

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's why the European Commission has adopted a Recommendation on how Member States should improve their enforcement policies. To have an effect, this Recommendation must be implemented at national level without delay. European leaders must now show the political will to prioritise the enforcement of traffic law.

Against this background, ETSC has set up a programme to promote best practice in traffic law enforcement. Over the next three years, it will keep a close eye on how the Commission Recommendation is implemented in the EU Member States. ETSC will publish its findings in regular issues of this Enforcement Monitor and in an annual compendium. These will provide an overview of ongoing activities and achievements in enforcement across the EU.

Who is responsible for the enforcement of traffic law? Primarily, of course the police who ensure compliance with traffic law and ensure good road user behavior. Secondly, the car industry must work to design vehicles that incorporate new enforcement technologies such as intelligent speed adaptation and seat belt reminders. Thirdly, it is also the responsibility of road planners to design so-called 'self enforcing roads' which facilitate safer driving. 'Sharing responsibility' between all these actors is crucial to saving lives on the road.

With its quarterly newsletters, ETSC wants to keep the road safety community informed about the latest road safety enforcement developments in Europe. Our Enforcement Monitor, will, of course, also give you a regular update on ETSC's own activities in this respect. Each edition will focus on a particular issue and on progress made in different Member States.

The current issue is dedicated to introducing EU action related to enforcement as well as ETSC's new programme. It also focuses on the exemplary progress made in France and includes a more global overview of six European countries.

Feature: Enforcement at EU level

Commission Recommendation

Following the presentation of the 3rd Road Safety Action Programme (2003-2010), the European Commission adopted a **Recommendation** on 21 October 2003 on improving Member States transport safety law enforcement policies. In this Recommendation EU countries are asked to apply in a national enforcement plan what is known to be best practice in the enforcement of speed, alcohol and seat belt legislation.

Three measures are to be included in their plans. Firstly, speed controls must use automated speed enforcement systems, and offences must be followed up by procedures able to manage with a large number of violations. Secondly, for drink driving random breath testing with alcohol screening devices must be applied and evidential breath test devices used. And thirdly, in the area of seat belt use intensive enforcement actions of a specific duration must take place several times a year.

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A total of 14 000 fatalities and 680 000 injuries per year in the EU could be prevented according to a cost-benefit study carried out for the Commission if the aforementioned measures were applied. This remarkable figure will however not be achieved unless all Member States work hard to meet the proposed enforcement standards.

By April 2007, the Commission will evaluate whether or not enforcement policies have improved sufficiently across the Member States. If this is not the case, the Commission says it will propose more binding legislation, i.e. a Directive. A mid-term review of the 3rd Road Safety Action Programme assessing the general progress towards the 50% reduction target is planned for next year, 2005.

Expert meetings

Following the publication of its Recommendation to the Member States, the Commission set up an Expert Group on road safety enforcement, gathering responsible police officers and ministry officials from all Member States. The first meeting of the Group took place on 23 June 2004 in Brussels where it was decided to form three Working Groups to discuss in more detail the enforcement of speeding, drink-driving and seat belt use.

The Working Group on **seat belt enforcement** met on 29 October 2004 with representatives from 12 Member States. The Group discussed different approaches presented by government and police representatives from the SUN countries (Sweden, the Netherlands and the UK).

IN THE NETHERLANDS, the transport ministry organises, in cooperation with the police and other governmental and non-governmental actors, yearly nationwide seat belt campaigns of three months including comprehensive information and enhanced enforcement. Planned way in advance, these campaigns receive substantial funding from both public and private sources. Dutch engineers are also developing an automated seat belt detection device. The technology, expected to be implemented by the end of 2005, will increase the risk of detection substantially. It will be used both in built-up areas and on motorways, where it will be integrated into a larger system measuring also speeds and distances between cars.

IN SWEDEN, an enhanced enforcement operation carried out in 2002, combined with information and a doubling of the on-the-spot fine, resulted in a 5% increase in seat belt use in urban areas. So-called "blitz" enforcement actions of one week are repeated in Sweden every 6 months.

