

# Enforcement Monitor

ETSC's Newsletter on Traffic Law Enforcement in the EU

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## Editorial

This fifth Enforcement Monitor gives a special overview of how drink driving enforcement is tackled across EU countries. It describes different types of roadside testing including targeted, random and mass testing and the opportunities offered by evidential roadside testing. This Enforcement Monitor also presents different Christmas drink driving enforcement campaigns as well as the largest ever Europe wide campaign led by TISPOL, the European Traffic Police network. Finally, progress in traffic law enforcement in Finland is presented in more detail.

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 prevent 14,000 fatalities by 2010, according to Commission estimates. This is why the European Commission 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 fourth Enforcement Monitor, the Commission has conducted a public consultation on the Mid-term Review of the Transport White Paper. The Mid-term Review of its Action Programme on Road Safety is expected to follow. The European Commission aims to present this to the informal Transport Council meeting of Ministers on road safety on March 2-3 in Bregenz, Austria.

## Feature: Drink driving

Drink driving is the tragic cause of many road traffic collisions across Europe today. At present about 30-40% of all driver fatalities and 25% of all driver injuries in Europe are caused by drivers who are over the legal drink driving limit. Drink driving can be counteracted with strict legislation (at least a 0.5‰ maximum BAC limit), campaigns, technical measures such as alcohol interlocks and enforcement.

Enforcement of drink driving legislation in the EU has seen a boost with the new European Commission Recommendation on enforcement of traffic law. The Recommendation stresses that random breath testing with an alcohol screening device should be the "leading principle for surveillance of drink driving". Enforcement should be highly visible and conducted at all times of the day.

### Levels of alcohol checks

A high breath-testing rate is acknowledged to have a deterrent effect upon potential drink drivers. However, according to the most recent SARTRE 3 study, enforcement activity is fairly low across Europe. In this survey, which was conducted in 23 European countries, only 26% of drivers said that they had been checked for drink driving over the last three years, whereas 71% of drivers said they had not been breathalysed during the same period. Drivers reported highest levels of enforcement in Northern countries (Denmark, Finland, Sweden) where 61% said they had not been checked for alcohol in three years. Drivers in Eastern countries reported only a slightly lower level (63%), and lowest enforcement levels were reported from Western (79%) and Southern countries (74%), see Fig. 1.

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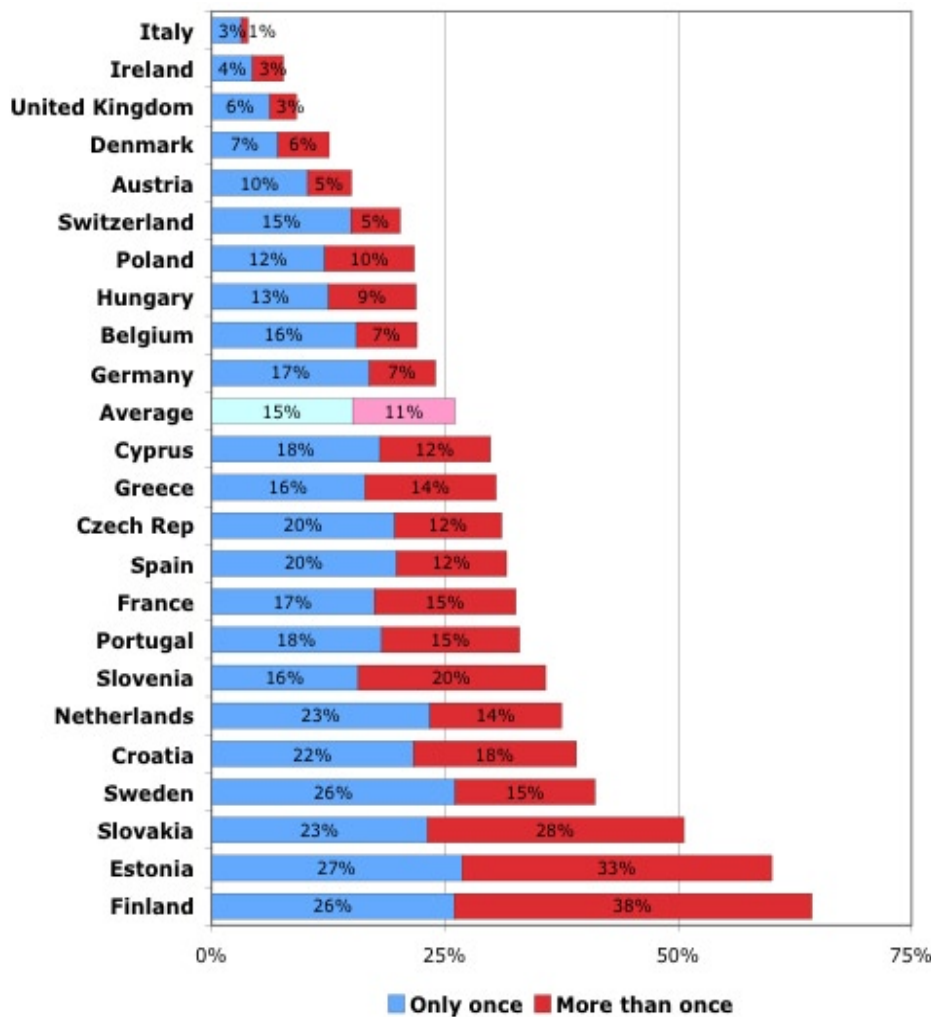


