

TISPOL
European Traffic Police Network

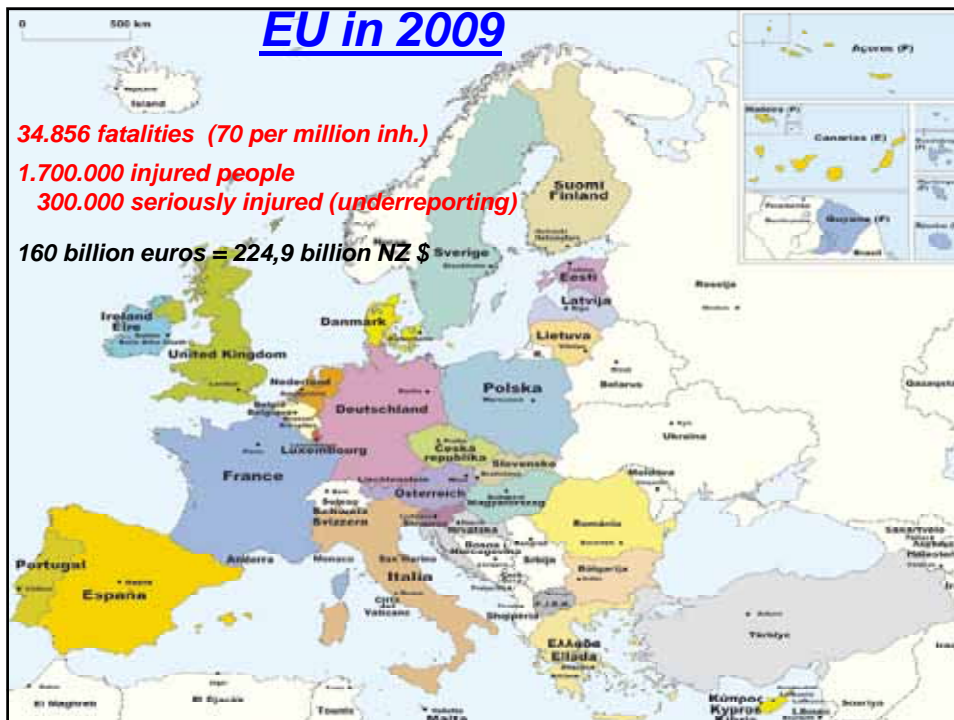
CROSSING BORDERS TO SAVE LIVES

EU STRATEGIES ON ROAD SAFETY AND TISPOL ROLE IN EUROPE

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TRAFINZ, Wellington 07 sept 2010

TISPOL
European Traffic Police Network





Europe's Shame:

**Around 35.000 people died on
European roads
in 2009**





(=sept 11th attack every month)

TISPOL is committed to reduce the number of fatalities and injured people on the roads, working together with other stakeholders and partners, trying to involve all State Members in EU