IN THE UK, the Department for Transport has a long experience of organising seat belt wearing awareness campaigns, pre-dating compulsory legislation. Campaigns are organised in conjunction with the police and use a number of approaches and media including TV and radio ads, posters and leaflets, inserting seat belt use stories in popular soap operas and targeting specific audiences such as young mothers in mother and baby magazines. Evaluation of the material is done through focus groups before and after every campaign. The UK is already working to inform parents about correct child restraint systems in preparation of implementing the new EC Directive.

Verona meeting of Transport Ministers

The importance of traffic law enforcement was also underlined by the European Transport Ministers in their "Verona Charter", adopted at an informal Council meeting last year. Ministers agreed on the need to promote in their countries a comprehensive road safety policy including the effective enforcement of traffic rules. See [Council conclusions of 5 December 2003](#).

On 25-26 October 2004, the Ministers gathered again in Verona for an informal meeting on road safety. In their conclusions they recognised the need for "a common and unrelenting effort" to enforce traffic safety regulations. Ministers also supported the role that vehicle technologies had to play, highlighting automatic speed control, warning or limiting devices, alcohol locks and seat belt reminders. Importance was also attached to the need to strengthen cross-border enforcement with the introduction of "a European-wide system of collaboration". Moreover, Ministers stressed the essential need for "data collection and distribution for effective enforcement". See [Council conclusions of 25-26 October 2004](#).

Country focus: France

When President Chirac on 14 July 2002 declared road safety as one of his three top priorities, a new doctrine had to be tailored quickly. It was based mainly on what the French call "la répression", i.e. the thorough enforcement of traffic rules through the detection and punishment of offences.

The Interministerial Committee for Road Safety (CISR), gathering the Ministers of Interior, Transport, Defence and Justice adopted a strategy on 18 December 2002 which featured prominently measures to end drivers' "feeling of impunity" regarding road traffic offences. Automated controls for speeding, tailgating and jumping red

lights should allow the police to also increase alcohol and drug checks, while tougher sanctions and an improved follow-up of all violations should lead to a rapid improvement of driver behaviour.

There was ample evidence at the time that drivers were not sufficiently respectful of the law. Data from the National Road Safety Observatory showed that in 2001, 60% of passenger car drivers were exceeding the speed limit, and more than 31% of fatal accidents were caused by drivers over the legal blood alcohol limit. Half of the mobile telephone calls in that year were made from inside a car.

In a way, the strategy of "controls and sanctions" was a logical follow-up of the President's first important step taken in 2002 to improve road safety. Under heavy pressure from civil society, Jacques Chirac drastically reduced the regular amnesty for road traffic offences which had been offered upon each Presidency elections in the preceding decennia. In 2002, only the very minor offences, such as parking offences, were be pardoned.

In the meantime, large parts of the planned measures have been implemented. This has been possible due to extensive technical preparations which had been undertaken before 2002, including



Transport Commissioner **Jacques Barrot**, a former Health and Employment Minister from France, has stated that "controls and sanctions" would be a major priority, with a strong focus on cross-border enforcement of traffic rules. Setting out

his priorities in reply to questions asked by the European Parliament, Barrot proposed to create a "European area of police and judicial co-operation" to facilitate harmonised standards, joint controls and the exchange of information. See [written reply to MEP questions](#).

ETSC Programme on enforcement

Given the importance of the Commission's Recommendation in reducing road accident deaths and injuries, ETSC's new Programme is monitoring progress made in EU Member States in the field of traffic law enforcement. ETSC will be assessing and comparing their efforts and report on its findings regularly in quarterly and annual publications.

Furthermore, ETSC's programme is promoting best practice not only regarding traffic law enforcement carried out by the police, but also through "self-enforcing" cars and roads. The Programme will focus on all three pillars of enforcement policy making.

