

Enforcement Monitor

ETSC's Newsletter on Traffic Law Enforcement in the EU

Editorial

Mid-term Review and Enforcement

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. Which 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.

This fourth Enforcement Monitor presents progress in traffic enforcement in six European countries including **Austria, Slovenia, Cyprus, Latvia, the Czech Republic and Slovakia**. The Slovene experience is presented in more detail. This brings the first year of ETSC's Enforcement Programme to a close. Preliminary conclusions will be published in an Enforcement Compendium in 2006. These show that most countries are preparing National Enforcement Plans and working towards implementing the key elements of the EC Recommendation on enforcement.

Since the publication of ETSC's third Enforcement Monitor, the Vice President of the European Commission and Transport Commissioner Jacques Barrot has declared twice openly that he intends to introduce a Directive on cross-border enforcement. This would include forging a network, being put together to exchange information in order to facilitate the enforcement of traffic offences. This of course will have implications for the elements of the Enforcement Recommendation dealing with cross-border elements.

This newsletter also gives an overview of how **infrastructure** improvements can contribute to slowing speeds, enhancing compliance and saving lives. An EU legislative package on infrastructure has been long awaited. It is expected that the Commission will propose legislation on safety audits, safety impact assessments and safety inspections of new infrastructure. This package is expected to be announced either in conjunction with the Mid-term Review of the Third Road Safety Action Programme or shortly afterwards in early 2006. This is likely to fall under an Austrian EU Presidency who has placed road safety and infrastructure at the top of its transport policy agenda.

Feature: Infrastructure

Road infrastructure improvements can make a significant contribution towards reducing the frequency and seriousness of road traffic accidents caused by speed. Tackling speed reduction effectively requires a "systems approach" bringing in the car, the driver and the road. Much has been achieved through efficient enforcement design of roads alongside increasingly visible police enforcement, the introduction of safety camera

schemes and the start of in-car technologies such as Intelligent Speed Adaptation. However, much more can be done to make the development of so-called "self-enforcing roads" the modus operandi of infrastructure development and road maintenance.

"Self-enforcing" roads help drivers stick to the legal speed limit by ensuring that they drive at the

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appropriate speed for different stretches of road. Their design is based on a road hierarchy according to function. So key to planning the road network is being clear about what function a particular road should fulfil. The design of the road concerned should unambiguously and consistently indicate the speed to the user and the speed limit should be set accordingly. Compliance will then be the natural choice for most drivers (ETSC 1995). Roadways will thus be designed to meet drivers' expectations rather than surprise them. The roadway is designed so as to make driving above the so-called environmental reference speed uncomfortable or difficult, which provides positive enforcement for the driver to stay within the speed limit. This would mean that, for example, in built-up areas traffic calming together with the use of 30 km/h lower speed limits in residential areas can be achieved.

Part of "self-enforcing road infrastructure" is integrating safety considerations into the design of new roads and improvement schemes of existing roads. This can be achieved through the take up of road safety audits. This is a formal procedure to assess the accident potential and likely safety performance of a specific road design or traffic scheme. Mandatory road safety audits already exist in the U.K., Denmark, Malta and national roads in Germany and in some of the *länder*.

EU legislation

At present no EU level legislation relates directly to the development of safe road infrastructure. This is due to change as the long overdue package of proposals on infrastructure is awaited as part of the Mid-term Review of the Third Road Safety Action Programme. The Third Road Safety Action Programme (2003) recognised the benefits of de-

signing roads with safety in mind and proposed one concrete area for legislation. Namely, to draw up a framework directive on road infrastructure safety with "a view to introducing a system for harmonised management of high risk accident sites and road safety audits for roads on the trans-European network". Accompanying this would be the development of EU technical guidelines concerning infrastructure, notably for low-cost measures, audit methods, urban safety management, speed moderation techniques and forgiving roadsides. These would then be applied by infrastructure professionals working at a local and regional level. The promotion of best practice projects demonstrating the application of such guidelines would be supported in the context of the sixth framework programme. Another proposal which has also been floated is to consider safety audits and safety impact assessments to be a condition for all EU-funded infrastructure projects.

