation that has been organized by the municipality, the school or public facility, or is otherwise supported by the state or the municipality.

The police can fine those who fail to use the alcohol lock. Installing a breathalyser costs about 1,500 euros per vehicle.

The number of vehicles featuring alcohol locks is expected to rise sharply. Since for the time being the numbers are still limited, a vehicle without one of the locks can be temporarily used for transporting schoolchildren for up to five days when regular vehicles are not available, for example when undergoing repairs or servicing.

### **France sees welcome drop in fatalities**

IN JULY, France experienced a 21% decrease in road fatalities over the previous year. This, according to Gendarmerie spokesperson Patrice Ganzin, is the best result ever since 1956, the year when monthly casualties on the roads started to be monitored by French authorities. "The provisional figures state that 358 people died in July 2011, compared with the 453 fatalities registered over the same period in 2010," he said.

"According to a statement made by the Home secretary last week, those achievements both result from the commitment of the French police forces and from drivers' good behaviour during this month."

However, over the first seven months of 2011, France has faced an increase of 1.5% of fatalities on the roads, meaning that, for the moment, the objective of maintaining the number of fatalities under 4,000 could possibly not be achieved in 2011. This also means a concerning reverse in the trends observed since 2003.

### **Coach controls: Italian statistics**

The TISPOL coach and bus control week saw 32 violations detected in the Trentino region of Italy. The controls were carried out from 25 to 31 July, with the objective of improving safety for buses, coaches and the people who travel on them. Checks were made on vehicle condition and on drivers' licences and permissions to drive.

### **Coach controls: Finnish pictures**



Finnish police took an enthusiastic part in the bus and coach control operation week. This check took place at Loviisa, a location half way between the Finnish capital, Helsinki, and the Russian border.

### **Monmouthshire Seatbelt Options Campaign July 2011**

DURING JULY, Gwent Police, South Wales Fire & Rescue Service and Monmouthshire County Council Road Safety Team worked closely together to encourage people to wear their seatbelts. A seatbelt "Options" initiative was carried out on four separate days throughout the County. Motorists and their passengers who were found to be breaking the law were given the "Option" of attending the local Fire Station to view a hard-hitting seatbelt safety presentation instead of receiving a fixed penalty ticket of £60. The presentation included graphic footage of what happens to an unbelted person following a collision and clearly made an impact on the viewers:

*"I never realised before how much damage could be caused by just one person who hadn't belted up."*

*"I now know why it's so important to wear a seatbelt even on short journeys."*

*"I'm certainly going to make sure I always belt up the kids in future".*

Geoff Smith, Monmouthshire Partnerships Inspector, said: "Options" is an educational programme which clearly shows the dangers caused by not wearing seatbelts. It gives offenders a unique chance to reconsider both attitudes and behaviour and the only cost to them is a maximum of 30 minutes of their time. Attending the presentation effectively cancels out a £60 fine."

Carolyn Derosaire, Road Safety Officer for Monmouthshire, added: "This "Options" event went a long way to showing why we have seatbelt laws. Every year, around 300 lives are saved just by belting up. The "Options" message is clear: belt up every trip."

Mike Hill, Watch Manager in the Fire Service Road Safety Team, said "These events provide a great opportunity to work alongside our Police

and Road Safety colleagues to engage with motorists in promoting the benefits of wearing a seatbelt. "South Wales Fire & Rescue Service spends a large proportion of their time attending road collisions and any means by which people can be more road safety aware is an absolute bonus. "After watching the presentation, there was an overwhelming acceptance of this important reminder to wear a seatbelt, and an undertaking to always belt up in future."

The Options campaign took place in Chepstow, Abergavenny, Caldicot and Monmouth, and saw a total of 84 people choosing to view the safety presentation, whilst only five elected to take a Fixed Penalty Ticket, and one person was reported for summons.

## **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](mailto:media@tispol.org)

Entries are welcome from anybody. Good luck and we look forward to receiving your entry or entries!

## **UNINSURED DRIVERS – NEW UK LEGISLATION**

***New insurance regulations came into effect in June. But have they succeeded in driving uninsured motorists off the public road?***

THURSDAY MORNING in late July, and Thames Valley Police ANPR-equipped traffic police officer Martin Danks is out bright and early in the Wokingham and Bracknell area. One of his tasks today is to identify vehicles being driven on the road without insurance. It's not long before he meets his first customer. He's middle-aged, respectable and friendly, and he's driving a Citroën Xsara, which he hopes to sell soon. Unfortunately for him, he has already transferred his insurance policy to a new car, meaning he is not insured to drive the Xsara. A few checks quickly reveal the absence of an insurance certificate. Action against him is swift. He goes no further in the car, and immediately collects a £200 fixed penalty ticket with six points on his licence. The car is collected by a local recovery firm, and taken to a secure compound

where he will need to pay a recovery fee as well as a storage charge that increases with each day the car is unclaimed. And just to complete the job, a valid insurance certificate will have to be provided before the car is driven away.

Automatic Number Plate Recognition, or ANPR for short, has proved a highly effective tool for the police to identify a selection of offences, including driving without insurance. Records from a national insurance database are provided to the ANPR computer on a suitably-equipped police patrol car. A camera scans and reads vehicle number plates, and provides a warning to the police officer if no record of the vehicle's insurance can be found.

This has provided police officers with an efficient, accurate and proactive tool and allowed many thousands of records to be checked during the course of a typical shift. Why, then, is there a need for new insurance regulations in the form of the Continuous Enforcement Law? It's another part of the government's efforts to clamp down on uninsured drivers, and it means we now need to declare any vehicles as being off the road if we want to avoid buying insurance.

The new rules require vehicle owners to make an official declaration that their unused vehicle is 'off the road', a process which will involve contacting the DVLA and completing a Statutory Off Road Notification (SORN), as well as surrendering any tax disc they may hold for the vehicle. Consequently, there are fears that the legislation is wide of the mark, as the key concern is with uninsured vehicles that are driven on the road, rather than kept off it. Already, sports car enthusiasts and landowners may find the new rules irritating, the former because they may well be keeping cars that are rarely driven on the road and the latter because they are likely to have old vehicles on their land that are seldom if ever, used off-road – never mind being taken on-road.

However, road safety minister Mike Penning said that the new law is there to protect law-abiding people. "An estimated 1.4 million drivers are flouting the law by driving without insurance," he told reporters. "This is a serious offence and results in accidents that cause about 160 deaths each year - and more than 23,000 people are injured by uninsured drivers.

"We know who the registered keepers are with vehicles that have no insurance and letters will be dropping onto their doormats from this week. It's no longer a case of if you will get caught but when you will get caught."

On the basis that it's currently not possible to have a police ANPR unit on every street corner, the new law should make driving without insurance more difficult. Back in the Thames Valley car, PC Danks's ANPR is earning its keep. In a two-hour period, 1300 vehicles are checked (you get used to the 'plip' noise made by the computer each time a number plate is read), of which two more are taken off the road for having no insurance. Additionally, a lady has had her car

seized because she was driving on her own, with only a provisional licence.

## **NEXT BULLETIN:**

The next TISPOL Bulletin will be available on Tuesday 23 August 2011.