

Enforcement Monitor

ETSC's Newsletter on Traffic Law Enforcement in the EU

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Editorial

The European target of a 50% cut in annual road deaths by 2010 can only be reached if traffic law is enforced more effectively. Police enforcement of rules covering speeding, drink driving and the use of seat belts alone can help avoid 14,000 fatalities by 2010, according to Commission estimates. That is why the European Commission has adopted a Recommendation on how Member States should improve their enforcement policies. ETSC continues to monitor how the Recommendation is being implemented at a national level.

Since the publication of ETSC's second Enforcement Monitor, a plenary meeting of the European Commission's Expert Group on road safety enforcement has taken place. In March, Member State representatives met to exchange the best practice from the three working groups on combating speeding, drink driving and non seat belt use. The expert group also discussed the issue of cross-border enforcement and the revision of the Recommendation's Annex agreeing to its simplification based on available data in the Member States.

This third Enforcement Monitor presents progress in traffic enforcement in six European countries including the **U.K., Ireland, Malta, Lithuania, Greece** and **Germany**. The U.K. experience is presented in more detail and profiles its Safety Camera Partnerships.

This newsletter also gives an overview of speed enforcement technology: **ISA**. Arguably, all traffic accidents are related to speed. Over-speeding allows the driver less reaction and evasion time. It increases the likelihood of an accident situation arising, diminishes the chances of avoidance action being successful and increases the severity of an impact, should the evasive action be unsuccessful. Reducing speeds will therefore impact upon a wider range of accident types than just those accidents which are clearly related to excessive speed.

In the area of speed, both enforcement and prevention rely more and more on technological support. At the roadside, the police and other enforcement agencies use automated recording devices to allow identification of speeding drivers or vehicles. More effectively, and perhaps less costly for the inattentive driver, in-car speed limiters are used to inform, warn or prevent drivers from exceeding legal speed limits. In countries with large-scale speed enforcement, users tend to indeed see these devices as an alternative to paying speed fines. In these countries, a market has emerged for so-called manual speed limiters by which the maximum speed for the car can be fixed.

Latest speed control technologies can achieve more than this: they can help drivers to respect all speed limits on all types of road. It is time to ensure that their huge life-saving potential can be fully realised.

Feature: Intelligent Speed Adaptation

ISA ('Intelligent Speed Adaptation') is a general term for systems which establish the position of the car, compare the current position and speed with a digital road map including local speed limits,

and give feedback to the driver if the speed is exceeded. These systems can be seen as an 'in-car' alternative to traditional speed reduction measures such as police checks and road humps.

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Safety benefits

Research has shown that ISA can lead to a reduction of speeds on the whole of the road network. It also helps drivers to drive more harmoniously, reducing speed variance over time. Trials have shown that ISA also has a positive effect on other road users who do not have such a system installed in their cars. By limiting speed variance between cars, ISA can contribute significantly to traffic safety.

ISA – a range of different systems

There are various types of ISA:

- **"Informative"** or **"advisory"** ISA displays the local speed limit for the driver.
- **"Supportive"** or **"warning"** ISA gives the driver feedback, for example in the form of a visual or audio signal, or in the form of an increased upward pressure on the gas pedal (so-called 'active accelerator').
- **"Intervening"** or **"mandatory"** ISA totally prevents speeding, for example by reducing fuel injection or by requiring a "kick-down" by the driver if he or she wishes to exceed the limit.

For safety reasons all current systems can however be overridden. It is therefore the driver who carries the final responsibility for his or her driving speeds.

Safety gains depend heavily on the type of ISA used: the more "intervening" the system, the more significant the benefits. Researchers from the University of Leeds estimate that the use of mandatory ISA with static speed limits can reduce fatal accidents by more than a third, while advisory ISA can achieve only an 18% reduction of this type of accident. In fact, large-scale trials in Sweden have shown that the effect of a light or sound warning signal diminishes rapidly over time. Drivers ignored 50 percent of the signals after one year of using this type of ISA.

Safety gains also vary considerably depending on the driver, the speed limits and whether or not ISA is combined with other Advanced Driver Assistance Systems (ADAS). ISA has been shown to have the greatest effect on those drivers who have a positive attitude towards ISA and who "miss" limits because of inattention. ISA only has a small effect on those drivers who reject the system and who exceed limits deliberately. ISA has been less effective with drivers in commercial transport than with drivers conducting private cars.

Do drivers find ISA a useful tool?

It has also emerged from the Swedish trials that ISA seemed to be more effective on 50 and 70 km/h roads than on roads with a 30 km/h speed limit. And a field trial done in Australia has shown that benefits can be increased when ISA is used in combination with Following Distance Warning (FDW) rather than in isolation.

In the various trials that have been run across Europe, ISA systems have met with a very high acceptance by drivers, which generally increased the longer the system was used. In Sweden, where more than 10,000 drivers have tested ISA, two in three test drivers would have kept the system in their car after the trial, had it been for free. One in three would have been prepared to pay for a so-called 'active accelerator' ISA, and one in two would have been ready to pay for a sound warning system.

Across Europe, between 60 and 75% of drivers who have tried out ISA said they would install the system in their own cars. In all surveys, informative and supportive systems achieved the highest scores. Drivers found the systems more or less convenient to use, and they appreciated the fact that ISA had only very little influence on travel times while at the same time reducing fuel consumption.

ETSC would like to invite you to its **3rd European Transport Safety Lunch on ISA** entitled

"In-car speed control – the answer to killing speed?"

The lunch will take place on **31 August 2005** at the Autoworld in **Brussels**. Participation is free of charge. For more information, please see ETSC's website www.etsc.be or contact us under communication@etsc.be.

Among those who do not know ISA from experience, acceptance is considerably lower. The latest SARTRE survey has shown that only 55% of European drivers would support a "system that prevented you exceeding the speed limit". However, a MORI poll carried out in the U.K. has found that that 70% of respondents support an audible in-car warning or a dashboard display that alerts them to the legal speed limit on residential roads and on trunk roads in built-up areas. Those who were strongly opposed to the idea were less than 7%.

Who uses ISA?

While different ISA systems have been successfully tested, no system has actually reached a wider public as of yet. To promote the use of ISA, the Swedish National Road Administration has therefore decided to set an example and buy, lease or rent only cars equipped with ISA as of November 2005.

In other countries, projects are underway in which insurers, employers or leasing companies are using informative ISA systems with a recording function to monitor speeding behaviour of their drivers. Drivers taking part in these projects do not only receive a warning signal when they are exceeding the limit, but a data recorder installed in their car actually registers all speeding offences committed and a sender unit transmits this information back to a monitoring station.

In Ireland and Denmark, insurers are piloting this type of 'recording ISA' to monitor speeds of young drivers. If a customer's speed log shows that they have kept within legal limits, he or she will be entitled to important reductions on their vehicle insurance premium.

'Recording ISA' saves on the insurance bill

The Irish branch of AXA Insurance has recently extended and enhanced its ISA scheme following a successful 2-year pilot run between 2001 and 2003. Young male drivers from 17 years of age can now save up to 44% on their insurance premium. So far, about 3,000 drivers are on or have passed through the scheme. In the Danish country of North Jutland, a similar scheme will be offered from 2006 to a first group of 300 young drivers in the framework of a 3-year research project coordinated by Aalborg University.