EuroRAP

A new development providing a further incentive to design and maintain roads with a high level of safety is the European Road Assessment Programme (EuroRAP). The aim of EuroRAP is to provide a consistent independent Europe-wide safety rating for roads across Europe: crash risks (number of killed and seriously injured road users per km driven) are shown on a colour-coded road map. EuroRAP also aims to test risk to identify major safety shortcomings which could be addressed by practical road improvement measures. Additionally it aims to ensure the assessment of risk is considered during route improvements planning design.

Since its inception EuroRAP has set up two protocols. The first is used to map accidents and differentiate between high and low risk stretches of road. At

As part of the Austrian Presidency of the EU, Austria will be organising a High Level Meeting on

"Infrastructure Safety" on 24-25 January 2006 in Vienna.

This will take place in the framework of the stated Austrian Presidency mission: "Crossing borders in road safety - Creating a Trans-European Road Safety Culture". Speakers include the Austrian Minister of Transport, representatives from the European Commission, alongside experts on Road Safety Impact Assessment and Road Safety Audit including Prof. Richard Allsop of ETSC. Representatives of Member States will also be participating in order to discuss road infrastructure safety management and a planned new EU Directive. For more information: road.safety@bmvit.gv.at

present, only the safety of British roads (trunk and primary routes), Irish roads, Dutch roads, Swedish roads and Spanish roads (federal roads and roads in Catalonia) have been rated. There are, plans to add roads from other European counties (Austria, Croatia, Czech Republic, Germany, Finland, Italy, Slovakia, Switzerland) in the near future. The EuroRAP concept has also been exported to Australia, Canada and the U.S., where different exploratory actions are being developed.

The second protocol, the Road Protection Score (RPS), looks at the road protection potential in case of four different crash types: head-on collisions, run-off the road crashes, impacts at intersection and accidents with vulnerable road users. Although still a developing methodology, the pilot Road Protection Score is already been used in Sweden, the Netherlands, Germany, Spain, Britain, Finland and Switzerland.

“Self enforcing road” measures

Many different types of infrastructure measures exist which can work to reduce speed. These include engineering measures related to road design such as speed humps, road narrowing and roundabouts. These form part of traffic calming, which is the specific integrated treatment of areas or stretches of road with various kinds of speed-reducing measures.

Road markings can also play a role in narrowing the lane or creating a visual image which increases the sense of speed. Clear and visible road markings, coupled with a high level of maintenance, are essential to ensuring a high level of safety on European roads. Road marking must be of the highest quality in order to be visible and lasting and to guarantee a skid resistance that is as good as the one of the adjacent road surface. It is also important that road markings are continuously and properly maintained in order to avoid any uncertainty in the behavior of drivers. Effective road marking represent a low cost measure with high ratios of benefit to cost.

Another key to reducing speed through design is by narrower lane widths. This can be accomplished either by physically narrowing the travel way or by creating an illusion of a narrower travel way (such as painting wider edge lines or eliminating centre line striping). These have been proven to be particularly effective tools for reducing speeds on rural roads. A pilot project in Wiltshire, U.K. forms part of an investigation into psychological traffic-calming schemes. TRL investigated the extent to which changes such as removing centre line mark-

ings, interrupting sight lines and blurring the distinction between the carriageway and footway can help reduce speeds by creating uncertainty in the minds of drivers. Centre line markings were removed on a stretch of road near Swindon, and the speed limit reduced from 40mph (64 km/h) to 30 mph (48 km/h). Gateways were introduced including sight narrowing of the carriageway and parking bays to restrict forward visibility. Speed checks by council road safety officers two weeks after the scheme was installed showed average speeds through the village were 30mph or less compared with mean speeds of more than 40mph - and as much as 53mph at one site - in January 2003. The practice of considering not to re-paint white lane markings that have degraded in 30 mph well lit areas has continued in [Wiltshire](#).