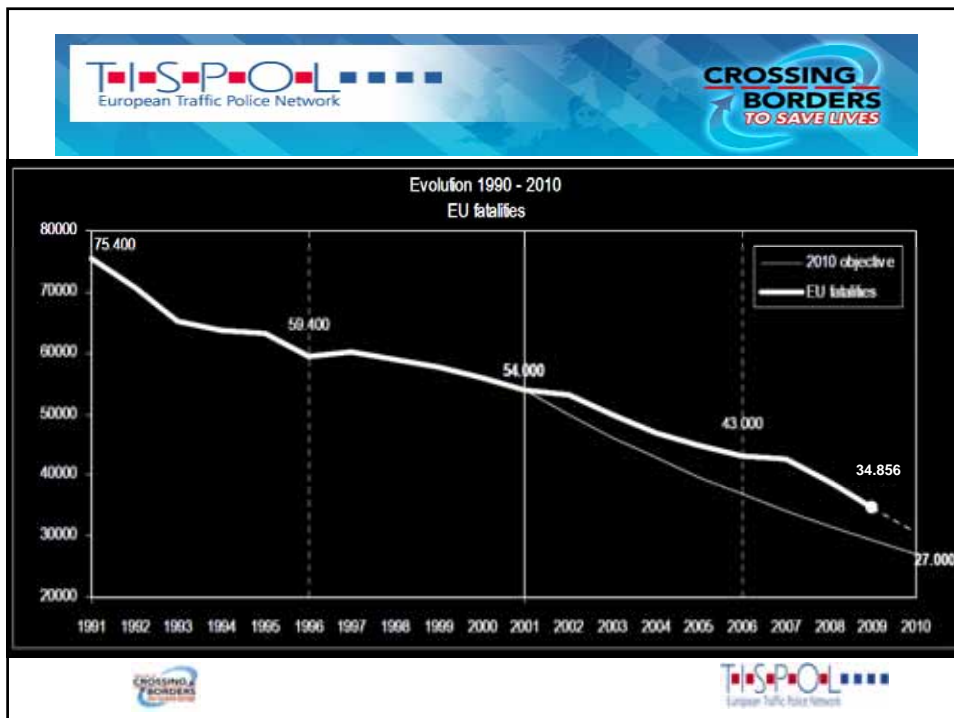
Some data from EU

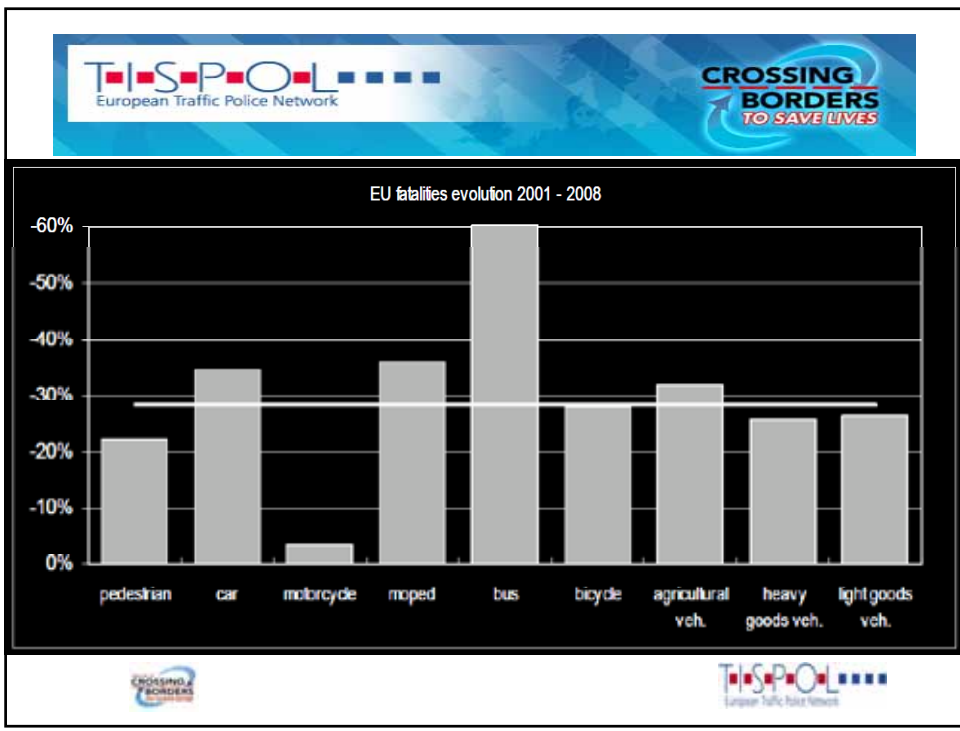
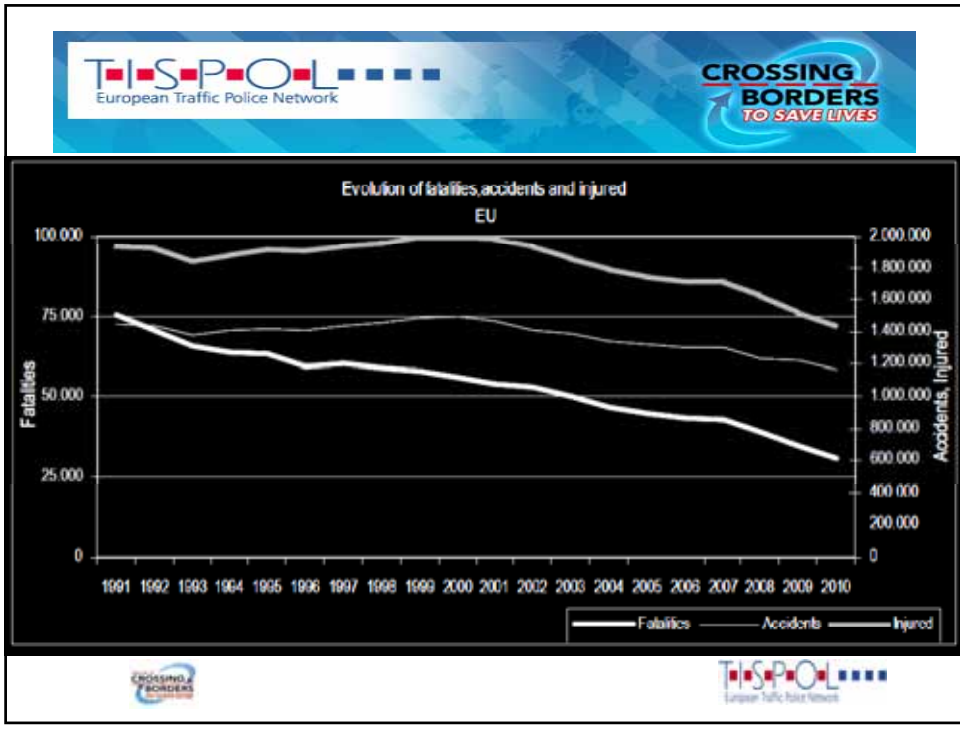