- The **user**: Traditionally, enforcement is understood as police enforcement, ensuring compliance with traffic rules. Police enforcement actions should be planned, monitored and evaluated according to the Commission Recommendation.
- The **vehicle**: Enforcement technologies such as alcohol interlocks, seat belt reminders or intelligent speed adaptation devices have an important role to play in securing compliance with key traffic rules. Their implementation requires additional awareness and support from car makers.
- The **infrastructure**: Ensuring appropriate road user behaviour is also a question of efficient enforcement design, i.e. of constructing self-enforcing roads. There are good examples from Member States that should be identified and promoted amongst policymakers across Europe.

fixed rate fines, automated speed controls and owner liability. Also there has been a great support from civil society organisations, and the media covered the topic extensively. A major advantage in this regard is that behavioural indicators on speed, alcohol and seat belt use, and indicators for traffic accidents have been available in France for some time. Figures proving the success of the new measures could be presented to the public without major delay.

Speed

The most spectacular results were booked with regard to speeding. In a survey of March 2004, 54% drivers confirmed that what had changed most dramatically in their behaviour was their choice of speeds. 68 % declared having reduced their speed on motorways during the last 2 years. Figures produced by the Speed Observatory support this judgement. While in 2001 and 2002, 34% of drivers of all vehicles drove at more than 10km/h over the limit, this ratio was no more than 26% in 2003.

Speed cameras were first introduced in late 2003, and camera procedures fully digitalised, so tickets arrive in the offender's mailbox within 2-3 days. With 1000 cameras planned to be in place by the end of 2005, camera density is however not going to be impressive in a country that has the largest road network in Europe. "To have the same density as in the UK we would need about 12 000 cameras in France," Jacques Léglu, European Affairs Adviser of La Prévention Routière said at ETSC's Best in Europe conference. Most of the fixed cameras will be installed on motorways and national roads, and only some on smaller roads where mostly mobile equipment will be used.

From 2002 to 2003, the number of traffic offences leading to a reduction in points on French driving licences increased by 40%. In 2003, 47% of all such violations were related to speed (+38%), 7% were alcohol-related (+18%) and 25% of violations were related to seat belt and helmet use. In total, 4.5 million points were withdrawn in 2003, resulting in about 21 000 invalid driving licences, 52% more than in 2002. See [Ministry of the Interior website](#).

At the same time, the number of people who were killed on French roads dropped by 20.9%, and the number of injury accidents by 14.5%. See [Sécurité Routière website](#).

Alcohol

It is often noted that the spectacular success of the speed enforcement has not been echoed by a similar success regarding alcohol enforcement. "Here we did not start from zero", explains Marie-Chantal Jayet, Senior Researcher at the French National Institute for Transport and Safety Research (INRETS). "By 2002, we have had some very powerful legislation in place, and controls were already frequent." In 2003, about 1 in 4 French drivers was breath-tested. In addition, sanctions increased drastically. If a driver is caught with more a blood alcohol concentration of 0.5 mg/ml to 0.8 mg/ml, 6 instead of 3 points are now withdrawn. For drivers with a full driving licence this will halve the number of points available, while a licence on probation is lost completely.

As more and more French people are forced to pay high fines for traffic offences, and many lose their licence, the lack of punishment of foreigners as become a hot topic in France. "About 25% of all offences are now committed by the 10% of drivers who come from other countries" says Cyril Michel from the Transport Department of the Permanent Representation of France to the EU. "People feel that this is unfair, and the French government is therefore eager to act in this area".

Seat belts

The number of fines charged for non-use of seat belts went up by 15% from 2002 to 2003. In 2003, penalties were also increased from 1 to 3 points off the licence. As a consequence, seat belt use by front seat occupants went up from 91% in 2001/2002 to 95% in 2003, resulting in a more than 20% decrease in the number of fatalities due to non-use of seat belts. This means that in 2003, the lives of 173 people were saved through increased seat belt use.

Can it be proven that these impressive changes in behaviour are linked to the increase in enforcement? In a survey of March 2004, 45% of French drivers admitted that the main factor contributing to their changed behaviour was the "fear of punishment". 37% however cited a "better awareness of the risk" as the first reason for change.