Meanwhile in the Netherlands, there is another project underway offering ISA with a recording function to drivers of leased cars. If the data shows that drivers have kept both to speed limits and to a minimal distance to preceding cars, they can expect to receive small personal presents such as cookery classes, trips, etc.

In Finland, a similar system called SPEEDAUDIT has been tested by a small taxi company. In this case it was the company's management and owner who received information about the speeds driven.

Wider take-up expected in the future

In the near future, ISA systems will become available to a wider range of drivers. Navigon, a provider of GPS-based nomadic navigation systems, has included speed limit information in its latest model which will be available from May 2005. Another company, Continental Temic, has announced a system called Active Distance Support (ACDIS) which combines Adaptive Cruise Control with the ability to maintain mandatory speeds. The ACDIS system should be available on the market at the end of this year.

So far, ISA can however not be offered in all EU Member States because digital maps with speed limit information are still missing for many countries. Only Sweden, Norway, Finland, the Netherlands and the U.K. have made efforts to establish national speed limit databases. In parallel, map makers have started to collect speed limit information covering at least some parts of the network including motorways and trunk roads. As a general principle, current maps cover static limits only. For the end user, the update process is the same as for navigation maps – through the purchase of a new CD/DVD.

The next generation of ISA should use maps that cover the whole of the network and that are updated automatically, for example through mobile phone networks. Future ISA systems should also be able to provide information on variable speed limits, and they should be truly reliable providing exactly the same information inside the car as outside. Research is underway for systems to also recommend appropriate speeds according to changing traffic and weather conditions.

Yet awaiting these further developments, the deployment of current systems should not be postponed and their – already significant – safety benefits realised today rather than tomorrow.

Country focus: United Kingdom

The U.K. is the best-performing EU country on road safety. Indeed it has one of the lowest death rates in the world. Great Britain's national road safety strategy, *Tomorrow's Roads - Safer for Everyone*, launched by their Prime Minister in March 2000, set out a new framework for delivering further improvements in road safety over the next decade. The inclusion of 'Better Enforcement' as one of the ten key themes within the strategy reflects the important contribution that effective enforcement can make towards delivering the 2010 casualty reduction targets. The U.K. has been particularly successful at reducing accidents through automated speed enforcement. Its National Safety Camera Programme led to a 40% reduction in the number of people killed or seriously injured in three years. Its infrastructure is also amongst the best in Europe integrating road safety considerations into engineering innovations. However, 3,508 people still died on England, Wales and Scotland roads in 2003.

Effective planning and monitoring

A new **Roads Policing Strategy** was announced on 11 January 2005 for England and Wales. The joint strategy, which was drawn up by the Department for Transport, Home Office and the Association of Chief Police Officers, identifies specific enforcement actions including *'a highly visible police presence on the roads'*. Co-operation between relevant government departments and the Association of Chief Police Officers (ACPO) in drawing up this joint strategy should be used as a model for other EU countries to adopt. However this is not a statutory document and its implementation and contribution to a National Enforcement Plan as set out by the European Recommendation on Enforcement remains to be seen.

Part of the **Roads Policing Strategy** includes developing performance monitoring through indicators of outcome. This will also be linked to changes in the U.K. Home Office's monitoring of police performance through a new **Policing Performance Assessment Framework**. Each police force in England and Wales will be assessed using a performance indicator measuring the number of deaths and serious injuries resulting from collisions.

Northern Ireland and Scotland have their own Road Safety Strategies and Roads Policing Strategies and different targets. These are regularly reviewed, up-dated and in the case of Scotland monitored by the Scottish Executive. In addition to Scotland's strategy, ACPO's 'Scottish Policing Priorities' include two targets relating specifically to road fatalities: to reduce the number of people killed or seriously injured by 33% and the number of children killed or seriously injured by 40% by the end of 2005/6. Targets are then set at a force level and progress towards them is monitored.

In Northern Ireland, targets are set nationally for speed, drink driving and seat belt enforcement. Northern Ireland works towards a different target of reducing killed and seriously injured to 33% by 2012, due to potential traffic growth. Numbers of killed and seriously injured have already been reduced by an impressive 21% between 2002 and 2004 through a combination of enforcement and education.

Key to the U.K.'s policing approach is the **'National Intelligence Model'**. This new model for policing ensures that information is used by police senior managers to prioritise operational policing. An example of intelligence-led policing from Wales shows how police targeted reducing motorcycling fatalities which had been very high (18) during 2003. Police employed a combination of safety camera enforcement, a police air support unit, road policing patrols and engaging **'Bike Safe'**. They targeted specific roads at high risk times and managed to reduce fatalities to 8 in 2004. The government placed the model at the centre of the **Police Reform Agenda**. ACPO stated in its **'Modern Road Policing: A Manifesto for the Future'** that the **'National Intelligence Model'** would be part of "saving life on the roads, investigating incidents (especially road deaths) more thoroughly, and patrolling the roads more effectively".

Legislative changes

Legislative changes contained in the **Road Safety Bill**, affecting England, Wales and Scotland and in some cases Northern Ireland were expected this spring. But the Bill did not make sufficient progress prior to the general election and failed to achieve Royal Assent before Parliament was dissolved. However according to PACTS, both Trans-

port Spokesmen for the two leading parties have committed themselves to reintroducing a Road Safety Bill in a future session of Parliament. According to PACTS, this delay will enable further debate on the proposal to extend the range of penalty points for speeding from 2 to 6 points (instead of 3 to 6 points). See the [DfT Discussion Document on Graduated Fixed Penalties for Speeding](#) and PACTS' response.

Yet, the **Serious Organised Crime and Police Act** which includes a road policing shake-up, has been passed. The Act will, with Treasury approval, allow police to retain revenue from fixed penalties resulting from automatic number plate recognition (ANPR) operations, including driving without insurance and failure to wear a seatbelt. Other provisions of the Act include a power to require production of vehicle registration documents, a new offence of using an incorrectly registered vehicle, a power to seize vehicles being driven by someone who does not have an appropriate licence or insurance, and better access to information on the insurance status of vehicles. It also includes the introduction of roadside evidential breath testing, for which legal provision already exists in Northern Ireland.

Speed

The U.K. has led the way with its approach to lowering speed through a combination of measures linked to introducing speed cameras. A system to pilot safety cameras enabling cost recovery from fines was introduced to eight areas in 2000. In 2001, legislation was introduced that allowed the system to be extended to other areas through Safety Camera Partnerships. A national programme was then gradually introduced. There are currently a total of about 6,000 fixed or mobile cameras sites that are used from time to time. These are complemented by mobile controlling patrols. Some police cars are fitted with on-board video surveillance systems with the ability to gauge the speed of a vehicle. Section control is also being introduced using the SPECS system which measures average speeds between two cameras. These cameras are being used to control speeds of vehicles on longer stretches of road, for example in tunnels under the Thames in London and on a high risk section of a motorway in Scotland.

However, speeding continues to be a problem in all parts of the U.K as the speed limit compliance

still varies greatly. Figures for England and Wales in 2003 show that 57% of drivers were over the limit on motorways, 27% over the limit on 40 mph roads and 58% were over the limit on 30 mph roads. Another measure being introduced to tackle this problem alongside the long-standing driver improvement training are speed awareness courses. These are being developed and extended in an attempt to address behavioral change and perceptions of the speeding driver. These courses are offered as an alternative to either receiving a Fixed Penalty Notice or a summons to court.