Another method to reduce speed is by physically narrowing lanes. Introducing “2+1” roadways on high-volume rural roads has improved capacity and safety in the U.K., Denmark, Sweden and Germany. A passing lane is introduced, sandwiched between two opposing travel lanes, and drivers have the right to use the passing lane alternating between the two directions of travel. Such roadways can be built within existing roadway right of ways. In Germany for example, the passing lane is 3.25m wide, the adjacent same-direction travel lane is 3.5 m wide, and the opposing-direction travel lane is 3.75 m wide. All four countries report capacity gains and safety improvements associated with conversion to 2+1 roadways.

In Ireland traffic calming schemes are funded by the National Road Administration which aim to improve the road safety of National Roads where they pass through towns and villages. Posting speed limits alone on national routes passing through towns and villages, without any physical speed reducing measures, do not induce drivers to slow down enough. Traffic calming aims to reduce vehicle speeds by self-enforcing traffic engineering methods. Measures employed in Ireland to achieve the speed reductions have included altering the appearance of the road on the approach to the town or village through the use of “gateways”. Speed reductions are then maintained by further traffic management arrangements within the town itself. The use of gateways at the start of a village or town can reduce speeds by up to 14 km/h. The primary criteria applied in selecting towns and villages for traffic calming are the number and severity of accidents. Up to the end of 2002, 99 traffic calming schemes had been installed in towns/villages on national roads. An

evaluation of the traffic calming schemes installed on National Routes between 1993 and 1996 has been published.

Safety benefits

The benefits of designing and developing road infrastructure for safety are clearly present. A Dutch study concluded that a reduction of more than one third in the average number of injury accidents per million vehicle-km driven on all types of road in the Netherlands could be achieved by ironing out inconsistencies between design and function of roads (SWOV, 1993).

A specific cost benefit evaluation of the introduction of low cost engineering measures for infrastructure was undertaken by ETSC as part of its "Cost Effective EU Transport Safety Measures" report in 2003. Low cost measures evaluated had to be carried out within the existing roadway area; that is without having to acquire new land or draft new land use plans. These included pedestrian bridges or underpasses, roundabouts, guard rails, hazardous warning signs, road lighting and up-dating pedestrian crossings. Its findings were based on examples introduced in Norway in recent years. The cost-benefit ratios reviewed were impressive, exceeding one to ten for many of the safety treatments.

As well as evaluating the safety benefits of engineering measures such as pedestrian crossings, calculations also exist on the benefit of undertaking

safety audits. Notably that the costs of a safety audit should include not only the costs of the safety audit themselves but also the cost of the design changes - the extent of these changes depends upon the quality of the original design. Experience from the U.K. has shown that some redesign was required in about half of the schemes audited. In New Zealand a potential benefit to cost ratio of 20 has been estimated for the application of road safety audits.

In conclusion, the EU infrastructure package would work to speed up the realisation of "self-enforcing roads" as a norm. EU level action is particularly crucial to encourage EU Member States who are at present not integrating road safety concerns when maintaining or developing their road infrastructure. Making EU and government funding conditional on designing road infrastructure with safety and road function in mind can provide further incentives. This is especially relevant in the new Member States where development of the road networks is currently underway, co-financed with EU funds. Rating undertaken by EuroRAP's new protocols will also further work to incentivise progress. Steps forward have also been made in some Member States through developing guidelines applied by local authorities and road administrators. "Self enforcing roads" are an important part of the road safety equation. Progress to extend them further to the European road network could make a significant contribution to enhancing speed limit compliance and saving lives.

Country focus: Slovenia

Road Safety has long been a priority for Slovenia with campaigns and actions dating back to the 1930s. After gaining independence in 1991 Slovenia re-structured and expanded the capacity of its public authorities dealing with road safety. Road traffic fatalities and accidents have been dropping since 1994, a dramatic decrease spans from 505 in 1994 to 274 in 2004. This reduction can be attributed to increased police enforcement coupled with an improved sanctions regime and campaigns.