Fig. 1 Proportion of drivers in each country who had been checked for alcohol in previous three years (SARTRE 3)

Latest ETSC findings from the different countries support these self-reported levels of checks. According to police statistics, Sweden and Finland are among those countries with the highest testing rates, and so are Eastern countries such as Slovenia, Estonia and Hungary. France and Greece, on the other hand, are examples of countries where levels of testing have lately been increased after having been already high in 1999-2002, the reporting period for most national SARTRE 3 surveys. See Fig. 2.

Countries with lowest testing levels on the other hand include Western countries such as Austria and the U.K. but also Italy and Belgium for which complete figures were unavailable.

### Types of enforcement

There are different ways of managing roadside testing. One method is to test on suspicion of drink driving. **Targeted breath testing** allows police to focus breath testing at locations and during times

when it is likely that drink driving has taken place. There is also **random or blanket testing**, as cited in the EC Recommendation, where police stop cars at random to undertake a breath test. This type of testing is key to successful enforcement as it leads to a feeling of drivers that the risk of being checked is very high. This is what effective enforcement is about: increasing the subjective risk of detection. A 2003 ETSC study has confirmed that random breath testing is one of the most cost effective safety measures that can be implemented.

An increasing number of countries apply random breath testing according to the Finnish example. Italy introduced random breath testing in 2003 and according to data available the number of checks carried out by the National Traffic Police and Carabinieri increased between 2003 and 2004 by nearly a third. Some countries, such as Latvia and Slovenia, conduct random testing whereby a whole street or town may be blocked off and everyone is tested. Communication with the media

and publicising the results of the activities are also an integral part of this traffic control. The main aim is to vary time and place and ensure that the driver is aware that they may be tested anytime or anywhere. In Estonia, similar large-scale testing is undertaken. These special campaigns are entitled "Everybody is blowing".

Whilst many countries have by now introduced evidential breath testing, drivers can usually not be submitted to the second test directly on the spot. In Hungary, for example, drivers have to be taken to the nearest police station for an evidential test if the screening test has resulted in a BAC level of 0.51‰ or more. In Estonia, however, drivers are

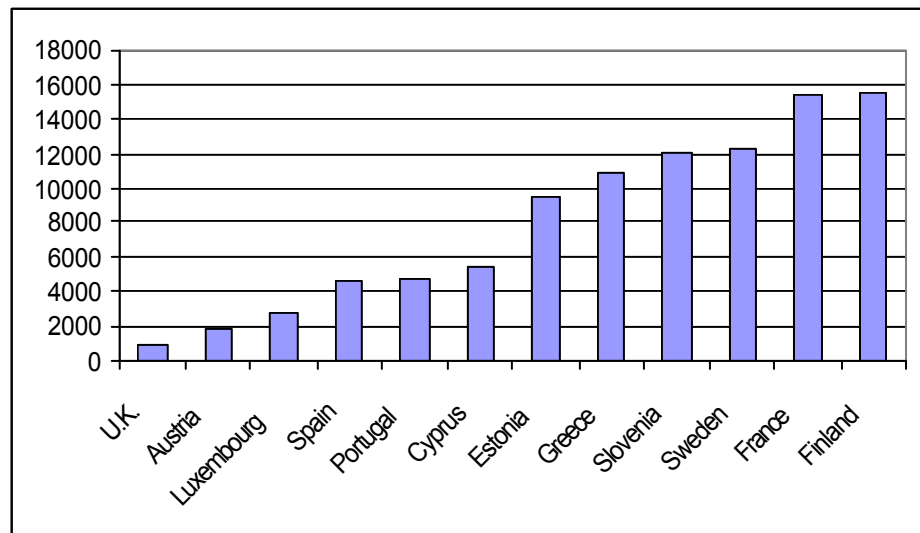


Fig. 2 Alcohol checks per 100,000 inhabitants in selected EU countries, 2003

Yet random breath testing is still not permissible in all EU countries. Countries that do not yet allow random breath testing include the U.K., Ireland and Germany, whereby Ireland is now planning to introduce random breath tests (see News section).