Safety Camera Partnerships

The U.K. Safety Camera Partnerships were introduced in the framework of the Vehicles (Crime) Act in 2001. The Partnerships are made up of key stakeholders working to reduce speeds on the U.K.'s roads, including the police, courts, local authorities and highways authorities. Nearly all Police Forces are now included in local Partnerships.

Partnerships must adhere to the arrangements for cost recovery known as 'netting off' set out in a Handbook of Rules and Guidance. The Handbook also sets out the criteria for identifying and prioritising the locations for camera deployment, by reference to the record of speed-related crashes and casualties. The majority (85%) of camera time must be in areas with a specified minimum level of death and serious injury in the previous three years (4 collisions per km resulting in death/serious injury for fixed cameras). The placement of the other 15% of camera time is left at the discretion of local partnerships and their requests. ACPO has also published guidelines advising that under normal circumstances speed cameras should be triggered by motorists speeding by 10% + 2 miles per hour.

Scotland has different Safety Camera Partnership guidelines which were developed in July 2004 and take into account some of the lessons learnt from the experience in England and Wales such as the criteria for placing the cameras. Northern Ireland are currently considering developing their own Safety Camera Programme.

Communication with the public is key to the success of the Safety Camera Partnerships and so they publish information on the operation of their programmes highlighting the sites and the before and after casualty statistics. Safety Camera Partnerships currently spend over 6 million pounds on publicity activity. See [DfT website](#).

An independent review of the first three years of the national safety camera programme found that the introduction of speed cameras has had a very positive impact on road safety. Firstly, there was a 32% reduction in the number of vehicles exceeding the speed limit at new camera sites. Overall the proportion of vehicles speeding excessively fell by 80% at fixed sites. Secondly, the number of personal injury collisions was cut by 33%, and the number of people killed or seriously injured by 40%. Thirdly, the positive cost benefit was calculated at around 1:4, whereby in the third year, benefits to society from avoided injuries were in excess of £221 million compared to enforcement costs of around £54 million. Finally, the public strongly supported the use of safety cameras for targeted enforcement. See [DfT website](#).

One problem posed by this major shift to increased automatic speed enforcement is the number of unsanctioned speeding non-resident drivers. These drivers are currently not picked up by safety cameras. This is an increasing concern to Police who comment that non-resident drivers are flouting speed limits as they realise that their detection risk is very low.

Alcohol

Drink driving is a serious problem in the U.K. with one in six fatalities related to alcohol. Random roadside breath testing for alcohol, as included in the Enforcement Recommendation, is not permissible in the U.K. although a recent Home Office Survey found support for this, with 86% of all respondents in favour. At present Police can stop drivers who they suspect to have been drinking and test them at the roadside. Moreover, police have the power to stop any vehicle without suspecting an offence. Equally in this situation, if they suspect driving under influence then driver's breath can be tested. Police can also test drivers they consider to have committed a traffic offence. Lastly, in case of an accident which has caused an injury, police also conduct a breath test. Thus, clearly police have many opportunities to detect and sanction driving under influence.

Yet, a report approved by the House of Commons Transport Committee on Traffic Law and its Enforcement registered the reduction in the number of breath tests in England and Wales as "extremely disturbing". The number of roadside screening breath tests conducted in the U.K. has

continued to fall, from 715,000 in 2000 to 534,000 in 2003. This fall has been attributed to police under-reporting. Of the 534,000 tested for drink driving in England and Wales in 2003, 106,300 were positive or refused to be tested, representing a slight rise of 3% since 2002, though the current proportion of 20% remains a lot lower than 51% level in 1979. In Scotland the total number of alcohol checks is not collected apart from during specific campaigns.

In Northern Ireland, police are assessed according to an indicator which includes drink driving detections. Individual Police Commanders are thus held accountable. New roadside evidential testing, which is already available in Northern Ireland, has now been incorporated into the Serious Organized Crime and Police Act 2005 and will be applied by police within the next year. Currently, police must escort a suspected drink driver back to the police station for an evidential breath test; this can take over an hour.

The U.K. has also been successful in introducing a Drink/Drive Rehabilitation scheme. This has allowed courts throughout the U.K. to refer offenders for rehabilitation courses since January 2000. According to an evaluation of this programme, courts referred at least 59% of all drink/drive offenders to a course. See [TRL report](#).

The results have been very positive with a survival analysis of offenders indicating a reduction not only of future rates of drink/drive convictions but also of other motoring offences. A pilot rehabilitation programme to integrate alcohol ignition interlock devices as a court disposal for dealing with repeat drink drivers was to be introduced with the adoption of the Road Safety Bill and may be taken up again by the new government.

According to one [estimation](#), lowering the drink-drive limit from 80 to 50 mg per 100 ml of blood could prevent 65 fatalities and 230 seriously injured per year. This proposal is popular among drivers: [Home Office research](#) indicates that 62% of drivers are in favour of lowering the BAC limit, including 45% of drivers who had driven while 'over the limit'. However, the U.K. government believes that strong enforcement of the current limit, combined with tough penalties and hard hitting publicity, is more effective in tackling drink driving and its consequences.

Seat belts

Seat belt enforcement is undertaken as part of everyday policing and specific local campaigns. Part of intelligence-led policing focuses police enforcement activity on 'crash locations' where seat belt wearing will also be scrutinised. In England and Wales once an offence is detected it is generally left to the discretion of the police officer as to whether a verbal, written warning or a fixed penalty fine is given. In Scotland officers may also initially give either a verbal warning, issue a ticket or submit their report to the Procurator Fiscal. However, the normal course of action is to issue a ticket and fine of £30. When tickets are issued and not paid, offenders are reported to the Procurator Fiscal. The decision as to whether or not to prosecute offenders is that of the Procurator Fiscal.

In Northern Ireland however, since 2001 a fixed penalty fine is always given. This has translated into a real increase in the seat belt wearing rate there of 67% to 77% (rear) and 86% to 91% (front) between 2001 and 2004. Moreover, Northern Ireland also plans new legislation for 2006 whereby penalty points can also be incurred

for non seat belt use. These will be given not only to the driver (including where a child under 14 years is not wearing a seat belt) but also to passengers. Points will also be added to the responsible adults for those who are under 14 years of age. Seat belt wearing rates in the remainder of the U.K. are at around 93% for the driver, 94% for the front passenger, 65% for rear passengers over 14 years of age and 93% for those under 14, according to a survey carried out in 2004 by TRL.

The U.K. has made progress in keeping its fatality rates low and applying innovative approaches to its enforcement activities through developing and using technologies and campaigns. However the U.K.'s record could certainly improve by allocating more resources for enforcing speed beyond its camera sites, introducing a lower BAC level, considering introducing random breath testing and conducting separate intensive checks on seat belts particularly focusing on the back seat. It must continue to look beyond its achievements and defend its position as road safety leader in Europe.

Traffic law enforcement is the topic for the next conference organised by ETSC's U.K. member Parliamentary Advisory Council for Transport Safety (PACTS) on **12 October 2005** in **London** on

"Road Traffic Law and Enforcement. Have we got it right?"

