



A VISION FOR SAFER SENIORS

How recently-revised rules on defective eyesight are shaping up in practice

AND: ● SPOTLIGHT ON PORTUGAL ● FUTURE CHALLENGES FOR TACKLING SUPPLY CHAIN CRIME ● A LOOK AHEAD TO TRIVIUM 3 ● ALCOHOL OPERATION RESULTS

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Joined up safety work across borders.

greetings

**from the
TISPOL President**



THIS WILL be the last time I write to you as President of TISPOL, and I am grateful for the opportunity to reflect on the journey TISPOL

has made in recent years. We can be proud that TISPOL has grown over the years to be known, recognised and respected as a key European player. We are the number one road safety and security enforcement agency in Europe. If there is talk in the highest circles about road safety and road security, then our name will be mentioned and our contribution acknowledged.

I cannot complete this piece without reference to the work of Ian Hamill, our General Secretary who died suddenly in March of this year. He built up a legacy, together with all the countries, the Council, the Executive Committee and all the TISPOL Working Groups to stand together where we are today, a respected player in the European field.

I will conclude by thanking you for your support throughout my presidency. Do please continue to support and work with TISPOL, so that our vital work can continue. My sincere thanks, and best wishes for a safe and successful future.

Koen Ricour

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welcome

from the TISPOL Interim Manager



A VERY WARM welcome to this latest edition of our newsletter. If you are reading it as a supporter of our Conference, then let me extend a special welcome. I trust you will have a top quality experience, with engaging presentations, relevant exhibits and an unparalleled opportunity for meeting colleagues and networking with useful new contacts.

There are many reasons why you may be involved with TISPOL. Whether you're a police officer, a road safety practitioner, a policymaker, researcher or public sector professional, I hope TISPOL will provide the support, expertise and vision that help to make your own role more effective. Since my appointment in May of this year, I have been impressed by how my colleagues have displayed a depth of knowledge and a passion for making a real difference to the lives of European citizens. That may be through creating a safer road environment where fewer and fewer people are killed and seriously injured, or equally it may be in reaching out to partner organisations for the purpose of detecting and disrupting those criminals (individuals and organised gangs) who use the road network.

In both areas TISPOL has made a big difference. There is a great deal more to do, and I am proud to have had the chance to play my part so far. One of our key challenges in the short term is to ensure we have the right structure and resilience to remain a key player on the European stage, and to identify new areas where our experience and expertise could make us a valued resource.

Enjoy the Conference, and do make sure you stay up to date with our activities and events throughout the coming year.

Ruth Purdie

It's easy to stay connected to TISPOL...

- Sign up for our fortnightly Bulletin: just fill in your email address at www.tispol.org
- Follow us on Twitter [#TISPOLorg](https://twitter.com/TISPOLorg)
- Check the website regularly for details of our events through the year
- Support our programme of week-long pan European enforcement operations
- Contribute articles, news items and pictures at any time. Just email media@tispol.org



Rapid licence revocation for drivers who fail the standard eyesight test

ONE OF THE videos shown at this year's Conference focuses on the topic of driver eyesight, and showcases how a recent amendment to legislation gives police officers access to a fast-track licence revocation through the Driver and Vehicle Licensing Agency (DVLA).

For the making of this video, we visited DVLA in Swansea, where we caught up with Dr Wyn Parry, Head of Medical Licensing. We were also on hand to witness the law at work, whilst on patrol with Sgt Rob Heard of Hampshire Police, who explained how the actions of a particular driver came to his attention.

"We watched a driver on a roundabout and saw him brake a couple of times where he need not have braked. I thought he may be a driver who was confused and perhaps unable to read signs for where he wanted to go, so I followed him and

spoke to him in the supermarket car park where he had stopped.

"I expressed my concerns about his eyesight and asked him to take the standard numberplate test. This required him to read a vehicle numberplate at a distance of 20 metres, which we measured in the car park. He was unable to do this, and needed to walk a lot closer than 20 metres before he was able to give me a correct numberplate reading.

"I reported him for the offence, contacted DVLA by phone and liaised with my control room to complete a revocation request. This was emailed to DVLA and processed in just 20 minutes.

"The driver did his shopping with his wife, who was then able to drive the car home. As they left, he shook my hand, saying he knew I was acting for his safety and the safety of others on the road."