To speed up the number of drivers who are tested by police, **evidential roadside breath testing** devices can be used. The advantage of this is that the police must no longer take a suspected drink driver back to the police station for a second evidential test and can thus save valuable time.

tested twice by the roadside and the U.K. is planning to introduce evidential roadside testing in the near future once the new mobile devices have gained type approval.

### EU funded anti-drink driving campaigns

Two EU funded anti-drink driving campaigns are run annually. "EuroBob" where a driver is designated not to drive and to chauffeur others home was started in Belgium and now runs in 13 different Member States. The campaign is co-financed by the European Commission who has announced that Hungary, Poland and the Czech Republic will

ETSC is holding a conference on

## "eSafety that matters"

on 21-22 February 2006 in Brussels.

In this conference, experts of international reputation will highlight the "do's and don'ts" of eSafety solutions and will outline the key ingredients of successful experiences. Presentations will include latest findings on Intelligent Speed Adaptation, crash data recorders, section speed control and an analysis of the new penalty point system in Spain. The programme and information on registration are available on the ETSC website. Registration is also possible on-line on our website.

join the other Member States in 2006.

The "European Night without Accidents" is another EU funded campaign action to make young drivers aware of the influence of alcohol (and drugs) on driving and to help them to become responsible drivers. The campaign was run in ten EU countries in 2005.

### Still no random breath testing in the U.K.

Current police powers in the U.K. do not permit random or blanket enforcement in the U.K. Despite the fact that the Government acknowledged that breath tests are the main enforcement weapon against drink driving in the 1998 consultation paper "Combating Drink Driving: Next Steps" (DETR 1998) it has not since considered it appropriate to give unrestricted powers to the police for random breath testing. Even with Home Office research that indicates that random breath testing would be supported by 86% of all drivers - including 70% of drivers who had driven whilst 'over the limit' (Home Office: 2002) - a change is not foreseeable.

Drink driving remains a very significant problem and a major cause of road death and injury in Britain. The number of road deaths fell substantially between 2003 and 2004, the proportion attributable to alcohol did not follow the trend of improvement. Provisional deaths for 2004 suggest around 590.

According to PACTS, the Parliamentary Advisory Council on Transport Safety, a strategic package of measures is needed to reduce casualties in alcohol related crashes. A substantial and permanent increase in the current levels of enforcement is required as one element of this package, and new measures - such as random breath testing - are necessary to tackle the continued problem of drink driving. For more information, see [PACTS website](#).

### Christmas campaigns

High levels of drink driving are found across Europe during the festive season around Christmas and New Year. Many countries choose this time of year to run special anti-drink driving campaigns (See News section for a round-up of campaigns). An extra drink driving enforcement boost has also been provided by TISPOL, the European Traffic Police network. TISPOL launched Europe's biggest ever drink-driving enforcement operation. A total of 22 different European police forces tested 716,438 motorists for drink and drugs in the week commencing December 12. Over twice as many motorists were stopped in 2005 than in 2004. Of the total tested 1.3% were found to be over the legal alcohol limit. Such co-ordinated European wide action works to raise the profile of drink driving enforcement and in the words of TISPOL President Roland Aellen "unites police forces in their determination to reduce death and serious injury on the roads". See [TISPOL website](#).

### Alcolocks - the technological solution

An alcohol interlock works as a breath-testing device connected to the vehicle. It will not allow the driver to start the engine, unless the required breath test has produced a positive result. While more and more countries in Europe use alcohol interlocks as part of driver rehabilitation programmes, the Swedish parliament is investigating the possibility of requiring by law alcohol interlocks in all new trucks and buses from 2010 and in all new cars from 2012. See ETSC Fact Sheet and "In-Car Enforcement Technologies Today" report of 2005.

In conclusion, efforts to combat drink driving still vary greatly across Europe. All countries should introduce random breath testing to complement targeted enforcement activities. They should use breath testing devices for evidential tests, ideally at the roadside. Finally, enforcement activities should be increased to ensure that they are undertaken at all times and in all places.