The first National Road Safety Programme was drawn up by the four relevant ministries and the National Council for Prevention and Education in Road Traffic and approved by the National Assembly in 2002. It stressed the need for the different actors to work together to meet the target to "have no more than 210 fatalities on Slovenian roads in 2005". After an impressive reduction in fatalities over the past decade the task now is to work towards reducing them further.

Slovenia faces the challenge of increasing motorisation bringing with it changing mobility habits. It has one of the highest levels of cars per capita in Europe (469 cars per 1,000 inhabitants). This is set alongside a rapid construction of the high speed network. This focus has led however to neglecting the management of the existing road network

infrastructure. A new Road Safety Plan, which will address meeting the EU's 2010 target, is in the pipeline for publication at the end of 2005.

Specifically under enforcement, Slovenia's Road Traffic Section of the Ministry of Interior prepares an annual police road safety operational plan with

specific targets and measures in the areas of drink driving and speeding linked to their main causation of accidents. Seat belt use enforcement is also a priority as set out in the EC Recommendation. The plan is drawn up annually with input from regional and local police sections to ensure its operability and implementation. The police's database enables police to track and analyse road traffic collisions every quarter, this is linked to the planning of enforcement efforts to high risk areas and meeting the set targets.

A new Road Safety Act came into effect on 1 January 2005 introducing higher sanctions for drink driving and speeding. It is too soon to identify any impact of the legislation. A new act on minor violations also came into force which empowers the police to give on the spot fines for minor offences and withdraw penalty points from drivers. More offences will thus be dealt with directly by the police. If the offender files a complaint the decision will be processed in court.

The enforcement system has been reinforced in the past years with the increasing use of new technologies such as evidential road side breath testing equipment, fixed cameras and mobile speed cameras fitted in police patrol unit cars. The key changes brought about over the last decade in the police's approach is to ensure the quality not quantity of its enforcement activity. This means that enforcement activities are based on existing intelligence of accident sites. Moreover, the aim has been to change the mentality within the police force so that a measure of success of police enforcement activities rests not on the number of offenders caught. Rather, success is calculated on the level of compliance with the road traffic law and the reduction in the road traffic collision figures.

Slovenia's enforcement activities are also linked to regular road safety campaigns at a national level dealing with drink driving, speeding and seat belt use run by the National Council for Prevention and Education in Road Traffic in conjunction with the police force. The police publicise the focus and location of their enforcement activities in the local radio, print and TV media.

At a local level, Road Safety Councils exist in Slovenia's 200 communities. They are made up of local police, council, roads administration and school representatives and also organise road safety awareness activities. Their level of effort depends on local interest and engagement. Enforcement legislation stipulates that 7% of all traffic enforcement time be dedicated to enforcing in areas

identified by local communities as problem areas. Another area of responsibility under local communities since 1998 has been to build up traffic calming measures in areas around schools. This has made a big difference in slowing speeds and has translated into a reduction of child pedestrian fatalities.

Other infrastructure measures have also been undertaken to reduce speeds in Slovenia. One of the main developments in recent years has been the introduction of new roundabout systems to reduce speeds at junctions in urban areas. The National Council for Prevention and Education in Road Traffic has also engaged in disseminating information for drivers on driving at roundabouts.

Speed

Speeding remains the main cause of road traffic fatalities in Slovenia (129 in 2004). It is thus the top priority for the police who focus their speeding enforcement activities on related accident sites, stretches of roads where speeding occurs as well as at times when speeding occurs. (See Enforcement Monitor 3) Again a change occurred following the 1998 Road Safety Act which reduced speed limits on urban roads, introduced a penalty point system and higher sanctions. Increased enforcement of these measures led to an observed greater compliance with the speed limits. Precise speed evaluation remains however difficult as compliance data is at present not collected on a regular basis by an independent body. A similar development is expected with the new Act which includes a stricter application of penalty points and an increase in sanctions for speeding. If the owner disputes the ticket they must then prove in a court that they were not driving at the time.