This conference will look at a number of questions such as: Has the U.K. got the balance right between punishment and retraining? How does the U.K. allocate resources between police officers and technology? Is the pattern of offences and sentences the most effective one? At the conference, ETSC will also be giving a presentation on how the United Kingdom compares with the rest of the EU. For more information, please download the conference brochure from the [PACTS website](#).

News

Police enforcement

Improving the legal framework

In the **U.K.** a new **Road Safety Bill** has not made sufficient progress in Parliament to receive Royal Assent prior to the General Election scheduled on 5 May 2005. It will be a matter for the new government to decide whether to reintroduce a Road Safety Bill in a future session of Parliament. According to PACTS this will enable further debate on the proposal to extend the range of penalty points for speeding from 2 to 6 points (instead of 3 to 6 points, see the [DfT Discussion Document on Graduated Fixed Penalties for Speeding](#) and [PACTS' response](#)). A second piece of legislation relating to enforcement, the Serious and Organised Crime and Police Act, was however passed. It was amended to

include provisions from the dropped Road Safety Bill including the introduction of roadside evidential breath testing and access to insurance data.

In **Spain**, Parliament approved at the end of April a new **penalty point scheme**, which is expected to start operating by the end of this year. Drivers will receive an initial credit of 12 points and lose between 2 and 6 points for different types of traffic offences. They can recover up to 4 points by attending a 15-hour risk awareness course. To recover a driving license that has been withdrawn, offenders have to undergo a 30-hour risk awareness training. They can re-apply for a new license only after six months. Professional drivers will be able to accelerate the timing for participating in the course, but penalty points will be the same as for other drivers. Drivers who do not violate any traffic rules for at least two years will gain up to six points extra. The legal changes now have to pass through the upper chamber, the Senate.

According to FITSA Foundation, the new penalty point system constitutes the main pillar of the current government's road safety policy. It is a well-designed system that was already part of a Traffic Safety Strategy published in 1993. "Such an effective scheme should not have taken such a long time to see the light of the day: every month represents a lost opportunity to save lives and pain", FITSA comments. A number of political and technical issues regarding the co-operation between the different administrative bodies holding traffic safety powers still need to be resolved.

In **Germany**, 20 university professors have called for a general **speed limit of 130 km/h** on German motorways. To further increase safety, this measure should be complemented by a speed limit of 120 or 110 km/h for goods vehicles under 2,8 t and for all vehicles in wet weather conditions, according to the academics. Prof. Bernhard Biehl from Mannheim University has welcomed this initiative even if he thinks the limit should be 120 and not 130km/h. "This change is long overdue", he said. "It will lead to lower speeds not only on motorways but also on rural roads where a limit of 100km/h exists but drivers do not adhere to it." Prof. Biehl expects a general calming of traffic on German roads: "Lives will be saved on the whole of the network once people have taken on board that speeds must be curbed on all types of roads, including motorways," he said.

The German Road Safety Council (DVR) said they "welcomed the opening of the discussion concerning speed limits on German motorways. DVR will establish a working group composed of selected experts from DVR's committees for road infrastructure, vehicle safety, road user behaviour and adult road users to analyse the proposal of the academics and to continue the discussion on this topic."

Since 20 January 2005, the measurement of **speed limits in Ireland** has been changed from miles per hour to kilometers per hour. As a result of these changes, speed limits on rural national roads, on motorways and in built-up areas have seen a slight increase. The speed limit for rural regional and local roads has however been changed from 60 mph to 80 km/h (50 mph), representing a reduction of 20%. Recent EuroRAP results have shown that on this type of road, good for 91% of Ireland's road network, the risk of a fatal collision is highest. Alongside the 'Go Metric' campaign, 30,000 signs were introduced to show the change in speed limit. This has also drawn attention to the speed limit differences between different speed zones. See [Go Metric website](#).

German Transport Minister Stolpe has called for a zero **BAC limit** for novice drivers to be introduced in **Germany** within the timeframe of the current government. "Austria and Spain have made good experiences with this type of rule," Stolpe said. German statistics show that about 35% of young drivers involved in accidents are driving under the influence of alcohol. 79% of drivers between 16 and 20 years of age would agree to a total ban on alcohol while driving during the first two years of obtaining their licence, according to a [2004 survey](#) carried out for Renault.

Stolpe presented his proposal to his colleagues from other European countries at the Transport Council in Brussels on 21 April stressing that he would prefer a common European approach over legislation covering Germany only.

A nationally representative self-report survey carried out in the **U.K.** in 2002, published in 2004, explored the prevalence and frequency of driving after drinking alcohol. The majority of respondents (62%) were in favour of a lower BAC limit. This included nearly half (45%) of the 'over the limit' drivers. There was also support for random breath testing, with 86% of all respondents in favour of introducing this policy – including 70% of drivers whilst 'over the limit'. See [Home Office website](#).

European action

A second plenary meeting of the European Commission's **Expert Group on Road Safety Enforcement** took place in March 2005. Member State representatives met to exchange best practices from the three working groups on combating speeding, drink driving and non-use of seat belts. The Expert Group also discussed the issue of cross-border enforcement and the revision of the Recommendation's Annex agreeing to its simplification based on available data in the Member States. Starting from 2007, Member State authorities will be requested to report every two years on the state of play of police enforcement in their country.

TISPOL, the 'European Traffic Police Network' Organisation, is holding its annual European Training Seminar at the Polizei-Fuehrungsakademie (PFA) in Münster, Germany from 21 to 24 June 2005. Operational level traffic police officers from across Europe will attend, with 29 European countries being invited to send officers to participate. During the seminar common European roads policing issues such as digital tachographs, insecure and dangerous loads, the carriage of hazardous goods by road and speed, seatbelt, alcohol and drugs enforcement, will be presented and discussed. 'Best Practice' in operational roads policing from across Europe will be analysed with the presentation of enforcement technologies from various European Traffic Police Services being a key feature. Overcoming cross-border police communication barriers is also on the agenda. For further information please contact Roger Brooks, roger.brooks@met.police.uk.

ETSC has responded to the U.K. Presidency's consultation on its Transport Presidency priorities, calling on the Presidency to prioritise the implementation of the EC's Recommendation on Traffic Law Enforcement. See [ETSC website](#).

National approaches

In **Italy**, police figures show a dramatic 18.8% reduction in road fatalities between mid-2003 and mid-2004. Similarly, injuries fell by 17.9% in the same period. The success has been attributed to increased enforcement and awareness raising as part of the introduction of a new penalty point system in 2003. In the case of speeding there has been a 15% increase in the number of fines. However, a huge drop of 43% occurred in the number sanctioned for non-use of seat belts. The number of drink driving offences has remained stable. In total, the police recorded a 12% drop in traffic offences. See [police figures](#) for mid-2003 to mid-2004.

In November 2004, the **Irish** Departments of Transport and Justice announced the creation of a new Traffic Corps to replace the former Traffic Unit. A total of 700 new officers will be recruited to join the current 500 officers who are part of the Traffic Unit bringing the total up to approximately 1,200 by 2008. This increase in resources will no doubt substantially raise the level of traffic law enforcement. Moreover a new Assistant Commissioner with special responsibility for traffic has also been appointed. See [Department of Justice press release](#).