News

Police enforcement

In the **UK**, a report has been approved by the House of Commons Transport Committee which calls for more effective traffic law enforcement and an overhaul of legislation on driving offences. According to the report, new legislation should be presented by the Home Office to make road traffic enforcement more efficient, effective and fair. "Effective roads policing is essential to reducing road casualties but is not given sufficient governmental priority, as this report shows," the Parliamentary Advisory Council on Transport Safety (PACTS) comments.

A study published by the Ministry of Transport and Communications of **Finland** has assessed the potential for enhanced police enforcement. The study calculated that by developing and intensifying the use of speed cameras there is the potential of reducing road traffic fatalities by between 37 and 64 people per year. Intensifying the use of safety belts and enforcing drink-driving could further reduce road deaths by 10 percent each year.

Following the increase of the speed limit from 110 to 130 km/h on about half of the country's motorways, **Denmark** has improved driver information by posting additional speed signs and running a comprehensive media campaign on a number of behaviours, including speeds. Speeding penalties were also increased. Drivers can now lose their licence when exceeding the limit by more than 30km/h instead of 70 km/h. Despite the higher speed limit, fatalities on motorways have dropped significantly on motorways, but also on other types of road. In the first 8 months of this year, Denmark has recorded 10% fewer fatalities and 15% fewer injured, compared with 2003. See [Quick Indicator 2004](#).

From 1 January 2005, the maximum blood alcohol level in **Switzerland** is going down from 0.8 mg/ml to 0.5 mg/ml. The country will also introduce random breath testing and "cascading" penalties for recidivists. Parliament adopted the amendments in March 2003. See [Swiss Federal Road Authority website](#).

A first analysis of local road safety plans in **Belgium** has shown that all police zones are planning additional efforts to fight speeding, and the majority will tackle drink driving and seat belt use as well. Most of the 41.8 million national budget linked to these plans will be used on speeding, while 14% will go to drink driving and 7% to seat belt use. Under the new traffic law, local police zones in Belgium are encouraged to submit yearly road safety plans so the government's enforcement objectives would be met not only by the Federal Police, which is in charge of motorways and national roads, but also by the local police forces responsible for the rest of the network. The funding comes from additional fines collected in 2003, when both fines and police checks were increased substantially.

TISPOL, the network of traffic police in Europe (TISPOL) held its annual seminar in Amsterdam on 27 and 28 October 2004. During the seminar, which was opened by Dutch Minister of Transport and Waterworks, Karla Peijs, TISPOL members discussed presentations given by speakers from various road safety disciplines, and developed TISPOL's strategy for the next 3-4 years. TISPOL will continue to reinforce the co-operation between traffic police forces in Europe and enhance traffic enforcement by the police. Seeking an integrated approach to road safety, TISPOL will also improve co-operation with other road safety organisations in the fields of enforcement (ECR), science (FERSI), road directors and industry (ERTICO).

The **VERA2 study** has identified a data exchange system ('eNFORCE') allowing members of the network to carry out the responsibilities associated with cross-border enforcement. The system focuses on means of enforcing financial penalties in the Member States where the vehicle is registered. The authors recommend that a European Directive be prepared under the first pillar of the EU treaties to

facilitate cross-border enforcement in the EU-25. This Directive is however not expected to be proposed before the end of 2005. "It should now be up to the Member States to take the initiative," says Philippe Hamet, responsible desk officer at the European Commission. "We are already discussing with some of them for a first implementation of the proposed eNFORCE network."

Vehicle technology

The **Belgian Road Safety Institute (IBSR)** is coordinating a two-year EU project on "Alcolock implementation in the European Union" including small alcolock trials in Norway, Germany, Belgium and Spain. The trials will study the impact of alcolocks on drivers of busses (Norway, Spain) and trucks (Germany) as well as on recidivists and abstinent alcohol dependent patients (Belgium). First findings are expected in April 2005. See presentations at the TIRF Symposium October 2004 on the [Belgian trial](#) and on the [other trials](#).