A further decrease in speeds is expected with the installation of another 5 fixed cameras, as well as sixteen empty boxes. They will be placed at sites where speeding occurs such as at the entrance to tunnels along the motorways. Section control using fixed cameras is planned for autumn 2005. Slovene police cars also have ten onboard devices and police plan to use the variable message signs on the motorways to inform drivers that cars are patrolling the roads during the busy summer months.

Alcohol

Alcohol checks are undertaken both at random and on suspicion as well as following every road traffic violation and collision. They typically consist of two breath tests: a screening test at the roadside and an evidential test carried out at the

road side or at the police station. The Slovene Police currently have 444 screening devices and 63 evidential breath testing devices at their disposal. Drink driving checks are run along the lines of the "Promil" methodology where high visibility alcohol checks are undertaken at road blocks. This is done by either blocking of one road and checking everyone, or blocking one road and also checking on parallel roads, or by blocking an entire town. Communication with the media and publicising the impact and 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 at anytime or anywhere.

Drink driving tests have more than doubled between 1998 and 2004. The number of detected violations have been dropping. In 2004, 31,740 offences were detected, representing 12% of the total. This provides us with an analysis suggesting a reduction in drink driving, however accident statistics show that drink driving still accounted for 95 fatalities in 2004, 41% of the total.

Police drink driving enforcement is supported by drink driving campaigns run by the National Council for Prevention and Education in Road Traffic. The Council has also worked with a foundation to set up an alcohol campaign targeting in particular young drivers undertaking education activities. This includes TV and radio spots with rappers linked to events in bars. These enable young people to test reaction times in a car simulation after taking an alcohol breath test. For more information, check the foundation's [website](#).

Seat belts

Seat belt enforcement remains an enforcement priority in Slovenia. Seat belt wearing rates have significantly increased from a low of 35% in 1994 in the front seat to an average of 83% in 2003. In 2003 Slovenia introduced a seat belt enforcement campaign entitled: "Buckle Up Slovenia!" which consists of intensive high visibility enforcement linked to media work. The two week long action, carried out usually three times a year, consists of preventative work which is then followed up by enforcement of non-compliance with the issuing of fines. Civil observers check all cars passing through a cordon and give information to a police check point further up the road of all who are not belted up to be stopped and sanctioned. Moreover, other incentives to wear seat belts include

combined seat belt and drink driving enforcement campaigns whereby police issue warnings via the media that they will breath test all drivers who were not wearing their seat belts.

But back seat wearing rates are still low at an average of 40%. Although average car occupancy in 2003 was only 1.1 people, therefore back seat occupancy is generally low. Often it is children who are in the back seat and are most at risk by not being belted. The need to raise this issue and inform the public about the new legislation and requirements for child safety restraints was taken up as a priority in spring 2005 when Slovenia participated in the European "Euchires" campaign. This special campaign for 4 to 12 year olds featured a cheerful armadillo focussing on child restraints. The campaign led to an observed increase in average child restraint wearing rates from 53.3% to 61.2%. This increase can be attributed to a marked and visible increase in police enforcement and media attention during the campaign (see table in the News section).

All drivers and passengers who have been involved in an accident are also checked to see if they were using a safety restraint either by the police on the scene as part of the accident investigation procedure or by the coroner in case of a fatality.

Cross-border enforcement

As a new EU Member State, geographically positioned at the gateway to south eastern Europe, a sizeable number of goods vehicles and tourists travel through Slovenia every year. Most non-resident traffic offenders are dealt with by police on the spot (13,341 of 15,757 in 2004). More serious offences are taken to court and dealt with on the same day with translation (2,366 in 2004). This immediate court referral also applies for Slovene drivers who are heading out of the country. Of the total cases dealt with in 2004, 3.3 % were non-resident drivers.

Slovenia has made real progress in implementing measures to save lives on its roads over the last decade. Enforcement and an increased presence of the police on the roads have certainly made an impact in the three areas highlighted in the EC Recommendation. The next year will show what impact will be made by the changing role of the police through the new legislation, increased automatic speed enforcement, as well as the campaigns around back seat belt use.