On 1 April 2004, the **U.K.** Home Office started to monitor police performance through a new Policing Performance Assessment Framework. Police will be evaluated based on a number of indicators related to four main priorities set nationally and locally relating to: reducing crime, investigating crime, promoting public safety and providing assistance. Performance in road safety will be measured by the number of deaths and serious injuries resulting from collisions. Forces graded 'excellent' overall will benefit from additional funding and freedoms on targets. Performance statistics for 2004/2005 will be published in autumn 2005.

In the **U.K.**, the latest publication of 'Motoring Offences and Breath Test Statistics England and Wales' shows that the number of motoring offences in 2003 was 13.2 million, up 15% on 2002. 93% of all motoring offences dealt with were speeding offences. In 2003, safety cameras of all types provided evidence for 1.9 million motoring offences, an increase of 45% between 2002 and 2003. This increase reflects the fact that the number of police force areas participating in safety camera partnerships doubled in 2002. In total, there were 14 safety camera partnerships at the start and 30 at the end of the year. There was a continued short drop of 6% in screening breath tests between 2003 and 2002, whilst the number of positive or refused tests rose by 3%. See [Home Office statistics](#).

In **Sweden**, the Institute for Transport and Communications Analysis (SIKA) has published a report on 'Traffic safety measures and observance: Compliance with speed limits, seat belt use and driver sobriety'. The report estimates law compliance for speed, seat belt use and drink driving and their implications for traffic safety in Sweden. It has found a great variation between the different areas: speed limit compliance is low and yet there is a high respect of drink driving laws. The report shows that traffic law compliance is not randomly distributed between the three measures. Both drivers who observe all three laws and drivers who do not observe any of the laws are over-represented in traffic. An important finding is that a very high observance of the three laws means at least half the number of fatalities in traffic. See [VTI website](#).

Enforcing speed limits

Austria inaugurated on 24 March 2005 a third Section Control installation on the A1 motorway. Latest accident statistics have shown that in 2004, 126 people died on Austrian motorways. This was 17 more than in 2003. Speeding and tailgating have been identified as main causes of motorway accidents. In 2004, 23.2% of drivers were exceeding the limit of 130 km/h on Austrian motorways.

In March 2005 a government advisory group has recommended that several hundred high risk accident spots around **Ireland** be targeted by a new privatised mobile speed camera system. Action must be taken to increase the level of speed enforcement in order to achieve the official government target of carrying out 11.1 million speed checks a year, roughly five times the current rate. The advisory group proposes that the system should be financed by the government as opposed to the self-financing UK system. It also recommends that the cameras should be mobile as opposed to being in fixed locations, to increase the number of roads that can be covered. Legislation is expected later this year if the government agrees to the plans. See [newspaper article](#).

Malta introduced its first three fixed speed cameras at the start of this year at two high risk accident sites. One camera was put in place following an assessment of a bridge structure in the framework of an EU funded transport project. Engineers advised a drastic reduction of the speed limit from 80 km/h to 45 km/h. The camera was put in place to enforce this change in speed limit. Over 3,000 speeding offences were detected at this site during the first three months. There has been a clear reduction in speeds.

In **Scotland**, new figures show that safety cameras have dramatically cut crashes at several locations across the City of Glasgow. New figures released by the Strathclyde Safety Camera Partnership reveal that at three city locations which previously had a bad crash record and now have a camera installed, there have been no accidents involving injuries or death over the past three years. The Partnership said the latest data - some of it providing comparisons going back as far as 1997 - gave a good long-term picture of how city safety cameras were making roads safer. See [Strathclyde Safety Camera Partnership website](#).

In Drumchapel, **Scotland**, new Community Support Officers are being trained to use speed detection systems. Community Support Officers do not have the same powers as a full-fledged police officer, yet they are a visible patrolling presence and an effective crime deterrent. Their deployment to traffic duties comes after complaints from the community about the number of motorists speeding in the area. Up until now, speeding was dealt with by Strathclyde Police's Traffic Department. However, in

line with Strathclyde Police's commitment to community involvement, the issue will now also be dealt with at a local level. This enforcement will run alongside the police's. See [Strathclyde Police press release](#).

In **Germany**, the Federal Highway Research Institute (BASt) has started a major field trial looking into the safety benefits of installing several fixed speed cameras at regular intervals on accident-prone stretches of road. The trial focuses on five stretches of national roads in the *länder* Thuringia and Brandenburg, where infrastructure measures are excluded due to trees lining the road on both sides. The stretches are announced by special traffic signs ("radar control"), and up to 13 camera boxes have been set up after one another at distances of no more than 3,000 m. If the project is successful, BASt will present guidelines as to how to use fixed camera equipment on rural roads.

In **Slovenia**, police have been running a project to match increased speed enforcement to known sites of high accident risk. The aim of the project is to reduce speed on high risk stretches and also to monitor the impact of the increased speed enforcement in the town of Kranj, population of 37,000. Road sections were categorised on the basis of accident statistics adding points to the severity of accident. The second step was to group them according to high risk, medium risk and low risk. Then police enforcement efforts were prioritised accordingly. Police enforcement of speed along the risk sites consists of mobile speed monitoring units using laser guns and radars. Speeding drivers are pulled over and dealt with at the roadside immediately. Results mid-way in the evaluation of the first six month period already show a clear reduction in fatalities, severe injuries and accidents at most high risk accident sites. A more extensive evaluation of the results from the full 12 month period is due in July 2005. If the final analysis confirms the mid-way results, then this good practice of priority-based police speed enforcement is likely to be extended to the whole of Slovenia in 2006. For a more detailed report see [ETSC's enforcement website](#).

In **Scotland**, a major four year campaign run by the Scottish Road Safety Campaign (SRSC) is coming to an end this year. The 'Foolsspeed' campaign is a major publicity initiative aimed at reducing the use of excessive and inappropriate speed on Scotland's roads. Launched in November 1998, the campaign took a different approach to many road safety campaigns addressing speed. It is modelled on the psychological theory of behaviour change, the Theory of Planned Behavior. This is a structured model with an interacting combination of 3 concepts: salient beliefs, subjective norms and perceived behavioural control. A series of four short TV adverts were structured around these concepts. For example, during the first stage the adverts challenged the different salient beliefs drivers hold regarding their speeding behaviour, such as "I am a good driver therefore I can speed" and "I can always stop in time". A first evaluation was completed in 2002, and a final evaluation is expected at the end of 2005. See [SRSC website](#).

Enforcing legal blood alcohol levels

In a nationwide field test, police forces in **Germany** have started carrying out evidential breath tests in addition to blood tests above the limit of 0.55 mg/l to explore the possibility of introducing evidential breath testing above this level. So far, breath testing evidence is only accepted in court if the BAC is lower than 0.55 mg/l. Above this limit the necessary legal evidence can only be established by carrying out a blood test at the police station. The trial will run for one year and North-Rhine Westphalia started it on 1 April 2005.

In **Ireland**, the final figures for the six week Gardai Christmas campaign on drink driving 2004/05 show that there was a 26% increase in checks compared to the previous year. This translated into a 4% increase in offenders arrested. However, a total of 42 persons were killed in fatal road collisions during this period, compared to 29 in the same period the previous year. As part of the drink driving campaign the Gardai were again warning motorists to slow down, always wear their seat belts and never drink and drive. See [Gardai press release](#).

