Police Enforcement Policy and Programmes on European Roads

2nd Newsletter – April 2007

Editorial

This second Newsletter of the PEPPER project comes at a very crucial timing. The first year of the project has just been concluded and some first results are coming out of the work performed during these first 12 months. At the same time, the date of the 1st PEPPER seminar is approaching. The Seminar is going to take place in Brussels, on the 26th April 2007. Registration process has already been initiated and many important stakeholders from various relevant areas have already been registered. Detailed program of the Seminar as well as venue and registration details can be found in the project website (http://www.pepper-eu.org/).

The aim of the Workshop is to disseminate the PEPPER concept, diffuse preliminary findings of the project and get feedback and comments from the participants.

Information on the Working Papers presented in this Newsletter, as well as all project products, can be found in the PEPPER website. Moreover, non-public Deliverables and Working Papers can be downloaded in the User Forum restricted area of the web-site. User Forum members can only access this area. Registration details are included in this Newsletter.

Lila Gaitanidou
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Review of main conclusions of completed relevant projects

Working Paper 1 of the PEPPER project contains a review of the main conclusions and findings of completed and on-going projects that are related to law enforcement and traffic law enforcement as well as a preliminary list of variables and indicators that can be used to assess Traffic Law Enforcement (TLE) efficiency for the key fields of speeding, drink driving and the use of restraints in vehicles. The objectives of this paper are the presentation of relevant information concerning Law Enforcement from both the EC Recommendations of October 21st, 2003 on enforcement in the field of road safety as well as literature regarding traffic safety and other fields of interest, the identification of groups of stakeholders in the field of TLE and an overview of variables and indicators that could be used to assess TLE-efficiency.
A literature review was performed on literature available from both past and present EU projects as well as literature from other institutions that are linked with law enforcement. The findings are that an extensive amount of literature is available and can be combined in a large questionnaire. The practical usability of such a questionnaire was questioned however and slimming down needs to be considered.

For more details, please visit the PEPPER website: www.pepper-eu.org, section: Working Papers, W1

Innovative technology for monitoring traffic, vehicles and drivers

Technology has always been used to support enforcement activities, namely detection of certain traffic infractions. Nevertheless, increasingly powerful technologies have opened new horizons in every area of society, and Traffic Law Enforcement (TLE) is no exception. New technologies based on digital video and communication media provide tools for detecting a growing number of infractions and identifying violators, providing also the technical means to deal with the data involved in an ever widening geographical area in a consistent and efficient way.
There is however a huge number of technologies that could be potentially used for enforcement purposes and it is relatively easy to get lost in the world of *GNSS/CN, DSRC, ANPR, CVIS, ISA, EVI* and many other tech acronyms. In Working Paper 6, a broad overview on a number of technologies that are used today in the field of TLE is attempted, focusing on the three infractions highlighted in the EC Recommendations: speeding, drink driving and restraints misuse, and always with data on tried implementations and studies on the impacts of their use: on reducing fatalities/injured, economical, social or environmental, amongst others. Driver assistance systems are also considered as those are important tools towards improving road safety. Additionally, the paper gives some brushes of ongoing research on some technologies that might be used in the near future for both enforcement and drivers' support purposes.



So what is that and what happens now?

A digital video camera… can it be used to detect…?
- *Speeding*
- *Red-light running*
- *Railway cross running*
- *Tailgating*
- *Toll infractions*

What is in the future for digital video?
- *Seat belt infractions*
- *Overtaking infractions*
- *Improper lightning use*
- *Improper driving patterns*
- *…*

Highlight – Video Enforcement Systems

In today's TLE, the latest trends on technologies rely very heavily on Video Enforcement Systems (VES), where digital still or motion pictures are taken and then processed for purposes of detecting infractions.
The same basic digital video technology is also used to identify the violator, generally by means of recognition of the licence plate and accessing the corresponding traffic database.
An obvious advantage of this technology is that automation of processes involved is almost immediate, as shown in VES implementations in countries like France or the Netherlands.

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Availability of information on Traffic Law enforcement in a representative sample of Member States

Goal of Working Paper 5 is the description of the availability of data in four EU Member States in the field of enforcement for the target areas of speeding, drink driving and restraint use. Information was gained by interviewing key persons from police forces, justice departments, etc. This information will be used to make a selection of variables and indicators suitable for the description of the effectiveness of enforcement actions. The main finding is that each country presents a very unique picture. It was found that a limited amount of information is available and is usually scattered in different departments. Most of the information found was related to speeding, but even in this case, less than half of the wanted information is available. For restraint use, virtually no information could be found. Problems exist regarding "Public Availability" because of the sensitivity or confidentiality of information. If the issue is not resolved by the end of the information collection time period, the information should be considered unavailable. Cooperation from the board of directors of involved departments is necessary. Following remarks from key actors, information on registration of violations and type approval of the method and instruments used for automated applications is considered necessary.