## Country focus: Finland

### *Technology key to success in Nokia land*

Road safety is one of the most important topics on Finland's transport policy agenda. Over the past decades Finland has continually improved its road safety performance especially by adopting a Vision Zero policy. Vision Zero is an ethical approach to road safety which was introduced in Sweden in 1995. It is conceived from the idea that no one should be killed or injured for life in road traffic. Finland has also set an ambitious target to minimise fatalities to reach no more than 250 by 2010. The country's measures to reach this target are predominantly linked to changing driver behaviour such as drink driving and speeding. Finland is a frontrunner in tackling these two problem areas by employing both innovative technologies and a flexible and effective fine system that is linked to the offender's income.

In Finland, enforcement is carried out by the local police, the National Traffic Police and by other authorities. Traffic surveillance by the local police is mainly undertaken in built-up areas, while the National Traffic Police concentrate mostly on motorways and other major roads.

Finland has developed two national enforcement plans which are linked together. Firstly, a road safety strategy plan 2001-2005 developed by the police prioritises the main unsafe behaviours such as drink driving and speeding and the non use of seat belts. A new strategy plan will be published in the first months of 2006. Secondly, an annual operative plan for traffic enforcement is set up which coordinates country-wide enforcement actions and publicity campaigns.

All traffic offences in Finland are followed-up and registered. If drivers receive three fines for traffic offences within one year or four offences within two years, they will be disqualified from driving. The disqualification periods were raised from March 2005 and now last for a minimum of one month and a maximum of six months.

#### **Means tested fines**

In Finland's fines system there are two principal punishments for traffic offences. Lesser or minor traffic offences (e.g. offences by pedestrians) can be fined by a common fixed fine; while serious offences (e.g. exceeding the speed limit by a large margin) are fined by the so called day-fines. The number of the day-fines (from 1 to 120) is based on the severity of the offence, while the amount of a day-fine depends on the income of the offender. This can result in fines of up to 100,000 euros when a high income driver commits a very serious offence.

#### **Speed**

Speed limits were decreased in 2004 following a severe bus accident which led to 33 deaths. Since then local authorities could lower summertime speed limits from the 120 km/h to 100 km/h and wintertime limits from 80 km/h to 70 km/h. This has resulted in approximately half the speed limits now being set at 70 km/h in winter.

Finland currently checks 1,500 km of roads by fixed cameras. To improve the follow-up of offences detected by automated enforcement a legislative proposal for partial owner liability was introduced to the parliament in 2005 but has not been treated yet.

#### **Intelligent Speed Adaptation (ISA)**

In 2004 a recording ISA-system called SPEED-AUDIT was tested in a field trial in company cars, family cars and taxis. The system consists of a little on-board unit, which includes a GPS for vehicle location and speed measurement, memory for data logging (speed, time and position) and a mobile phone for data transfer. Speed data was collected by the system and transferred periodically to the driver.

The trial showed that approximately 60-75% of users would accept ISA in their own cars. In particular young drivers using their parents' cars and companies and their drivers involved accepted the idea of the recording system as a quality control system. Besides the success of this field trial, Finland is also a frontrunner in building up national digital road maps. These maps include speed limits and are almost complete for the entire country.

## Alcohol

Finland has one of the lowest levels of drink driving in Europe. By means of tough legislation, highly visible enforcement and innovative technologies the country has achieved an impressively low rate of only 0.16% of drivers driving under the influence of alcohol (i.e. BAC >0.05%) in 2004. Approximately 1.8 million alcohol tests are undertaken annually, which means that 50% of the drivers are tested each year. This is combined with legislation that is meant to deter. It defines exceeding the legal BAC level as a crime and penalises offenders with imprisonment of up to two years.

Moreover, in the homeland of mobile phones, electronic devices are also facilitating the fight against drink driving. Finland is one of Europe's pioneers in supporting alcohol interlocks and started a three year trial in summer 2005. Drivers who have been caught drink driving are offered the possibility of taking part in the trial and then receive a temporary "alcolock driver's licence". The offenders also have to take part in regular tests for alcohol de-

pendency during a one year period. Furthermore, alcohol interlocks are also used on a voluntary basis by some transport and cab companies and a driving school in Finland. Despite a short-term increase in recent years, the longer term linear trend shows a continuous decrease of alcohol deaths.

## Seat belts

Finland's seat belt wearing record is also one of the highest. Front seat wearing rates have shown a slight increase in 2004 to 92% in rural areas (91% in 2003) and 85% in urban areas (83% in 2003). On rear seats, 77% used seat belts in all areas in 2004 (76% in 2003). At present seat belt checks are undertaken in combination with other checks.