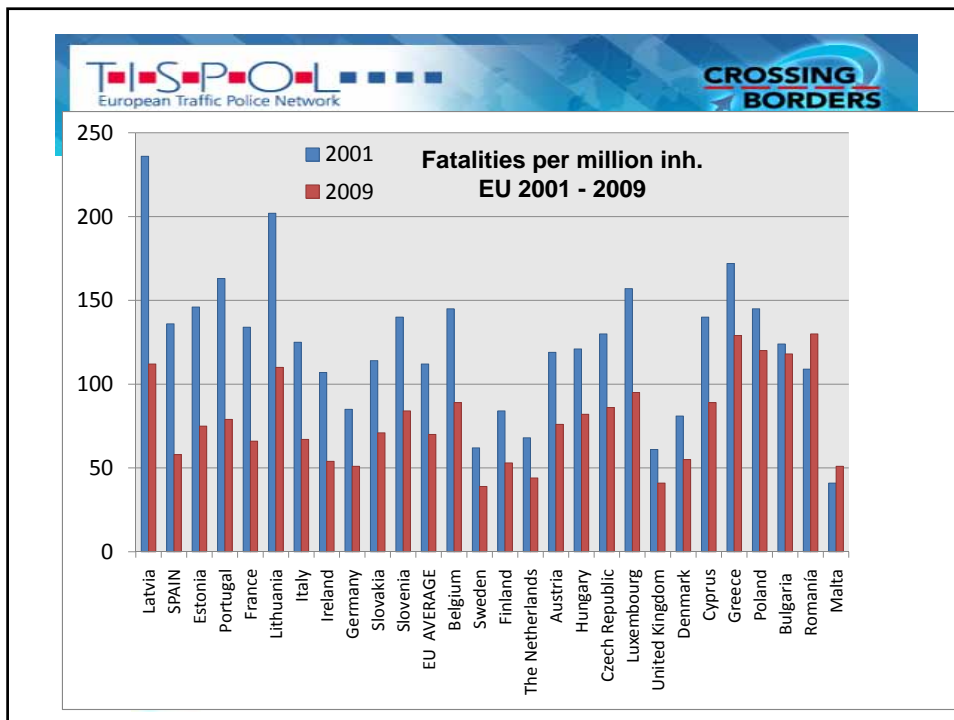
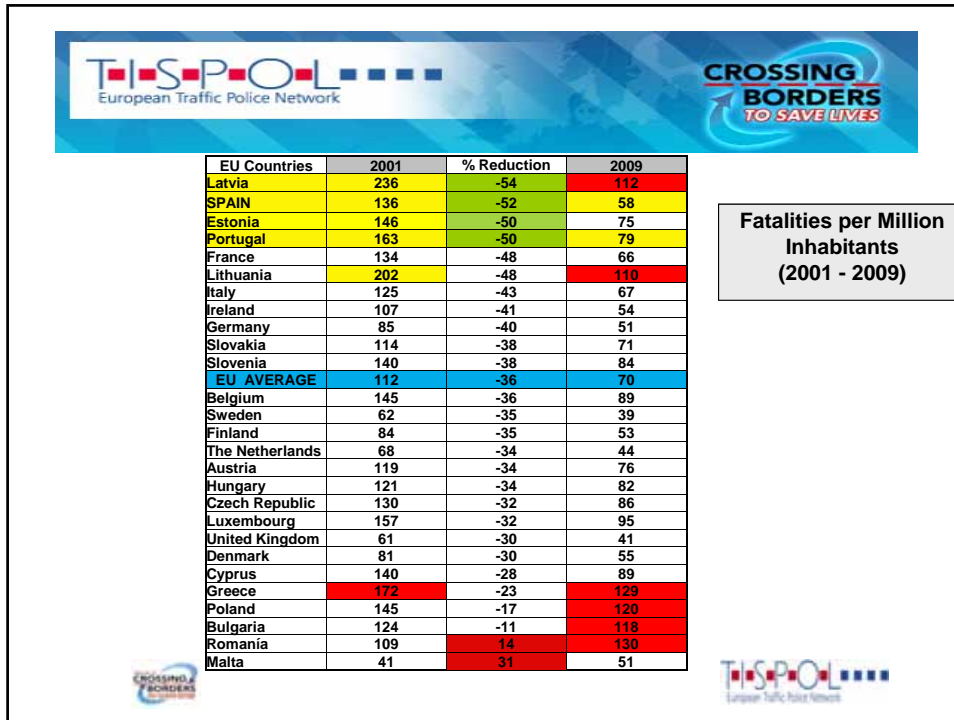