News

Police enforcement

National approaches

In **France**, Prime Minister Dominique de Villepin reaffirmed the strong commitment of the government to “continue the fight against road violence” following the strong increase of 7% of road traffic fatalities in July 2005, in comparison to July 2004. According to official figures, 566 people were killed in July 2005 (529 in July 2004). The Prime Minister called for “a reinforced level of police controls throughout France during the month of August”. Controls were to be particularly stepped up around the national bank holiday and at high risk areas around night clubs.

During the summer, a meeting took place between the Transport Minister of **Luxembourg** and French road safety experts. This enabled the consideration of Luxembourg adopting the French approach to improving road safety. That is to say increased enforcement linked to stricter sanctions, systematic speed controls by fixed cameras and measures such as early road safety education in schools, and the introduction of a progressive driving licence. The Luxembourg Transport Minister praised the “political dynamism” of Chirac’s engagement and has promised a colloquium set to gather new ideas in 2006 to consider new legislative changes in Luxembourg. As for the automatic speed enforcement network of safety cameras, a working party is considering their introduction to Luxembourg. See: “[Luxembourg: le gouvernement veut renforcer la lutte contre l’insécurité routière](#)”.

In **Belgium** a new network has been established by the Belgian Road Safety Institute (IBSR) in collaboration with the local and the federal police. This network will promote traffic law enforcement and the combination with communication. The network brings together all police officers from across Belgium responsible for the coordination of traffic law enforcement in their areas. Working groups have been set up to focus on different police practice. They will collect and exchange best practice. Together with information packs on communication and campaigns work, action plans on law enforcement that are developed by police officers will be published and carried out throughout the network in Belgium. By creating this network, IBSR promotes a uniform approach in the field of enforcement. Finally, the objective is to create a link between decision makers and field workers in the area of traffic law enforcement. For more information, contact netwerk.verkeer@bivv.be.

In **Northern Ireland**, steps taken to cut the number of people killed and seriously injured are working, a new report suggests. The DoE’s annual report on the Northern Ireland Road Safety Strategy shows that the number of people killed or seriously injured in 2004 fell by 8% - bringing the figure to 24% below the level when the strategy was published in 2002. The statistics for children are even more significant, with a 12% drop bringing the figure to 39% below the original level. The strategy’s target is to reduce road deaths and serious injuries by 33% and child fatalities and serious injuries by 50% by 2012 - from the average for the five-year period of 1996-2000. [More information](#).

In the **U.K.** a new report was published by the Parliamentary Advisory Council for Transport Safety (PACTS) on “Policing Road Risk: Enforcement, Technologies and Road Safety”. Over the last 18 months, PACTS has been researching into road traffic law enforcement and the role of technology. Its new report gives an independent analysis of the changing role of the U.K. police service in the context of rapid and accelerating technological change and emerging operational developments. It gives an overview of roads policing, information and technology, surveillance, impairment technologies as well as in-vehicle compliance technologies. PACTS’s Director Rob Gifford stated: “We hope it will contribute to the current strategy to 2010 and help to shape our next challenge: what target for casualty reduction after that date?” Recommendations directed to the U.K. government also include promoting the EC Recommendation on Enforcement in the Field of Road Safety and pressing for a Directive on enforcement. See [PACTS website](#).

Improving the legal framework

Denmark has become the sixth EU state to bring in a penalty point system. Since September 2005, drivers caught speeding, driving too close to the car in front, overtaking on the inside or other offences may incur one point for each offence, in addition to a normal fine. A driver may incur three points over three years. After that, they must re-sit a theoretical and practical driving test within three months of getting the points. The driver pays the cost of the tests and, if they fail, they lose their license until they pass both tests. Even after passing the tests, the driver is on probation for three years. If they incur three more points during this period they are banned for six months. [More information.](#)