In summary, Finland can be seen as a role model in road safety policy. Its use of technology with ISA and alcolocks shows a country holding a leading and innovative position in the EU. What is more, with legislation that aims to deter, Finland has one of the lowest number of drink driving offenders in Europe.

## News

### Police enforcement

#### National approaches

The **Irish** Insurance Federation (IIF) stated that if the government took serious action on road safety, including increased enforcement, it could reduce deaths by up to 200 a year. A recent increase in the death toll on Irish roads could lead to an increase in the cost of car insurance. The cost of insuring a car in Ireland has fallen by up to 35% since 2003, due to a reduction in the number of road deaths following the introduction of penalty points and other government measures to lower the cost of settling claims. But this might soon have to stop as the IIF noticed a higher number of road accident and deaths and an increase in cost claims. [More information.](#)

Road police and safety policies were the subject of research in **France** carried out by Francois Dieu and published in the Institut National des Hautes Etudes (INHES)'s tri-annual publication on social sciences. The publication focuses on "The Police and Road Policing". The research investigated the issue of French gendarmes acting as patrol officers raising several questions from the perspective of public safety policies. Based on field research it investigates three aspects of roads policing: the use of special units, a global approach to solving problems and the extension of a paradigm for public safety. Other articles cover issues relating to the growing role of the municipal police and other local actors in enforcement activities. [More information.](#)

## Enforcing speed limits

**Italy** has started new section control on four stretches of motorways over 10-25 km. A further 50 systems will be introduced in 2006. This may be extended to 200 by 2009. The fine notification is sent to the owner, but the penalty points cannot be withdrawn if the owner disputes the offence and maintains that someone else was driving. These systems will be installed along high risk accident stretches of motorways.



The **U.K.** Transport Secretary announced a change to funding of cameras. A new increased fund for road safety of £110 million a year will be made available to local authorities in England. This fund will enable local councils to introduce a range of engineering measures such as interactive signs and traffic calming. Local authorities will be awarded money based on their road casualty needs, and also through the quality of casualty reduction plans that they will submit annually to the Department for Transport. The criteria for deployment will also be changed to take into account injury accidents as well as serious injury or people killed, based on the previous five years and not only three years. The government also stated that there will be new requirements to improve the signposting of cameras as well as a requirement for all local authorities to review the speed limits on their A and B roads by 2010. According to Rob Gifford, Executive Director of PACTS in the U.K.: "The Minister is to be congratulated on making an important step-change in road safety funding policy. Local authorities will now be able to use money previously earmarked only for safety cameras for a range of road safety initiatives, such as engineering, whole-route treatments and signage, as well as cameras." See [Government press release](#).

In the **U.K.** an independent 4 year report on camera effectiveness examining over 4,000 camera sites in 38 camera partnerships has been published. The report finds that safety cameras continue to be highly effective in reducing speeding, accidents and casualties at camera sites. The number of vehicles exceeding the speed limit fell by 70% at fixed camera sites. Even after allowing for the general trend, there was a 42% reduction in the number of people killed or seriously injured (KSI) - around 1,745 fewer per annum. On average, the number of killed and seriously injured fell by around 50% at fixed sites, and by around 35% at mobile sites. [More information](#).

**Spain** announced the introduction of a further 41 fixed safety cameras in December, bringing the total number up to 88. Between August and November 2005 over 100,000 offences were tracked using the cameras previously in place. In areas where safety cameras are active the number of vehicles travelling at over 140 km/h was reduced by 40%. This is the second wave of cameras to be introduced as part of Spain's plan to increase its fixed safety camera network to 500 by 2007. The plan aims to reduce excess and average speed and to increase speed enforcement. [More information](#).

## Enforcing blood alcohol levels

In **Belgium**, the Belgian Road Safety Institute (IBSR/BIVV) launched its tenth 'Bob' designated driver campaign with extra alcohol checks, which ran from 1 December 2005 to 15 January 2006. Belgian Transport Minister Renaat Landuyt stressed the positive message of the campaign that "we are not against celebrating but a non-drinking driver should be designated". Mr. Ricour of the Federal Police stressed that Bob should apply all the year round and added the commitment to his police forces to realising these checks. See [IBSR website](#).