Pics: Richard Sowersby

1.2 million breath tests

TISPOL's week-long June alcohol and drug enforcement operation was supported by 30 member countries

A RECENT TISPOL drink-drive enforcement operation last month saw police conduct 1,168,631 roadside breath tests for alcohol, of which 18,391 were positive. Motorists were also checked for drugs in the operation, and 2,976 offences were detected. The operation was organised in 30 countries between 2 and 8 June.

TISPOL President Koen Ricour said: "It is disappointing that so many people still think the law does not apply to them, and that it's acceptable to drive after consuming alcohol. Research shows that impairment starts with the very first drink. So our message is clear. Don't drive after drinking alcohol.

"Officers across Europe will continue to target drink-drivers all year round, so if you choose to take a risk by driving after drinking alcohol, then we will find you and bring you to justice because we will not tolerate the risk you pose to yourself and to other innocent road users who may be in your way."

Ricour had this additional warning for any driver using medicines. "Driving under the influence of drugs, even those prescribed by a doctor, is an offence. We urge drivers to take seriously any drowsiness warnings on the medications they may be using, because driving under the influence of drugs, even those



prescribed by a doctor, is very dangerous. That's why it is treated as a serious offence by police officers and courts across Europe."

Stopping drivers to check for alcohol and drug offences also provides police officers with the opportunity to make other appropriate safety and security checks. For example, during the week of this operation, officers also detected and dealt with offences connected with illegal immigration and human trafficking (97), drug-related crimes (580), firearms crimes (54), wanted persons (240), and 2,284 other crimes.

Forthcoming TISPOL operations include a week-long initiative targeting safety and security on trucks and buses (6 to 12 October), as well as the usual pan European alcohol and drug event, taking place between 8 and 14 December.

Portugal: sharing, learning, adapting... and persevering

The new Council member, Felipe Pessoa, reflects on topical road safety and security issues in his country

Has 2014 been a good year for road safety in your country so far?

Until now, 2014 statistics show a decrease in the number of deaths related to traffic accidents,



nevertheless there is a slight increase in the number of accidents and severe injuries. The overall balance is positive.

What were some of the more significant developments?

As a result of the situation previously referred, we are now adapting our strategy in order to better deal with the increase in accidents and severe injuries. A similar approach is also taking place at national level involving other organisations. We have also increased

speed and alcohol controls, considering the results that acting on these two factors usually brings.

Where do you think your country has been most successful in road safety and where is there most work to be done?

Speeding and alcohol are two of the areas in which we have obtained very interesting results, but bearing in mind the direct effects that both have on road safety, we continue to consider them as a priority. Both still require significant attention, therefore we have instructed our units to increase policing and prevention actions aimed at this problem. We are very conscious that road safety requires constant and daily effort and that we cannot relax on occasional success.

To what extent is TISPOL's Road Policing Model reflected in your priorities?

Since the beginning of 2013 we have been integrating road safety and road security, planning multi-agency actions, which have also been successful in dealing with criminality. We have based our actions on the TISPOL model.

What item of your country's road safety work offers a good model to other countries?

The 24-hour operations on speed control or on alcohol, with previous information to the public have produced very positive

results. We think this is a good practice that can be shared with others.

How valuable is your personal involvement with TISPOL? How has it helped you do your work more effectively?

Being a member of TISPOL allows us to be informed first-hand about best practices and strategies, finding out about similar difficulties and discussing the best ways to deal with them. This results in the introduction of new models, and sometimes in the fine-tuning of the ones that are being applied.

Is there an initiative from another country that particularly interests you and that could work in your country?

We consider TRIVIUM Operations very interesting in cross border actions. Although we have only one border to consider and we have bilateral operational planning with Spain, it is important to be aware of what type of situations other countries are dealing with in order to plan ahead, preventing similar problems on our roads.

PORTUGAL: KEY FACTS

- The country shares a 1,214-km border with Spain.
- There are more than 2,600km of motorway and freeway in Portugal.
- Toll payments are done electronically using the *Via Verde* system, which has won international accolade for the speed and efficiency of its use.
- There were 650 road deaths in Portugal in 2013, compared with 969 in 2006 and 1,865 in 1998.
- The country was identified in a recent ETSC PIN Report as a leading European performer in reducing road deaths. Its reduction from 2010 to 2013 was more than 30%.

EUROPEAN ROUND-UP

Slovenia 2022 target

Road mortality in Slovenia should drop to 35 deaths per million inhabitants by 2022, according to the government's recently published road safety programme for the period 2013-2022. According to ETSC's latest PIN report, there were 61 road deaths per million inhabitants in Slovenia last year, higher than the EU average of 51.