The **European Committee for Electrotechnical Standardisation (CENELEC)** is about to finalise a European standard of test procedures and performance requirements for alcohol interlocks. A draft was published in July 2004 and comments discussed at the latest CENELEC meeting on 9-10 November 2004. Target date for the vote is the 1 August 2005.

Road infrastructure

The British **Transport Research Laboratory (TRL)** is investigating in a three-year study the extent to which changes such as removing centre line markings and blurring the distinction between the carriageway and footway can help reduce speeds. A first pilot project in which centre line markings were removed and gateways introduced to restrict forward visibility on a country road has resulted in a speed reduction by more than 10mph. If successful, the approach could overcome some of the drawbacks of traditional road humps, which have been blamed for increasing noise, pollution and the risk of vehicle damage. See [LARSOA website](#).

First experiences with road safety audits in **Germany** have been promising. Audits are now compulsory on national roads, and 7 out of the 15 länder implement internal audits on their regional network, based on a set of guidelines published in 2002. "The audits that have been undertaken so far have revealed important safety deficits in German road infrastructure planning," said Reinhold Baier, independent auditor and co-author of the guidelines at ETSC's Best in Europe conference. "The experience has shown that there is a need to improve the training of our planners."

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 will give a general overview of efforts undertaken in six Member States. This first issue introduces enforcement progress in Finland, Denmark, Sweden, Belgium, Hungary and France. 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 Recommendation.

	Finland	Denmark	Sweden	Hungary	Belgium	France
Speed	<p><i>Equipment.</i> Speed cameras are used to check 800 km of roads, this will be increased to 1200 km next year and aims to cover 2 500 km by 2009.</p> <p><i>Checks.</i> In 2004, 174 000 fines, including written notifications, were given for speeding.</p> <p><i>Extent of the problem.</i> In 2004, about 8% of vehicles were exceeding the limit by more than 10km/h on 80km/h and 100 km/h roads.</p> <p><i>Outlook.</i> By developing and intensifying the use of speed cameras, road traffic fatalities could be cut by at least 10% per year.</p>	<p><i>Equipment.</i> Both fixed and mobile speed controls are used.</p> <p><i>Checks.</i> In 2003, police spent 6.500 control hours on speed-control.</p> <p><i>Extent of the problem.</i> It is estimated that speed is a factor in between 25% and 50% of all road accidents involving personal injury (2000).</p> <p><i>Outlook.</i> If all speed limits were respected traffic deaths would go down by 25%.</p>	<p><i>Equipment.</i> 350 speed camera boxes are installed in places where there is a high fatality rate.</p> <p><i>Checks.</i> 1.3 million drivers were checked and 153,723 speed offenders ticketed in 2003.</p> <p><i>Extent of the problem.</i> About 55% of the vehicle mileage is carried out above the speed limits and about 20% at more than 10km/h above the limit.</p> <p>It has been shown that new speed cameras have reduced fatalities by 70% and the number of people injured by 40%. Speeds have been reduced by 5 km/h.</p>	<p><i>Equipment.</i> About 100 speed measurement devices including laser and radar devices are used on high risk roads.</p> <p><i>Checks.</i> The police recognise that both staffing and equipment are insufficient to carry out check speeds.</p> <p><i>Extent of the problem.</i> In 2003, 40% of all fatal crashes were caused by inappropriate speeds. General speed limits for rural roads, expressways and motorways were all raised by 10km/h in 2001, which has led to some 20 additional fatalities per month outside built-up areas, compared with the general trend.</p>	<p><i>Equipment.</i> There are about 1000 locations where fixed speed and red light cameras can operate. About 350 cameras are actually in use.</p> <p><i>Checks.</i> In addition to fixed cameras, the Federal Police organises mobile checks every day in all provinces. Since 2002, speed checks on motorways and national roads have been increased by 10% yearly. Checks on other types of roads have also been increased.</p> <p><i>Extent of the problem.</i> Data on the extent of speeding for 2003 are expected to be published soon.</p>	<p><i>Equipment.</i> In France, the first digital speed camera was installed at the end of 2003, and there are plans to have 1000 cameras in place by the end of 2005.</p> <p><i>Checks.</i> 30% of all speed checks carried out by the Gendarmerie are mobile checks, and 70% are checks in fixed locations.</p> <p><i>Extent of the problem.</i> For passenger cars, the number of vehicles exceeding the speed limit by more than 10km/h dropped in 2003 for the first time under 30%. In the period May-August 2004, it was just under 20%.</p>