Enforcing seat belt use

Twenty-four European countries took part in a joint European seat belt action organised by **TISPOL** between 4 and 10 April 2005. In the German *land* of Baden-Württemberg (10.7 million), 13,881 seat belt offences were detected during this week. In North-Rhine Westphalia (18.1 million) the police detected more than 36,800 seat belt offences during two weeks and in more than 600 cases children were found to be improperly or not at all restrained. Further TISPOL operations planned for this year include a drink driving action on 6-12 June 2005 and a speed action on 10-16 October 2005.

In **Malta** the intensive enforcement of obligatory seat belt use in the rear has led to some potential offenders installing tinted windows to avoid detection. As a result, new legislation clarifying existing standards on tinted windows was introduced last year. The Malta Transport Authority (MTA) now checks all vehicles including second hand imports for the level of light which is allowed to pass through front and back windows as part of vehicle registration checks. As a result, 1,722 tickets were issued in 2004 for tinted rear windows.

The Transport Ministry in **France** has launched a new hard-hitting campaign to address seat belt wearing in the back this spring. The campaign consists of short TV and radio spots and billboard posters. There has also been a crash test organised which aimed to show what happens when an unbelted rear seat passenger flies through the air after a frontal car crash. The campaign is also drawing attention to the new legislation which makes the driver responsible for seat belt wearing and safety restraints for all minor passengers.

The campaign is accompanied by intensified police controls. It has been announced that there will be no tolerance at all and that sanctions will be applied in all cases. Police forces are particularly motivated since most of the back seat victims are children. According to a survey undertaken by ASPA/Prevention Routière in October 2004 only 68% of rear seat passengers are belted, compared with 97% in the front seat. See [Sécurité Routière website](#).

In **Belgium**, seat belt use among drivers went up by 14% between 2003 and 2004. In 2004, 66.7% of drivers were using their belt, compared to only 52.6% in 2003. There has been increased enforcement in combination with awareness raising campaigns which are run twice a year by the Belgian Road Safety Institute (IBSR/BIVV). In addition, higher penalties ranging from 25 to 50 euros were introduced in March 2004.

Vehicle technology

ETSC's Transport Safety Lunches

Recognising the important role that enforcement enhancing technologies can play, ETSC's first Transport Safety Lunches covered the introduction of **alcohol interlocks** and the installation of **seat belt reminders**. The first Lunch, held on 2 March 2005, presented alcohol interlocks. The short presentations and the lively debate are covered in a report on [ETSC's website](#).

The second Lunch on 3 May 2005 focused on the installation of seat belt reminders. Presentations were made by D. Theologitis and W. Maes (DG TREN European Commission), J. Provensal (ACEA), B. Forslund (Volvo Bus Corporation) and A. Kullgren (Folksam Research and Development). The report will appear shortly on ETSC's website.

The third Lunch will look at the latest developments in ISA and will be held on 31 August 2005. The lunches aim to openly debate new and successful European approaches to preventing both accidents and injuries in transportation. To register, please contact Graziella Jost, trainee@etsc.be.

Alcohol interlocks

In **Sweden**, the Parliament is drafting legislation to make the installation of alcohol interlocks obligatory in all new trucks and buses from 2010, and in all new cars from 2012. Member of Parliament Karin Svensson Smith will present a relevant legal proposal by 1 June 2006, taking into consideration also aspects regarding free trade in the European Union.

By 2007, all trucks of 3.5 tons and over, which are contracted by the Swedish Road Administration (SRA) for more than 100 hours per year will have to be fitted with alcohol interlocks. This requirement is already part of the procurement criteria. It concerns about 10,000-15,000 trucks, including winter maintenance vehicles.

The goal set by the government is to require alcohol interlocks in all governmental transport services at some point around 2010. A plan for the first steps in this direction is being worked out by the SRA. The interlocks used for this purpose will have to fulfill the requirements set out by each of the different governmental bodies. However it is most likely that everyone will use the requirements used by the SRA.

Intelligent Speed Adaptation

The **SpeedAlert project** will hold its final gathering of the stakeholder consultation group on 31 May 2005 in Hanover (Germany). The project aims to promote the implementation of in-vehicle speed limit information and warning systems in Europe. It brings together key stakeholders from public and private sectors to combine policy and industry perspectives to maximise results.

There will also be a special session on intelligent speed management which is a joint effort by SpeedAlert and PROSPER. The session will present the results from the two projects and open the discussion on next priorities regarding remaining issues to be addressed at a European level for successful deployment of in-vehicle speed information and warning systems. It will take place on 2 June 2005 at the ITS Europe Congress in Hanover. See [SpeedAlert website](#).

Road infrastructure

In **Malta**, guidelines for the implementation of traffic management and safety measures and temporary diversions of traffic were developed by the Malta Transport Authority (MTA) and disseminated to local councils in 2004. The Malta Transport Authority evaluates every proposed traffic calming scheme from local councils. See the [MTA website](#).

Cross-border enforcement

New national approaches

In **Malta**, tracking down non-resident traffic offenders is simplified by the fact that many tourists hire cars when visiting the island. Malta with a population of 385,077 (2001) hosts 1.5 million visitors every year, many of whom hire cars. Any detected traffic law offence is enforced in a very swift and efficient manner. As regards seat belt use and speeding fines, the tickets are sent within a 24 hour period to the car hire company who charges the credit cards of their hire clients. In the case of drink driving, offenders are taken to court immediately otherwise they must stay in Malta to deal with the court proceedings.

European action

The **CAPTIVE research project** investigating the cross-border enforcement of non-pecuniary sanctions held its first stakeholder workshop on 22 April 2005 in Amsterdam. Case studies presented included the Nordic police co-operation system set up by Sweden, Finland and Denmark in 1970. An action can be

brought in one Nordic state for a traffic offence committed in another, provided that the suspect is resident in the state where the action is brought and the offence is also punishable there. Another example of cross-border enforcement activities between a non Member State, Switzerland, and the EU was also presented. This highlighted the level of non-resident traffic offences in Switzerland (20% of the total) and the existing legal agreements as well as the difficulties faced by the Swiss authorities, such as access to car owner data. The introduction of 'virtual' driving licences for non-residents in Luxembourg was also discussed by experts from across Europe.

The first stages of the CAPTIVE project identified existing legal frameworks governing the cross-border enforcement of non-pecuniary sanctions and uncovered the current barriers such as different legal systems, different traffic rules and offences. The next phase of the project will focus on making policy-oriented recommendations and proposals for EU measures to overcome the identified barriers. A second workshop will be held in September 2005, and the final report is due towards the end of the year. For more information contact Colin Wilson, cwilson@ibigroup.com.

Work is continuing to compile a comprehensive **digital glossary** allowing police officers to address foreign traffic offenders in their own language. German, French, Belgian, Dutch and Luxembourgian police agencies are developing this glossary in the framework of a two-year project funded by the EU. The glossary, which is based on two existing paper-based French-German glossaries on 'traffic' and 'investigation', will cover French, German and Dutch expressions needed in everyday police routine. It will also include an electronic-based training programme. The glossary should be available from 2006 both on CD and in a web-based version. For more information please contact Heidrun Roschmann, Heidrun.Roschmann@bpp.bwl.de.