UK: killer driver on two phones

A female driver who killed a man while using two mobile phones behind the wheel has been jailed. Marina Usaceva had told police she was not using a phone after crashing her car into the back of another, killing 32-year-old Sukhdeep Singh Johal. However, she was sentenced to six years in prison with an eight year driving ban.

Estonia: truck danger

Estonian Police ran an operation in late July to control heavy vehicles and drivers. Results show that every second driver violated the traffic rules, with the biggest problem being drivers' tight schedules and long working days. 43 out of 142 violations related to driver rest time.

Spain: new speed limits

New speed limits on all Spanish roads are expected to be in force by now. Some urban roads will see their limits reduced from the standard 50km/h to 30 or even 20. Speed limits on all secondary roads will be reduced to 90km/h. The move is aimed at cutting the numbers of pedestrian and cyclist deaths in towns.

Brussels conference: updates on transport crime



TISPOL organised an event in June to share experiences and expertise with colleagues from government and industry

THE TISPOL Security Conference took place at the Marriott Courtyard Hotel in Brussels in early June. Chaired by Thorsten Neumann of TAPA-EMEA, the event brought together representatives of police, government and industry to share experience in identifying areas where organised crime could best be identified and disrupted by effective partnership working. Entitled 'Positive Impact by Road Policing on Mobile Organised Crime', the Conference attracted more than 100 delegates from 30 TISPOL member countries.

Thorsten Neumann spoke of the need for all parties to understand the best ways of sharing and connecting with each other. "We wish to enhance our partnership approach within an end-to-end supply chain solution," he said. "That is also one of the reasons why we are really actively engaged and would like to become more engaged with TISPOL,

and with regulatory programmes and law enforcement agencies."

Supply chain professionals face an extensive problem from crime across Europe, resulting in tremendous losses. Numbers have gone up to €8.2 billion on transport crime alone within the 28 member states of the European Union. Finding a solution requires the right mix of technology and people, according to Neumann. "Technology is really a tremendous advantage for us to mitigate risks within our supply chain, but it's also important to create the right awareness, and at the end of the day to bring about a mindset change to ensure people do understand the risk they carry within an end-to-end solution," he said.

"Finding the right partners is crucial. Harmonising our approach and sharing information as much as possible will be vital in winning the fight against organised criminals."

TAPA AWARD FOR TISPOL

TISPOL received an award from the Transported Asset Protection Association (TAPA-EMEA). The award, presented at the TISPOL road security conference in Brussels, recognised the outstanding contribution made by TISPOL to improving road security and sharing good practice across Europe.

TAPA-EMEA Chairman, Thorsten Neumann, presented the award to TISPOL President Koen Ricour and Director Pasi Kemppainen.

TAPA-EMEA is an association of security professionals and related business partners from various manufacturing and transportation companies who have come together for the purpose of addressing the emerging security threats that are common to the relevant industries. The aim of the Association is to provide a forum for responsible managers and share professional information for mutual benefit. The goal is to identify target areas where losses are perceived as occurring, and also to share the industry's best practice.

TISPOL has developed an excellent relationship with TAPA in recent years, emphasising the importance of public-private partnerships in our Europe-wide efforts to detect and disrupt criminality. As technology develops and consumer goods become smaller in size and greater in value, they become yet more attractive for criminals.

The future challenge for those working to combat organised crime will be to stay ahead of new criminal techniques and strategies.

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TRIVIUM 3: 20-24 OCTOBER

THE LATEST operation targeting foreign criminals on roads in England and Wales will be taking place between 20 and 24 October. Police officers from Romania, Lithuania and Poland will come to the UK to join the operation, which this time aims to identify and disrupt the activities of criminal gangs using the UK's road network.

Officers based at a Europe-wide Control Room and call centre in Birmingham will be working with colleagues from Europe to identify, locate and tackle these gangs and using intelligence and resources to bring those responsible to justice.

Superintendent Paul Keasey of the UK's Central Motorway Policing Group (pictured) will also co-ordinate the



involvement of public and private sector partner organisations, as well as a sustained high level of media activity throughout the Operation. "We are

looking forward to demonstrating the power of collaboration with strategic partners," he told us. "By maximising our resources, we will deliver improved efficiency and effectiveness."