	Finland	Denmark	Sweden	Hungary	Belgium	France
Alcohol	<p><i>Checks.</i> In 2003, Finland undertook 1.3 million tests for alcohol, 1,89% of which were positive.</p> <p><i>Extent of the problem.</i> In 2003, 0.8% of all driving licence holders were caught with an illegal BAC level. 20-25% of all road traffic fatalities in Finland are alcohol related.</p>	<p><i>Checks.</i> In 2003, police spent 4.200 control hours conducting random tests and tests specifically targeting drink/drug drivers. They also check for alcohol use whenever stopping a driver for another offence.</p> <p><i>Extent of the problem.</i> 15 863 drivers were charged with drink driving in 2003. 24% of all fatalities were related to drink driving in 2003.</p>	<p><i>Checks.</i> Better technology for roadside checks has been introduced to some police patrol cars.</p> <p><i>Extent of the problem.</i> In 2003 1.4% per 100,000 checked were driving under influence of alcohol. A quarter of all road fatalities were caused by driving under the influence of alcohol.</p>	<p><i>Checks.</i> The number of breath tests has increased over the last years. In 2003, 1.1 million tests were carried out, about 3% of which were positive, i.e. the BAC was above 0.0 ‰. Breath tests have to be based on suspicion.</p> <p><i>Extent of the problem.</i> Over the last years, about 11-12% of accidents have been caused by drink driving. In 2003, this ratio was 12.3%.</p>	<p><i>Checks.</i> Breath tests on motorways and national roads were brought up by 10% from 2002 to 2003. Checks were also increased on other roads. Breath tests are increasingly combined with other measures.</p> <p><i>Extent of the problem.</i> In 2003, 3.3% of all Belgian drivers were driving under the influence of alcohol. Drink driving on Saturday nights has decreased by nearly 40% since the year 2000.</p>	<p><i>Checks.</i> In 2002, 8.3 million breath tests were carried out, 2.8% of which were positive.</p> <p><i>Extent of the problem.</i> Between 1.5 and 2.5% of all kilometres are travelled in France with an illegal BAC level.</p> <p>9,4% of all injury accidents and 31.1 % of fatal accidents were linked to alcohol in 2003.</p>
Seat belts	<p><i>Checks.</i> Seat belt checks are undertaken in combination with other checks.</p> <p><i>Extent of the problem.</i> 92% of drivers wear seat belts in the front seats of cars outside built-up areas and 83% in built-up</p>	<p><i>Checks.</i> In 2003, police spent 4.800 control hours conducting random checks including seat belt use.</p> <p><i>Extent of the problem.</i> In 2004 seat belt use was at 90% in the front seat and between 50-60% in the rear.</p>	<p><i>Checks.</i> Seat belt checks are done in combination with other checks on all roads at all times.</p> <p><i>Extent of the problem.</i> In 2003, 90% of car occupants used their belt in the front seat and 74% in the rear seat.</p>	<p><i>Checks.</i> Seat belt checks are always carried out in combination with other checks. Offences are recorded with the help of speed enforcement devices.</p> <p><i>Extent of the problem.</i> In 2003,</p>	<p><i>Checks.</i> Enforcement of seat belt use is mostly combined with the enforcement of other rules. In very few police zones separate actions are carried out.</p> <p><i>Extent of the problem.</i> 60.7% of all front seat</p>	<p><i>Checks.</i> From 2002 to 2003, seat belt checks were increased by 15%.</p> <p><i>Extent of the problem.</i> The use of seatbelts by front seat occupants went up from 91% in 2001/2002 to 95% in 2003. The number of deaths due to</p>