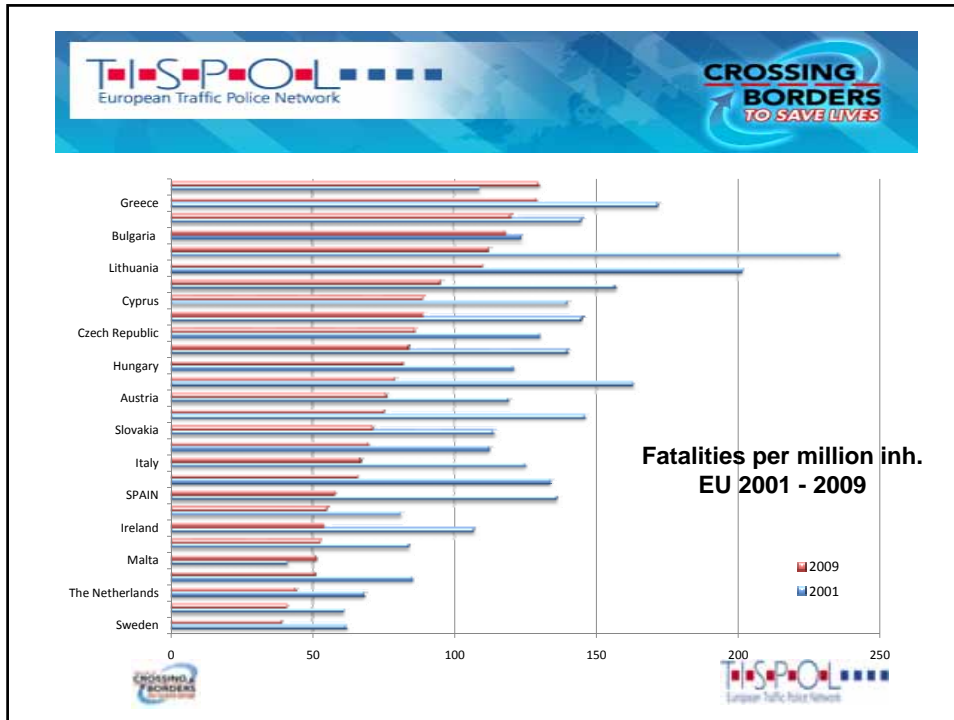
- 'European Transport Policy for 2010': Reducing road deaths on the roads by 50% between 2001 to 2010
- 54.000 fatalities in 2001
- Objective impossible to achieve
- It is estimated that there will be 32.500 fatalities in 2010 and that the 50% reduction objective (27.000 killed people) could be reached by 2017










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CROSSING BORDERS TO SAVE LIVES

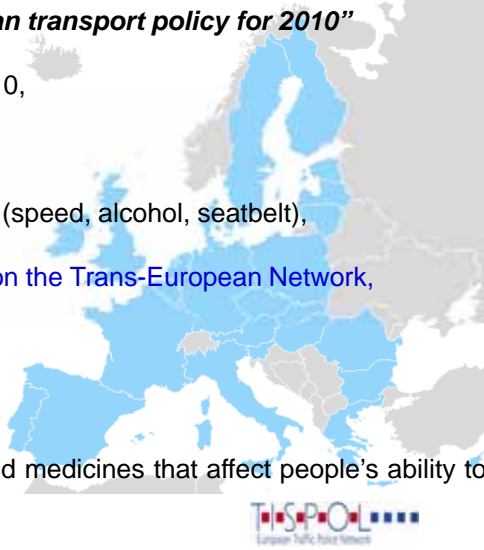
12th September 2001

***White Paper on European transport policy for 2010:
Time to decide***



“White Paper on European transport policy for 2010”


1. Halving the number of deaths by 2010,
2. Harmonisation of penalties,
3. Harmonisation of certain regulations (speed, alcohol, seatbelt),
4. Harmonisation of signs and signals on the Trans-European Network,
5. Proper sign-posting of black spots,
6. Combat drink and driving
7. Find answers to the use of drugs and medicines that affect people’s ability to drive,




“White Paper on European transport policy for 2010”

8. Require coach manufacturers to fit all seats with safety belts,
9. Need for independent technical investigations geared towards revealing the causes of accidents and ways of improving the law.
10. Introduction of electronic driving licences to help enforcement of penalties,
11. To encourage the introduction of active safety systems for all new vehicles,
12. Protection of vehicle occupants: seat belt reminders, airbags, information systems to adapt the speed of the vehicle to the conditions of the road, the traffic and the weather,





“White Paper on European transport policy for 2010”