#TISPOLorg: make sure you join in with the conversation

We're inviting you to connect with us on social media and benefit from being part of an instant communication network. Check out some of the tweets relating to recent TISPOL activity:



Are you receiving the regular TISPOL Bulletin?

The TISPOL Bulletin is goes out every fortnight to around 2,000 police officers, road safety professionals, policymakers and other stakeholders. Sign up at www.tispol.org to ensure you receive your regular updates.

TISPOL operation results: the past year at a glance

The year between July 2013 and June 2014 has been a busy and productive period for TISPOL, as this summary of results shows:

Week-long enforcement Operations

- Two focusing on drugs and alcohol
- Two for speed enforcement
- Two dedicated to seatbelt wearing
- Three directed at trucks
- Two dealing with bus safety

Drugs and alcohol

- 2,308,976 drivers tested
- 33,669 positive alcohol tests
- 5,104 positive drug tests

Speed enforcement

- 1,334,807 offences detected either by police officers or automatic cameras during the two operation weeks.

Seatbelt wearing

- 235,111 offences recorded during the two operation weeks, including child safety restraint offences.

Truck operations

- 421,568 vehicles controlled
- 167,940 offences recorded

Bus operations

- 100,985 vehicles controlled
- 18,368 offences

Crime Results from TISPOL Operations

- 26,391 offences in total
- 596 instances of illegal immigration
- 2,626 drugs offences
- 295 firearms offences
- 636 property crimes
- 22,238 other crimes including individuals wanted by police.

QUIZPOL



If you have a few minutes to spare, why not tackle our not-too-difficult general knowledge quiz. There's a €50 prize for the winner. All you have to do is answer the following 10 questions. Write your answers in the grids provided, then take all the red square letters and arrange them to find a word heard frequently in road safety and enforcement conversations.

1. In which city did the 2012 TISPOL Conference take place? 
2. In which TISPOL member country would you find the world's most northerly stretch of motorway? 
3. TISPOL runs twice-yearly parallel enforcement operations that focus on the safety of buses and which other vehicles? 
4. What is the name of the 2014 Conference Chair? 
5. What is the surname of the Norwegian officer who was TISPOL President in 2010/11? 
6. What is the name given to the TISPOL operations that target eastern European mobile criminal gangs on the road? 
7. In which TISPOL member country can temporary public roads across sea ice be found in winter? 
8. A vehicle that drives itself, with little or no human input, is known as... 
9. What is the surname of the University of Cologne professor, speaking at this Conference? 
10. Research has shown this essential accessory to be a leading cause of driver distraction. 

Just a reminder: the answer is a 10-letter word. When you have worked it out, please email your answer to media@tispol.org and don't forget to include your name and your organisation. The closing date for receipt of entries is Friday 17 October. We will collate all the answers and draw a winner at random. The winner will be notified immediately and we will publish the result in our Bulletin on Tuesday 21 October.

Send your answer to media@tispol.org by Friday 17 October.



Cross-border initiative to boost holiday traffic safety

News of a successful summer educational event involving officers from Germany and Switzerland

DURING THE recent summer break, the Traffic Police Directorate of Freiburg in Germany organised a number of safety events at Bad Bellingen, by the A5 motorway, close to the Swiss border. Therefore, also officers from the Basel traffic police in Switzerland were present.

During different weekends in August, large numbers of vehicles used the A5 towards the Swiss border. Hundreds of people, families, young and old started their trips with one thought in mind: to travel as quickly as possible to their preferred holiday destination.

But what about security? Could the car or caravan be overloaded? How was the driver's personal fitness for long distances? Did the children have correct child seats?

Many travellers took the chance to take a break at the Bad Bellingen rest area and get answers to these, and other questions. A group of police officers checked the

weight of the different vehicles and also the fixed baggage. Some cars and caravans were too heavy, and drivers had to unload some items, although no fines were imposed on them.

At one stand, questions were answered about fatigue and sleepiness, whilst there was also the chance to take a vision and reaction test. Blood pressure and blood sugar measurements were offered by volunteers. On the 'safe trailer' from the BG Verkehr (a professional association representing the traffic and transport industry), anyone interested could experience being in a low-speed collision, and the importance of wearing a seatbelt.

After a break and hopefully some new knowledge and experience, as well as a relaxed chat with officers, drivers could get back behind the wheel and continue their journeys, hopefully in safety.

André Roth, Basel Traffic Police