For more details, please visit the PEPPER website: www.pepper-eu.org, section: Working Papers, W5

Needs and objectives of the EC regarding TLE data in the light of data availability and the technical aspects of data collection and exchange

Working Paper 12 "Needs and objectives of the EC regarding TLE data in the light of data availability and the technical aspects of data collection and exchange" discusses the needs and objectives of EC regarding TLE data, taking into consideration the availability of TLE data and the technical aspects of data collection and exchange. The 12 EC Recommendations (2004/345/EC) are briefly discussed in the light of the information on the availability of enforcement data gathered in four Member States (Belgium, Denmark, Greece and Spain). It was found that TLE data are often considered sensitive, especially information about court procedures and court decisions.

It should be stressed that these findings reflect the situation only in the four "test" countries (Belgium, Denmark, Greece and Spain), but not the common EU situation. The enforcement data collection is analysed from a technical point of view as well. Examples on automated speed enforcement systems are provided for four countries: Spain, France, the Netherlands and Norway. Gathering and exchange of TLE information within and between Member States must be improved. A pan-European data collection system has to deal with a large diversity of data types, volumes and data processing systems.

EU policies on Traffic Law Enforcement, Road Safety and Mobility

The context for the PEPPER project is created in WP1, Strategic, legal, administrative and social context of Traffic Law Enforcement (TLE) in member states. It examines European transport safety strategies and policies and the ways traffic enforcement is integrated into the whole of traffic safety work. This WP also provides a description of enforcement plans in member states and the level of social support they have, for existing and new approaches, activities and technologies.

Working paper 11 deals with the objective of analyzing EU policies on TLE in Road Safety and mobility.

A detailed description of stakeholders and of a number of policy papers that have set the general framework is captured in this working paper, ranging from the United Nations and its resolutions on a Global Road Safety Crisis to the European Commission and its White Paper on Transport, the Midterm Review thereoff and a number of Recommendations and Directives.

Other institutions/stakeholders that are active on the global level field like the EU Parliament, the EC's Council of Ministers of Transport and NGO's like the international Association of Traffic Police Agencies (TISPOL) and the European Transport Safety Council with their activities and policy papers have been addressed as well.

A first analysis has been carried out to define a possible common denominator in all those Policy papers. The result has been captured in a matrix.

In respect to Road Safety, it can be assumed that the TLE issues, as stated and specified in more detail with a focus on speed, drunk driving and non-compliance with safety belt regulations, cover the issue where it comes to the most prominent causes of accidents and traffic deaths and injuries.

But this does not cover the fact that TLE has to be more than these three listed.

Identified "Gaps" in TLE

1. The list of traffic violations is not complete. Next to these three listed, there exist a whole range of other traffic regulations and regulations that have a direct relationship or impact on traffic safety as well.
2. Harmonisation in TLE is not addressed.
3. The enforcement chain from detection to execution of penalties concerning cross border enforcement.



Pilot study of Guidelines for collecting Traffic Law Enforcement information

Working Paper 4 contains guidelines for the collection of the necessary Traffic Law Enforcement (TLE) information from all the European Member States, for comparison reasons and documentation of information gaps.

A uniform methodology for data collection is proposed, which utilizes existing sources of information from literature, in combination with one or more interviews based on a questionnaire.

Emphasis is given to the collection of information regarding elements of planning, monitoring and evaluation, automated methods for violation registration, legal and administrative background, information campaigns and the awareness and trend of Member States to coordinate / converge with the relevant Commission Recommendation (2004/345/EU).

Three countries, Czech Republic, Greece and Poland, have been selected for the pilot testing. The pilot tests have been carried out in July and August of 2006.

Regarding the availability of information requested by the Standard Form of the EC Recommendation, Czech Republic seems to be closer to satisfying the EC requirements. Some of the information is available in Poland and very little in Greece.

The methodology was quite successfully pilot tested in the three Member States and the experience gained was utilized for streamlining the whole information collection methodology and the present guidelines.



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End User Forum

The PEPPER End User Forum is a group of stakeholders interested to the project's results, who will be receiving in advance information on the project's achievements, all public Deliverables as well as non-public Deliverables. They will also be continuously updated on the project's progress by receiving the Newsletters and will be invited to the project's Seminars and Conference.

The User Forum currently consists of more than 20 members and is continuously populated.

In case you are interested in participating in the PEPPER User Forum please fill in the following form.

Nominations for the PEPPER End User Forum

Name	
Organisation	
Position	
Address	
Postcode & city	
Country	
Tel. n°	
Fax n°	
Email	
Type of organisation ***(please tick one of the following)***	□ Research Institute □ Police Authority □ Road / Infrastructure operator □ Ministry □ Other Authority □ Medical / Health care Institute □ Relevant devices developer □ End users representative (i.e. Automobile Club) □ Insurance company □ Other (please specify) …… ……
Expert fields ***(please specify)***	
Nominated by: ***(please give your name)***	

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