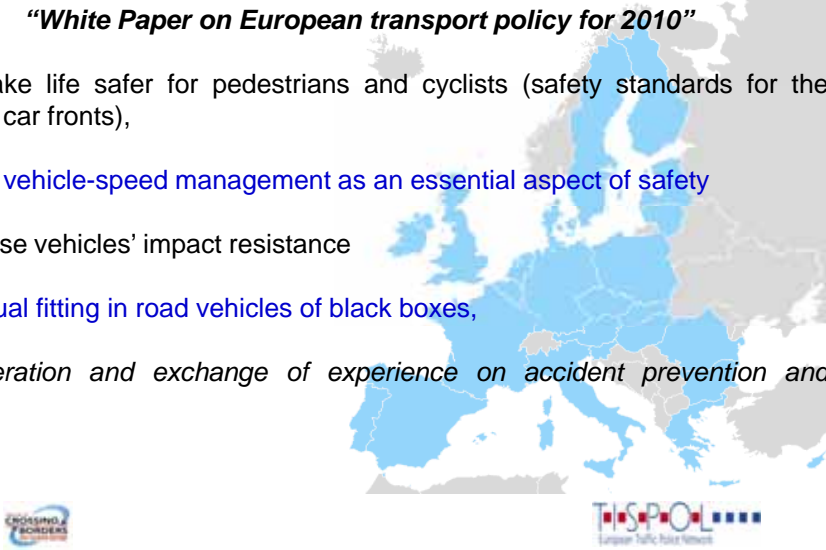
13. To make life safer for pedestrians and cyclists (safety standards for the design of car fronts),

14. Better vehicle-speed management as an essential aspect of safety

15. Increase vehicles' impact resistance

16. Eventual fitting in road vehicles of black boxes,

17. Cooperation and exchange of experience on accident prevention and analysis,






“White Paper on European transport policy for 2010”

18. Creation of a European road safety observatory (ERSO),





19. A committee of independent experts specialising in accident investigations will be established within the Commission to provide it with information on the development of rules and regulations in all areas of safety.



02nd June 2003

EUROPEAN ROAD SAFETY ACTION PROGRAMME
Halving the number of road accident victims
in the European Union by 2010:
A shared responsibility

“2003 European Road Safety Action Programme”




TARGET: **-50%** Road Fatalities between 2001-2010
From 54.000 to 27.000 fatalities

HOW: 62 proposals for concrete actions aiming to:

- Encourage road users to improve their behaviour,
- Make vehicles safer,
- Improve road infrastructure.

Provisional results in 2009:

- 36% of reduction
- From 112 to 70 fatalities per million inh.



MAIN CAUSES OF ACCIDENTS



- Excessive and improper speed, the cause of about a third of fatal and serious accidents and a major factor in determining the severity of injuries.
- Drinking and driving is responsible for about 10.000 deaths each year.
- The problems of driving under the influence of drugs and fatigue are also increasing.
- Failure to wear a seat belt or crash helmet is a major aggravating factor in accidents.
- If the rate of seat-belt use could be increased everywhere to the best international rate, more than 7 000 lives would be saved each year.
- Analysis of accidents shows that, if all cars were designed to provide protection equivalent to that of the best cars in the same class in the event of an accident, half of fatal and disabling injuries could be avoided.



MAIN CAUSES OF ACCIDENTS





- High-risk accident sites (black spots). Roadside design and street furniture can also play an essential part in reducing injuries in the event of a collision and may have a positive impact on behaviour.
- Non-compliance with driving and rest times by professional drivers.
- Poor visibility of other users or an insufficient field of vision for the driver. The lack of visibility in the blind spot towards the rear of vehicles alone causes 500 deaths a year.





06th April 2004

“Recomendation on Enforcement in the field of Road Safety”

“Recomendation on Enforcement in the field of Road Safety”


1. Set up a national enforcement plan
2. Evaluate it regularly and adapt if necessary
3. Combined with information of the public, (campaigns: publicity and on the road)
4. Use automated speed enforcement equipment
5. Provide procedures to follow up of all automated registered speed violations
6. Ensure the application of random alcohol breath testing (screening and evidential)
7. Intensive enforcement actions concerning the non-use of seat belts (3 per year 2 weeks of duration)
8. Effective, proportionate and dissuasive sanctions (immobilisation of vehicle, suspension or withdrawal of driving license)
9. Enforcement coordination points will be used for exchange of best enforcement practices applied by Member States
10. Serious or repeated offences jeopardising road safety committed by a non-resident driver are reported to the competent authorities of the Member State in which the vehicle is registered.



20th July 2010

EC COMMUNICATION
Towards a European road safety area:
Policy orientations on road safety
2011-2020






July-December 2009, EC Public Consultation through:

- a) Thematic Workshops,
- b) Internet consultation or written proposals (550 replies)
- c) A stakeholder conference.

20 July 2010, **“Towards a European road safety area: policy orientations on road safety 2011-2020” (EC Communication)**

TARGETS: -50% Road Fatalities between 2010-2020
In the future, to add a common "injuries reduction target"








PRIORITIES

1. General Governance Framework
2. Challenging Objectives

To guide national or local strategies



1. The establishment of a structured and coherent cooperation framework which draws on **best practices across the Member States**
2. A strategy for injuries and first aid to address the urgent and growing need to **reduce the number of road injuries**
3. The **improvement of the safety of vulnerable road users**, in particular motorcyclists for whom accidents statistics are particularly worrying.