	<p>areas.</p> <p><i>Outlook.</i> Intensifying the use of safety belts in Finland could reduce road deaths by 10 per year.</p>	<p><i>Outlook.</i> If seatbelt compliance was at 100% there would be 57 fewer deaths and 227 fewer serious injuries in Denmark.</p>	<p>233 people killed in traffic in southern Sweden between 1999-2002 did not use seat belts. 119 of these would probably have survived using their seat belts.</p>	<p>just under 60% of front seat occupants and about 20% of rear seat occupants used their seat belts.</p>	<p>occupants used their seat belt in Belgium in 2003.</p>	<p>non-use of seat belts dropped in the same period by 20%.</p>
	Finland	Denmark	Sweden	Hungary	Belgium	France
Follow-up of offences	<p>High sanctions exist. Fines adjusted according to income have also been introduced.</p> <p>Police can only work on the basis of driver recognition.</p> <p>Finland runs rehabilitation courses. A new law is currently being prepared on the use of alcohol locks.</p>	<p>Higher and stricter sanctions for speeding were introduced with the new speed limits on motorways. Simpler, stricter and higher sanctions are currently being drawn up for all offences.</p> <p>The vehicle owner is responsible for informing the police who was driving in case of an offence.</p> <p>Recidivists must attend a traffic and alcohol course and pass a new driving test before re-acquiring their driving licences.</p>	<p>On-the-spot fines for non seat belt use were doubled in November 2002, and enforcement increased.</p> <p>The legal responsibility rests with the driver where recognition problems arise.</p> <p>Rehabilitation courses and pilot projects with alcohol locks have been run.</p>	<p>All detected alcohol and seat belt offences are followed up. Sanctions are set according to severity, and an amended penalty point system is applied to reduce recidivism.</p> <p>For speeding offences, only the driver can be made responsible. The owner is not obliged to provide evidence for the prosecution of his/her kin so sanctions can be avoided.</p>	<p>In March 2004, fines for traffic offences were increased drastically.</p> <p>Public prosecutors enjoy a high level of autonomy, which leads to differences in the tolerance level at which speeding offences are recorded, but also in the number of dossiers that are followed up. The legal responsibility for speeding offences is with the vehicle owner.</p> <p>The follow-up of speeding offences swallows a lot of precious police time as digital cameras cannot be used.</p>	<p>Since June 2003, French drivers can lose 6 points for BAC levels of 0.5 to 0.8 mg/ml. For non-use of seat belts 3 points are deducted. The total amount of points is 12 (6 on a licence on probation).</p> <p>Follow-up of speeding offences recorded by digital cameras is fully automated. The vehicle owner is legally responsible for speeding offences committed with their car.</p>

	Finland	Denmark	Sweden	Hungary	Belgium	France
Information	<p>Roadside signs are in place for speed enforcement.</p> <p>Media campaigns are conducted by the Finnish Traffic Safety Organisation and the police.</p>	<p>Information about speed cameras is at the roadside and also exists on the internet.</p> <p>Nationwide campaigns on speed, alcohol and seat belt use are run in the media with the Road Safety Council, police, local and regional safety councils.</p>	<p>Roadside information on cameras exists. Sweden has also introduced some feedback checks.</p> <p>Campaigns are run by the National Society for Road Safety, Road Administration and local authorities.</p>	<p>Speed checks on the roadside are visible. The information is also available through the media and the internet.</p> <p>National accident prevention campaigns on all three subjects are run by the National Committee for Accident Prevention (OBB) of the National Police Headquarters.</p>	<p>Locations of fixed speed cameras are publicly available, and 50% of all mobile speed controls by the Federal Police are announced.</p> <p>Awareness campaigns are run by the Belgian Road Safety Institute. It passes its campaign calendar on to the police so enforcement can be planned simultaneously.</p>	<p>Fixed speed cameras are announced by traffic signs, and their locations are also made known on the internet. Mobile speed checks are clearly visible.</p> <p>Awareness campaigns are run by different governmental and non-governmental bodies, and the media cover road safety topics extensively.</p>



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