Progress in EU countries

As part of ETSC's independent monitoring of the implementation of the Commission Recommendation in the EU Member States, each issue of Enforcement Monitor gives a general overview of efforts undertaken in six Member States. This *third* issue introduces enforcement progress in Lithuania, Ireland, Malta, U.K., Greece and Germany. Our findings are based on interviews with experts from the Member States as well as an analysis of available research and data. The areas covered are linked to the requirements of the Commission Recommendation on enforcement.

	Lithuania	Ireland	Malta	U.K.	Greece	Germany
Speed	<p><i>Equipment.</i> There are 13 fixed cameras installed on urban roads, all of them in Vilnius. Eight mobile detection devices are used in police cars. Handheld radar devices are also used. There are plans to start in 2005 the implementation of an automated speed enforcement system on motorways.</p> <p><i>Checks.</i> In 2004, 85,320 speeding offences were detected. 66% of these offences relate to speed excesses of 10 to 20 km/h over the limit.</p> <p><i>Extent of the problem.</i> In 2004, 43% of vehicles were exceeding the speed limit on 90 km/h roads and 49% on 100 km/h roads. On highways, 30% were breaking the winter-time limit of 110 km/h and 13% the summer-time limit of 130 km/h.</p>	<p><i>Equipment.</i> Three fixed cameras are rotated around 20 locations. There are eight unmarked vans and cars and 368 speed guns used.</p> <p><i>Checks.</i> 177,403 speeding offences were detected in 2003.</p> <p><i>Extent of the problem.</i> 29% of cars were exceeding the 60 mph limit on two-lane carriageways and 30% on primary roads in 2003. Exceeding the safe speed limit accounted for 22% of the contributory factors listed in two-vehicle fatal accidents in 2003.</p>	<p><i>Equipment.</i> Three fixed cameras operated by Local Councils were introduced at the beginning of 2005. Two cameras are used by the Police in mobile checks.</p> <p><i>Checks.</i> 885 speeding offences were recorded in 2004.</p>	<p><i>Equipment.</i> There are currently a total of 6,000 fixed and mobile cameras sites (with approximately 1,000 live at any one time) in England, Wales and Scotland and 67 camera sites in Northern Ireland. There are also mobile cameras, radars and on board surveillance systems.</p> <p><i>Checks.</i> In England and Wales, 1,784,500 offences were detected in 2003. In Northern Ireland this was 29,612 and in Scotland 180,948.</p> <p><i>Extent of the problem.</i> In 2003, 57% of vehicles were over the limit on motorways, 27% on 40 mph roads and 58% on 30 mph roads. Excessive speed was reported in 31% of accidents between 1994 and 2002.</p>	<p><i>Equipment.</i> 120 fixed speed camera sites exist along the Athens-Thessaloniki stretch of 500 km motorway. 20 of these are live at any one time. 462 mobile speed guns, 62 in-car radars and 39 speed guns with tripods are employed by the national Police. The Ministry of Environment, Physical Planning and Public Works is planning to introduce another 75 cameras in 610 sites.</p> <p><i>Checks.</i> There were 383,000 speeding offences detected in 2004, compared with 447,249 in 2003. But detected offences have gone up steeply over the last years.</p> <p><i>Extent of the problem.</i> According to a review of speeds on an urban freeway, over 50% of drivers were driving over the 90 km/h limit.</p>	<p><i>Equipment.</i> Three types of equipment are used: fixed cameras, onboard video devices and portable radar and laser guns. In Germany, there are about 2,100 fixed camera boxes installed housing about 500-600 cameras. Most of them are operated by local authorities.</p> <p><i>Checks.</i> The total number of offences is unavailable. In 2001, about 2 million speeding offences from 21 km/h over the limit were registered by the Federal Bureau of Motor Vehicles and Drivers (Kba), accounting for nearly half of all 4.4 million motoring offences registered.</p> <p><i>Extent of the problem.</i> About 23% of accidents were linked to excessive and inappropriate speeds in 2000.</p>

	Lithuania	Ireland	Malta	U.K.	Greece	Germany
Alcohol	<p><i>Checks.</i> In 2004, roughly 20,000 drink driving offences were detected in preventative tests. In total, 26,676 offences were detected.</p> <p><i>Extent of the problem.</i> In 2003, drunk drivers caused 651 accidents in which 68 people were killed. This means that 9.6% of all traffic fatalities were caused by car drivers over the BAC limit of 0.4 mg/ml.</p>	<p><i>Checks.</i> There were 12,106 arrests on the charge of suspected driving under influence in 2003. 3,060 persons were convicted. This was a decrease of 42% since 2002.</p> <p>Random breath testing was included as a measure in the Irish Road Safety Plan (2002), but no legislative initiative has been taken as of yet. 83% of those consulted in a survey in 2002 support the introduction of random breath testing in Ireland.</p> <p><i>Extent of the problem.</i> It is estimated that drink driving is the cause of 40% of all fatal accidents.</p>	<p><i>Checks.</i> Roadside tests are undertaken randomly. 103 drink driving offences were detected in 2004.</p> <p><i>Extent of the problem.</i> The number of alcohol-related accidents is not available.</p>	<p><i>Checks.</i> In 2003, there were 534,000 evidential breath tests carried out in England and Wales and 15,269 in Scotland. 106,300 offences were detected in England and Wales and 11,566 in Scotland. In Northern Ireland there were 4,432 offences detected in 2004.</p> <p><i>Extent of the problem.</i> An estimated 1 in 6 fatalities were caused by drink driving in 2003.</p>	<p><i>Checks.</i> Checks have been increased since May 1998. 1.28 million random breath tests were taken in 2004. Greece has about 5 million drivers, so about 1 in 4 drivers was checked in 2004. There were 41,000 arrests on the charge of suspected driving under influence in 2004.</p>	<p><i>Checks.</i> Checks are based on suspicion. If the screening test shows a BAC lower than 0.55 mg/l, an evidential breath test follows. Above this limit the necessary legal evidence can only be established by carrying out a blood test.</p> <p>In 2004, 219,000 drink driving offences were registered, two thirds of which were related to a BAC level of 1.1 mg/ml and higher. The number of offences has gone down steadily over the last years. In 2000, a total of 252,300 offences were registered.</p> <p><i>Extent of the problem.</i> In 2003, there were 24,233 casualty accidents related to drink driving. In 2004, this figure was down by 11% to about 21,500 casualty accidents.</p>