OBJECTIVES

1. Improve education and training of road users:
 - **Pre-test learning** (accompanied driving),
 - **The driving licence test** (including awareness of the risks and defensive, energy-efficient driving),
 - **Post-licence training** (maintaining older people's aptitude for driving),
2. Increase enforcement of road rules:
 - **Cross-border exchange of information in the field of road safety,**
 - **Enforcement campaigns (with awareness to public),**
 - **Vehicle technology to assist enforcement** (speed limiters, alcohol interlock devices),
 - **National enforcement objectives in national implementation plans.**



OBJECTIVES

3. Safer road infrastructure:

- **Safe management of infrastructure to the secondary road network:** The highest number of fatalities occurs on rural and urban roads (56% and 44% respectively in 2008, compared to 6% on motorways).

4. Safer vehicles:

- Actions in the area of harmonisation and progressive strengthening of EU legislation on **roadworthiness tests** and on **technical roadside inspections**,
- Encourage progress on the **active and passive safety of vehicles**, such as motorcycles and electric vehicles.



OBJECTIVES

5. Promote the use of modern technology to increase road safety:

- Evaluate the feasibility of retrofitting commercial vehicles and private cars with **Advanced Driver Assistance Systems**.
- Accelerate the **deployment of e-Call** and examine its extension to other vehicles.

6. Improve emergency and post-injuries services (setting-up of a global strategy of action on road injuries and first aid).





OBJECTIVES

7. **Protect vulnerable road users** (In 2008, they represented 45% of all road deaths and statistics):

- Between 2001 and 2008, the reduction rate of road deaths for PTWs was only 4% compared to 35% for car occupants and drivers. ***Including powered-two wheelers in vehicle inspections***
- **Elderly people and people with disabilities counted** 28% of road fatalities in urban areas (20% of total road fatalities (40% as pedestrians)).
- In 2008, **cyclists and pedestrians** represented 27% of road deaths (47% in urban areas).
- **Member States should develop information, communication and dialogue between road users and with the competent authorities.**



TISPOL: Traffic Information System POLice (Network)





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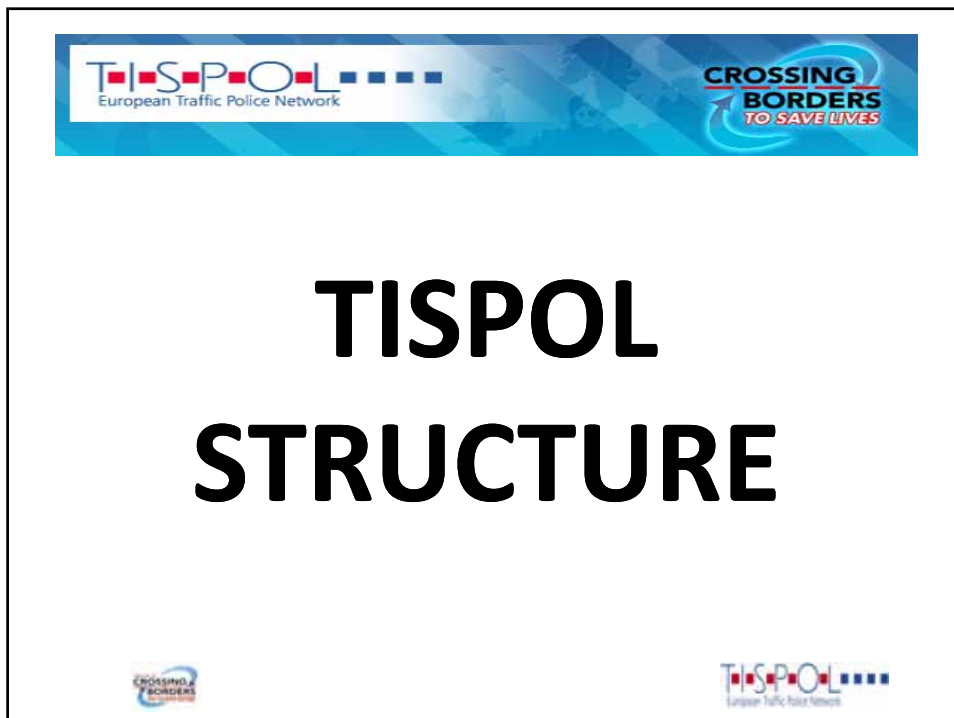
CROSSING BORDERS TO SAVE LIVES

TISPOL on the European Roads:
TARGET Saving Lives

TISPOL is committed to reduce the number of fatalities and injured people on the roads, working together with other stakeholders and partners, trying to involve all State Members in EU