**Ireland** plans to introduce random breath tests to cut the increasing number of fatalities. Prime Minister Bertie Ahern stated in November 2005 that the Minister for Transport, Martin Cullen, and Minister for Justice, Michael McDowell, had met to discuss overcoming legal difficulties preventing the introduction of the measure. Mr. Ahern added that the government was left with no alternative to reduce the number of road traffic accidents. Ireland had the second lowest number of drink-driving checks within the EU, he said. [More information.](#)

**France** also chose to focus its festive enforcement campaigns on combating anti-drink driving with its designated driver scheme: "c ki Sam? Who is Sam: The one who drives, the one who doesn't drink". Alcohol is estimated to have been responsible for 28% of deaths on the road in 2004. The campaign ran from 10 December to 1 January and targeted young people with internet banner ads, radio spots and a poster campaign. See [campaign website.](#)

In the **U.K.** a drink driving campaign ran throughout December into the beginning of January. In **England and Wales** it is the first time that the total number of breath tests for the four-week period (133,136) has been published. Nearly 7% of all tested were positive and were arrested. In **Northern Ireland** (522 offenders) and **Wales** (up from 4% in 2004 to 5.5% in 2005) the number of positive tests increased as well. These results show that drink driving continues to be a problem in the U.K. In **Scotland**, 620 motorists were caught over the limit or refusing to give a breath test during the first three weeks of the drink-driving campaign "Don't risk it". This represents a rise of almost 10% on last year's figure of 566, although this can be down to increased checks. Politicians from the Scottish National Party alongside representatives of the Association of Chief Police Officers for Scotland have been calling for a reconsideration of the drink-drive law. The current limit of 0.8 ‰ is much higher than most other European countries. The Chief Constable John Vine of Tayside Police identified that one of the measures could be "to look at whether any lowering of the limit would be effective." [More information.](#)

**Sweden** joined TISPOL with a special drink and drug driving enforcement campaign run between 12 and 18 December. Police found 0.4% of the drivers breath tested to be under the influence of either drugs or alcohol. 87,327 controls were undertaken during the TISPOL campaign week with 410 offenders charged. This is still far below other EU countries such as France or the U.K. where the figure is between 4-5%. Yet, Swedish Police representative Bengt Svensson stresses that around 150 lives are lost and 1,000 injuries caused every year due to drink driving in Sweden. "This is no longer acceptable", stated Svensson. The Swedish Road Administration special drink driving campaign supported the police activities. [More information.](#)

In **Spain** a special drink drive campaign was run over Christmas: "If you drink don't drive". Between the 9th and 22nd of December a special media campaign with the slogan "At the steering wheel not one drop of alcohol." This was accompanied by increased enforcement by police across Spain. Between 30 and 50% of deaths in Spain are attributed to drink driving every year. Police set up 800 check points with the aim of running daily breath test 15,000 checks focussing on the motorways and checking 200,000 checks during this period. The Directorate General for Traffic also took the opportunity to inform drivers about the new penalty point system due to be introduced in 2006. [More information.](#)

Another media campaign was also run in Spain on returning to everyday life after the festivities entitled "Happy Return". Running between 22nd December and 8th of January it also focussed on drink driving as well as seat belt use and speeding. [More information.](#)

A joint anti-drink driving campaign was launched to run between **Northern Ireland** and the **Republic of Ireland** in November. "Just One" drink aimed to press home the message that just one drink impairs driving. Targeting young men who account for 1 in 5 driver deaths a year in the Republic of Ireland. 793 people were killed in drink drive related crashes on Ireland's roads both north and south of the border in 2004. A new 60 second TV commercial was broadcast to show the consequences of drinking and driving. The Republic of Ireland also ran a six week enforcement campaign which focussed on drink driving alongside. See [NSC](#) and [PSNI websites.](#)



A new study "Detailed Cost Benefit Analysis of Potential Impairment Measures" published in the framework of **IMMORTAL** provides a cost-benefit analysis of several possible policies of impairment countermeasures. It also provides an insight in the socio-economic effects of policies. Three countermeasures for drink driving were assessed and identified as reducing drink driving. These included increased roadside breath testing, a zero BAC limit for young drivers and the installation of an alcohol lock. This analysis has been performed for Norway, Spain, the Netherlands and the Czech Republic. Download the report from the [SWOV website](#).

A new epidemiological study "The prevalence and relative risk of drink and drug driving in the Netherlands: a case-control study in the Tilburg police district also forms part of the European project **IMMORTAL** and investigated the prevalence of eight defined drug groups, including alcohol, among drivers in the Tilburg police district. The prevalence of the substances among injured drivers (a hospital sample) was compared with the prevalence in the general driving population (a random roadside sample), and risk ratios were calculated. Conclusions included that road safety policy in the Netherlands and possibly the whole EU should mainly target high BAC-levels (>1.3 ‰), alcohol/drug and drug/drug combinations. Download the report from the [SWOV website](#).