	Lithuania	Ireland	Malta	U.K.	Greece	Germany
Seat belts	<p><i>Checks.</i> Seat belt checks are undertaken in combination with other checks. In 2004, checks were undertaken in all Lithuanian regions. 25,095 offences were sanctioned in relation to seat belt and helmet use.</p> <p><i>Extent of the problem.</i> Data on seat belt wearing rates are not available for Lithuania. 116 fatalities were reported in 2004 of people not wearing their seat belts. This is 15% of all registered fatalities.</p>	<p><i>Checks.</i> 41,196 offences were registered for non seat belt wearing in 2003.</p> <p><i>Extent of the problem.</i> 85% of front seat occupants and 46% of adults in the rear seat were wearing their seat belts in 2003.</p> <p>In 2003, of the 110 car drivers killed, 40 were known to be wearing seat belts, 27 were known to be not wearing seat belts. It is not known whether the remainder were wearing seat belts at the time of the collision.</p>	<p><i>Checks.</i> The introduction of new legislation in 2004 requiring seat belt use and child restraints in the back seat was preceded by an intensive media campaign and followed by intensive enforcement, done partly by highly visible Local Council Wardens. There were 7,667 seat belt offences sanctioned in 2004.</p> <p><i>Extent of the problem.</i> In November 2004, 95% of drivers and 93% of front seat passengers were using seat belts. In the rear seat, 43% of adults and 20% of children were properly restrained.</p>	<p><i>Checks.</i> In 2002, 134,071 seat belt offences were sanctioned in England and Wales and 31,013 in Scotland. In Northern Ireland, there were 21,662 offences detected in 2003.</p> <p><i>Extent of the problem.</i> In 2004, seat belt use among drivers was at 93%, and at 94% among front passengers. Seat belt use among rear seat passengers over 14 years of age was at 65%. Data on fatalities linked to non-use of seat belts is not collected by the Police as it is deemed to be unreliable.</p>	<p><i>Checks.</i> There were 148,878 detections of non seat belt wearing in 2004 compared with 188,927 in 2003 and up from about 63,000 in 2000.</p> <p><i>Extent of the problem.</i> In 2003, 40% of front seat occupants and below 15% of passengers in the rear were wearing their seat belts in rural areas.</p>	<p><i>Checks.</i> Seat belt checks are part of routine police controls, but all <i>länder</i> also carry out intensive actions of varying frequency and duration. The total number of seat belt offences is not available.</p> <p><i>Extent of the problem.</i> 93% of drivers and 86% of adult rear passengers were wearing their seat belts in 2003.</p> <p>In the same year, 470 car occupants died in North-Rhine Westphalia in traffic accidents. For 101 of them there was evidence that they were not belted at the time of the accident.</p>

	Lithuania	Ireland	Malta	U.K.	Greece	Germany
Follow-up of offences	<p>In the case of automated speed enforcement, the driver is held responsible. Apart from having to pay a fine, drivers receive 1 to 8 penalty points for speeding. If a driver accumulates 10 points in one year, he or she loses their licence for one year.</p> <p>Drink driving offenders with a BAC of 1.5 mg/ml or more will lose their licence for at least 18 months. Since 1 January 2004, drivers losing their licence due to drink driving have to attend rehabilitation courses.</p>	<p>A new penalty point system was introduced at the end of 2002. Penalty points apply to speeding, driving without insurance, seatbelt wearing offences and careless driving.</p> <p>In the case of automated speed enforcement, the owner is primarily responsible. A fine is levied of up to 800 EUR for failing to forward the name, address and driving licence number of the driver to the Police within 28 days of the offence.</p>	<p>Malta's penalty point system applies only to novice drivers for a period of three years.</p> <p>Of the 1.5 million tourists who visit Malta, those charged with speeding or non-use of seat belts are sent tickets to the car hire companies within 24 hours. The fines are then deducted from their credit cards. Most cases of non-resident drink driving are also followed up in court on the same day.</p> <p>In the case of automated speed enforcement, the owner is primarily responsible. In the case of a minor speed offence it is up to the discretion of the Police as to whether they issue a ticket or only a verbal warning.</p>	<p>In England and Wales it is up to the discretion of the individual police officer as to what action to take in response to any apparent motoring offence. This may be an oral warning, the offer of a fixed penalty (if one is available for the alleged offence), arrest or report for summons. Officers will however take account of their force's policy. That will take account of ACPO guidance and any central advice or guidelines.</p> <p>In the case of automated speed enforcement, the driver is held responsible, but the owner is responsible for identifying the driver.</p>	<p>In the case of automated speed enforcement, the owner is primarily responsible.</p> <p>In 2002, a new graded system of sanctions was introduced for drink driving. Light offences now include BAC levels of 0.5-0.8 mg/ml, serious offences levels of 0.8-1.1 mg/ml and levels above 1.1 mg/ml are classified as very serious offences.</p> <p>The application of the penalty points system was extended to seat belt offences as of August 2003.</p>	<p>Germany has a penalty point system. Points are applied for speeding offences from 21 km/h over the limit and for all drink driving offences, but not for non-use of seat belts.</p> <p>The harmonisation of administrative sanctions ("Bußgeldkatalog") is a fairly recent achievement. National guidelines were introduced in 1990.</p> <p>In the case of automated speed enforcement, the driver is held responsible. If the driver differs from the owner of the car, the Police have to start an investigation.</p>

	Lithuania	Ireland	Malta	U.K.	Greece	Germany
Information	<p>Fixed speed cameras on motorways will be announced by specific traffic signs. The sign was approved by the Lithuanian government on 24 December 2004. Camera sites will also be available from the Internet.</p> <p>Drivers are informed about drink driving actions via the mass media.</p> <p>The Ministry of Transport and Communications is responsible for running nationwide campaigns. In relation to seat belt use, the Ministry uses a seat belt simulator in public places to raise awareness.</p>	<p>Nationwide campaigns are conducted by the National Safety Council (NSC) with the Department of Transport and the Irish Insurance Federation. Major campaigns are run addressing speeding, drink driving and seat belt use. Cross-border road safety campaigns have also been conducted with Northern Ireland. Most local authorities operate Road Safety Together Working Groups which also organise campaigns. High risk accident spot signs and signs stating the number of people killed on the roads in each County also exist to prevent driving offences. These are updated by the National Roads Authorities.</p>	<p>Nationwide campaigns on alcohol and seat belt use were linked to increased police enforcement in 2004. The campaigns are currently undertaken by the Police and the Malta Transport Authority. The recent drink driving campaign has employed very graphic images, which has received positive feedback from the press and public. There are plans to pool resources between different organisations to run road safety campaigns. This would be particularly useful to overcome part of the high cost of running TV adverts as part of road safety campaigns.</p>	<p>Campaigns on road safety are conducted by ACPO, ACPOS, the Government's Think! Road Safety Campaign, the Scottish Road Safety Campaign and local authorities. ACPO runs a Drink Driving campaign at Christmas and in the summer which is linked to increased enforcement. Think! Road Safety have ongoing campaigns covering drink driving, speed and child restraint use which are part of a coordinated campaign calendar. Local Authorities also conduct their own campaigns targeting particular priorities in their area. Northern Ireland runs especially hard-hitting speeding and drink driving campaigns, as well as its 'Roadsafe Roadshow' targeting new and pre-drivers.</p>	<p>Nationwide campaigns on road safety are run using TV, radio commercials and bill boards. Campaigns are very scarce with one big national campaign organised every two years. The last nationwide campaign was run in 2002 entitled: "How are you driving?". Responsible for campaigns are the Ministry of Public Order, Ministry of Transport, and sometimes private bodies such as insurers.</p> <p>Increased checks on speed and drink driving which are undertaken before, during and after the six main national Greek holidays are also linked to some press work. The Police send monthly figures on speeding offences, alcohol checks and offences to the press.</p>	<p>Road safety campaigns are run by the Transport Ministries of the <i>länder</i> and federal level as well as NGOs such as DVR, "Verkehrswachten", automobile clubs, etc. Police forces combine intensive actions on alcohol and seat belt use with information to the press.</p> <p>Fixed speed cameras are often announced by traffic signs but there is no legal obligation governing this practice. Fixed camera enforcement is also complemented by information campaigns organised by local authorities. Mobile speed checks are usually announced in the media. Different police forces pass on different levels of detail.</p> <p>For speeding, feedback warnings are also used.</p>



European Transport Safety Council

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