CROSSING BORDERS TO SAVE LIVES

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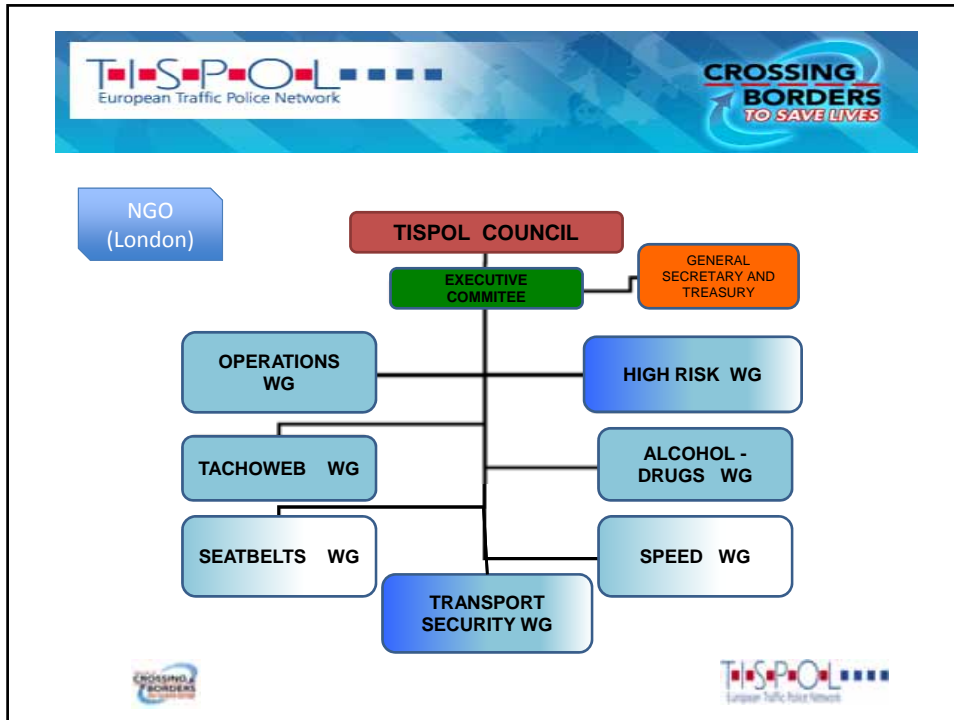
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CROSSING BORDERS TO SAVE LIVES



**TISPOL
STRUCTURE**

CROSSING BORDERS TO SAVE LIVES



TISPOL
European Traffic Police Network



-
- 27 Member States:**
- | | | | |
|-------------------|-------------|-------------|-----------|
| AUSTRIA | BELGIUM | BULGARY | CYPRUS |
| CZECH REP. | DENMARK | ESTONIA | FINLAND |
| FRANCE | GERMANY | GREECE | HUNGARY |
| IRELAND | ITALY | LATVIA | LITHUANIA |
| LUXEMBOURG | NETHERLANDS | NORWAY | POLAND |
| PORTUGAL | ROMANIA | SLOVAKIA | SLOVENIA |
| SPAIN | SWEDEN | SWITZERLAND | UK |
- For approval in sept 2010
- The list is presented against a background image of police officers in high-visibility vests. The TISPOL logo and slogan are visible at the bottom of the slide.



OBJECTIVES



- ✓ Reduce victims and suffering on the European Roads
- ✓ Direct Communication Channel between European Police Forces: Exchanging of best practices and experiences.
- ✓ Organize and coordinate paneuropean operations in road safety (9 per year).





✓ Reinforce Police Forces: Training and education based in investigation, intelligence and information to create practical programs.

✓ Initiate and support investigations to improve road safety (DRUID, CLEOPATRA, ...).

✓ Give a common Police Opinion about road safety in Europe, assisting the EC (DG-MOVE).



ADVANTAGES





- TISPOL works continuously without resting for saving lives.
- Nowadays, 27 Member States
- Flexibility and joint spirit of belonging.
- More countries willing to join and a model for other regions.










- Main areas to control:
 - Alcohol / Drugs
 - Seatbelts and protection devices
 - Speed

- New ones:
 - Young drivers
 - Motorcyclists
 - Pedestrians
 - Elderly People
 - Distractions and Fatigue
 - Thrill Seeking
 - Illegal Races



- Other areas of activity:
 - Cross border control of HGV + ADR
 - Resting times for professionals
 - Tachograph controls (frauds+manipulations)
 - Transport Security:
 - Illegal Immigration
 - Cargo Theft
 - Stolen Vehicles
 -






- **TACTICAL SEMINARS:**
 - Practical aspects for daily work
 - Legal Aspects
 - Sharing knowledge
- **TECHNICAL SEMINARS** (use of new technologies)
- **ANNUAL CONFERENCE** (Manchester 2010):
 - High Level of Participants from all over Europe
- **JOINT SEMINAR with ECR** (Masterclass)
- **ANNUAL STRATEGICAL MEETING OF TISPOL** (Madrid 2010)











- 9 Operations per year:
 - AD Alcohol-Drugs (2)
 - Speed (2)
 - Seatbelts (2)
 - Trucks (2)
 - Buses