### Enforcing seat belt use

**Poland** launched a public awareness campaign on the use of seat belts and child restraint systems as part of the European campaign **EUCHIRES**. The campaign is addressed primarily to children aged 4 to 12 and their parents and is designed to promote safety and restraint systems for children, when they are in a car. The slogan of the Polish campaign is "The Armadillo Club Buckle Up". The main organiser of the campaign is ETSC's member Motor Transport Institute in a joint effort with the Ministry of Education, Police and Public Communication Foundation. Along with the media campaign the road police have intensified their involvement, kindergartens and schools have launched a special series of classes on the safe carriage of children. The campaign ran until the end of November. For more details go to [www.klubpancernika.pl](http://www.klubpancernika.pl) and [www.cbr.home.pl](http://www.cbr.home.pl).

The **FIA Foundation** has won a coveted Prince Michael International Road Safety Award for its seat belt toolkit. The seat belt toolkit was produced by the FIA Foundation and written and researched by the Transport Research Laboratory (TRL), which was also cited in the award. The principles of the toolkit, which presents best practice advice on seat belt campaigning, legislation, enforcement and technical standards, were used to great effect in the Costa Rica 'Por Amor Use El Cinturon' campaign and the toolkit is being used widely around the world, most recently in Sakhalin, Russia, by the Global Road Safety Partnership. See [FIA Foundation website](#).

## Vehicle technology

### ETSC conference on "eSafety that matters"

ETSC will organise its "Best in Europe" 2006 conference on 21-22 February 2006 on "eSafety that matters". Experts of international reputation will highlight, from experience, the "do's and don'ts" of eSafety solutions and will outline the key ingredients of successful experiences. Researchers will present technological approaches to reducing speed such as the latest findings and trial feedback on Intelligent Speed Adaptation. Another relevant session covers the importance of data recording on road accidents and on exposure in order to measure the scale of the problem and to devise effective countermeasures. This also includes looking at in-vehicle "crash recorder" devices, recording vehicle situation before and during the accident. This could allow for additional information concerning speeding as well as vehicle manoeuvres, parameters which can not be reliably tackled by the usual police investigation. Other relevant presentations cover section speed control enforcement on Austrian motorways and the follow up of offences with an analysis of the new penalty point system in Spain. Registration is possible online on the [ETSC website](#).

## Intelligent Speed Adaptation

**Sweden** is introducing a nationwide database for local traffic regulations, including speed limits. This register, which will be administered by the Swedish Road Administration, will include all relevant authorities' decisions in this field. This means that Sweden will not only have the digital map necessary for safety applications such as ISA, but the country will also be able to ensure all safety attributes are accurate and up-to-date. The compilation of the database is starting on 1 January 2006. A first version will be up and running by 1 January 2007 and completion is foreseen for 31 December 2008 when all traffic rules that are not included will no longer be effective. From 1 January 2007 the use of the database will be compulsory for all decision-making authorities.

The researchers involved in **PROSPER**, the Project for Research On Speed adaptation Policies on European Roads, presented the results of this three-year project in a workshop in Brussels on 23 November 2005. The aim of PROSPER is to look at the advantages and disadvantages of new speed management measures such as ISA and to identify suitable strategies for their implementation. See [PROSPER website](#).

## Alcohol interlocks

An alcohol interlock seminar chaired by Swedish Minister for Communications and Regional Development, Ulrica Messing was held in Brussels on 6 December 2005. On this occasion, ETSC backed the initiative of the Swedish government to investigate the possibility of requiring by law alcohol interlocks in all new trucks and buses from 2010, and in all new cars from 2012. Alcohol interlocks could form an important part of preventing alcohol-related road deaths, if the experience is disseminated across Europe. See [ETSC press release](#).

The **Traffic Injury Research Foundation** group has made available an inventory of alcohol interlock programmes on its website. They have also published a new report "Alcohol Interlock Programs: Enhancing Acceptance, Participation and Compliance". An electronic copy can be obtained free of charge on the [TIRF website](#).

**Volvo Trucks** will start testing new technology this January using tired drivers and drivers under the influence of alcohol. The Swedish Government gave its permission for trials to go ahead. All the tests will be conducted off the public roads at Volvo's test grounds. Lennart Pilskog, Volvo's Director of Public Affairs at Volvo Trucks explained that: "The purpose of the trials is to test new technology for quality assurance of drivers. At the same time, we must also arrive at a suitable interplay between the new technology and the driver". [More information](#).

## Seat belt reminders

The CARS 21 High Level Group, bringing together key players from the EU motor industry, published its recommendations for sharpening the industry's competitive edge. The report breaks down into 18 recommendations which should be implemented over the next decade. Regarding car safety, the CARS 21 report urges the Commission to propose, among others, the compulsory introduction of new safety features such as seatbelt reminders and "isofix" child seats. The CARS 21 group's full report is available on the [EUROPA website](#).

## Road infrastructure

**EuroRAP**, the European Road Assessment Programme, aims to provide a consistent independent Europe-wide safety rating for roads across Europe. EuroRap presented its first "Pan-European Progress Report: From Arctic to Mediterranean" in December 2005. The report sets out how the safety of roads can now be measured and shown on colour coded maps to an international standard - and how progress in eliminating risky roads can be tracked, year by year. The report provides a detailed "state of the nations" account of each country's efforts to make the road itself safer; it is also a Europe-wide manifesto, calling for risky roads to be upgraded using known, affordable safety features. Some experts believe

safer roads could reduce deaths by as much as 80% over coming decades, particularly in countries where traffic law is generally respected. See [EuroRAP website](#).

## Cross-border enforcement

Every year in the city of Milan in **Italy**, almost 100,000 fines are not paid as they have been issued to non-resident drivers. This causes a loss of 4 million euros per year; 80% of these infractions are committed by Swiss drivers. Many of whom are repeat offenders. The City Council has decided to sign a contract with the English EPC Plc. whereby this company will follow up and notify the fines to the citizens. However, Plc. will retain 60% of the amount of the fine. [More information](#).

In **Belgium**, the Chief Inspector of Police Gerard Malrin in the Beloeil District reports in the newsletter of the Belgian Road Safety Institute (IBSR/BIVV) of the difficulties posed by following up drink and drug driving offences committed by non resident drivers. Young people are travelling great distances to go to weekend long parties in Belgium from as far away as the regions of Bretagne and Charente-Maritime in France. For those who are stopped and found to be drink/drug driving differences in sanctions imposed by Police exist. A Belgian driver under the influence of alcohol or drugs can face an immediate two to four week driving licence withdrawal. A detained non-resident driver can only be banned from driving in Belgium for a maximum of 12 hours. Chief Inspector Malrin also reports the practice that offenders return home in other cars and then submit a claim that their driving licences have been lost. A Co-operation Agreement exists between Belgium and France to follow up on such offences. See [Via Secura newsletter](#).

## European action

### Cross-border enforcement on the Austrian Presidency agenda

The new Austrian Presidency of the EU has already indicated on several occasions that the dossier of cross-border enforcement will form the cornerstone of its action on road safety. It announced that it would place road safety high on its transport agenda stating its mission: "Crossing borders in road safety - Creating a Trans-European Road Safety Culture". Other actions are expected in the field of infrastructure. An informal Transport Council meeting will be organised in Bregenz in March 2006. It will focus exclusively on the issue of road safety. The future Austrian Presidency of the EU took over the reins from the UK on 1 January 2006. ETSC addressed a [Memorandum](#) to the Austrian Presidency on 5 December 2005.



**European Transport Safety Council**

## Members

Austrian Road Safety Board (KfV) (A)  
Automobile and Travel Club Germany (ARCD) (D)  
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Confederation of Organisations in Road Transport Enforcement (CORTE) (Int)  
Czech Transport Research Centre (CDV) (CZ)  
German Transport Safety Council (DVR) (D)  
Dutch Safety Investigation Board (OVV) (NL)  
European Federation of Road Accident Victims (FEVR) (Int)  
Fédération Internationale de Motocyclisme (FIM) (Int)  
Finnish Vehicle Administration Centre (AKE) (Fin)  
Folksam Research (S)  
Fundación Instituto Tecnológico para la Seguridad del Automóvil (FITSA) (E)  
Institute for Transport Studies (ITS), University of Leeds (UK)  
Irish National Safety Council (NSC) (IE)  
Motor Transport Institute (ITS) (PL)  
Nordic Traffic Safety Council (Int)  
Parliamentary Advisory Council for Transport Safety (PACTS) (UK)  
Prévention Routière (F)  
Road and Safety (PL)  
Swedish National Society for Road Safety (NTF) (S)  
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