TISPOL OPERATIONS 2010 PLANNER




	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
1 Jan	1 Feb	1 Mar	1 Apr	1 May	1 Jun	1 Jul	1 Aug	1 Sep	1 Oct	1 Nov	1 Dec	
2 Jan	2 Feb	2 Mar	2 Apr	2 May	2 Jun	2 Jul	2 Aug	2 Sep	2 Oct	2 Nov	2 Dec	
3 Jan	3 Feb	3 Mar	3 Apr	3 May	3 Jun	3 Jul	3 Aug	3 Sep	3 Oct	3 Nov	3 Dec	
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“Crossing Borders to Save Lives”




“Working Together to Make Europe’s Roads Safer”



CHALLENGES



TISPOL Challenges (I):


- ✓ To get more countries to get benefits from those who are getting best results applying “Best practices”.
- ✓ To become an effective “Lobby” in Brussels, so we can influence on EU Directives on Road Safety and in the decision level with public transport policies (Law Enforcement Field).
- ✓ To promote exchange of information on the borders in order to control further.
- ✓ To support the Crossing Borders Directive on road safety





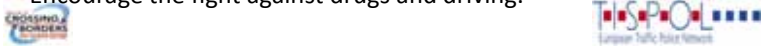
TISPOL Challenges (II):


- ✓ To Innovate in tactical and technical Traffic Police aspects (Handbook).
- ✓ To develop new communication strategies on road safety.
- ✓ To get more activity and participation from all countries in all TISPOL activities, operations and projects.
- ✓ To invest in cooperation with other Stakeholders on Road Safety.

What does TISPOL want from EC:

- To promote awareness on politicians so they put Road Safety as a national priority, supporting all stakeholders on RS.
- To support the exchange of “best practices” between countries.
- To build a basic skeleton with common basic rules for all Europe:
 - Legal Rules (Directive on Cross Border Enforcement, ...)
 - Fines and sanctions
 - Demerit Point Systems (foreigners?)
 - To establish basic common technical standards for devices used by Police Forces in Europe
 - Encourage the fight against drugs and driving.






TISPOL
European Traffic Police Network

**CROSSING
BORDERS
TO SAVE LIVES**

“LIFESAVER”

PROJECT



TISPOL
European Traffic Police Network

**CROSSING
BORDERS
TO SAVE LIVES**

LOGO



LIFESAVER

TISPOL
European Traffic Police Network





The project consist of an integral approach for saving lives in Europe, at three levels: **Strategical, Tactical and Operative:**

- 3 years – Starting on 1 June 2008.
- 8 Working Packages to help countries to develop there activities and get results.
- Focus in 6 mentored countries: Hungary, Poland, Portugal, Romania, Slovenia and Spain (WP1 + WP2).
- Benefits for all TISPOL members (WP3,WP4,WP6 & WP7).
- Activity fields: Best practices on technology, law enforcement (control and surveillance) and training, treated on the seminars.



WP1:

Strategical Seminars in 6 Countries

12 courses of 3 days (15 people)





WP2:

Tactical Seminars in 6 Countries

18 courses of 4 days (25 people)



WP3:

Operative Handbook for the

Traffic Police Officer





WP4:

3 Roads Safety Strategic Seminars

3 Roads Policing Seminars

3 Technical Seminars



WP5:

Evaluation and Follow up of the project





WP6: European Control Campaigns & Officers Exchange

24 Operations of 1 week

600 Police Officers Exchange



CROSSING BORDERS TO SAVE LIVES



LIFESAVER



TISPOL European Traffic Police Network



Results of TISPOL Operations in 2009:

<u>SPEED:</u>	1.635.480 infractions
<u>ALCOHOL / DRUGS:</u>	1.680.105 checks
	27.909 positives in alcohol
	2.104 positives in drugs
<u>SEATBELTS & CRS:</u>	234.546 infractions
	225.333 adults
	9.856 childs
<u>TRUCKS:</u>	354.571 checked vehicles
	114.475 infractions
<u>BUSES:</u>	47.861 checked vehicles
	8.654 infractions

CROSSING BORDERS TO SAVE LIVES

LIFESAVER

TISPOL European Traffic Police Network

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CROSSING BORDERS TO SAVE LIVES

WP7: Communicating the message of Road Safety



May 2010 Spring 2010 December 2009

LIFESAVER

TISPOL European Traffic Police Network

TISPOL European Traffic Police Network

CROSSING BORDERS TO SAVE LIVES

WP 7 International TISPOL Road Safety Conference

“Saving lives- A Shared Responsibility”



Radisson Blu Manchester Airport Hotel
28 & 29 September 2010



“Saving Lives - A Shared Responsibility”

TISPOL European Traffic Police Network



WP8:

Management and Coordination of the Project

(LIFESAVER TEAM)

Evaluation Report March 2009 to February 2010 submitted to European Commission



Can We do More ?

In 2009, there were 35,000 reasons why we must do more.....

Isn't it enough motivation for doing more?





TISPOL:

*“Working together
for saving lives”*



**;; Thank you
very much for
your attention!!**