Austria has introduced a new penalty point system for driving offences as of 1 July 2005. The system will allow for better control of repeat and high risk offenders. The model uses the "three strikes and you are out" concept. If a driver commits the same traffic offence for the second time within two years, he or she will face specific measures such as driver improvement or re-education courses, depending on the nature and severity of the offence. In case of a third offence within two years, they will lose their driving licence for at least three months. Sanctions covered include driving under influence of alcohol and child safety restraint use. The penalty point system does not include any chargeable offences for speeding or non-seat belt use. KfV expects that the new system will lead to a reduction of 75 road fatalities per year. [More information.](#)

In the **Czech Republic**, a new penalty point system will be introduced on 1 July 2006. The proposal which introduce a 12 point demerit system was approved in September 2005 by the Senate and was also signed by the President. With the new penalty point system comes a shake up in the sanctions. The penalty for drink driving which leads to a collision would result in an instant loss of 7 points. High penalties also target speeding, not wearing a seat belt and mobile phone use. Much higher fines will also be introduced with the lowest fine being set at 1,500 crowns (approximately 50 EUR). Police will also be able to confiscate the driving license on the spot for serious offences. The bill also proposes a number of additional safety measures such as mandatory daytime running lights throughout the year and the compulsory use of child restraint systems on all types of road.

The **Italian** Government has recently approved a decree partially modifying the penalty point system. This decree follows the Italian Constitutional Court ruling that had declared unconstitutional some norms of the law. The new decree will first and foremost give back the points to those drivers who had seen their points reduced even if they had declared that somebody else was driving their vehicle when the infraction was made. Moreover, the new decree halves the supplementary fines charged for those drivers who refuse to declare who was driving their vehicle. The fines will not be in the range of 500-2,000 EUR but in the range of 250-1,000 EUR. According to estimates from the police, however, the penalty point system is still working very well. After 2 years since its introduction, there has been a 20.5% reduction in the number of accidents and deaths on the road and a reduction of 22.1% of those injured.

Enforcing speed limits

The **Finnish** Government made on 11 March 2005 a proposal to the Parliament to change the law so that a partial driver liability could be implemented in connection with increasing automatic speed enforcement. The legal basis of the proposal is still the criminal law with its legal consequences and not an administrative payment. The proposal is however, in the last resort, founded on driver liability.

Section control, the Speed Enforcement Camera System (SPECS) has been extended to one of **Scotland's** most dangerous roads in Ayrshire between Ayr and Girvan. The system will track drivers over a 50 km section. This high risk accident section has seen 20 fatalities and 95 serious injuries between 1999 and 2004. The initiative consists of 40 banks of cameras costing just over euros 1 million and is the largest in the UK. The pilot scheme will be assessed after a year and, if considered a success, it could be rolled out in other road sections. The new system is the first major initiative to be implemented from a wider 20 million programme of engineering improvements and education initiatives as well as a driver and community awareness publicity campaign. [More information.](#)

Cyprus currently employs approximately 200 mobile laser devices to enforce speed limits. This autumn a new speed management pilot scheme will be introduced. This will introduce 7 mobile cameras and

15 fixed cameras. This number is planned to be increased to 126 over the next two years depending on the experience with the first safety cameras. New legislation also demands signs before the camera. The fixed and mobile cameras will be used in places where there is a high fatality rate, along highways and in urban areas. Speeds are currently being monitored at points where cameras will be introduced. Difference in speed after the installation of the cameras will also be communicated to the public.

Cyprus Police have recently been dealing with an increasing number of young drivers who are customising their cars to reach higher speeds. Police have set up a special campaign to check every single vehicle that has been customised and raising awareness amongst young drivers to the dangers that these customised vehicles can bring.

France is planning to introduce 500 new fixed speed cameras on its departmental roads bringing the total number in service up to 1,000 by 2005 and a further 500 in 2006. This follows a 7% increase in road fatalities in July 2005 (compared with July 2004). Accidents are shown to be fewer but more serious, which according to Prevention Routiere certainly shows the high speeds of motorists in France. The French Ministry of Transport noted the decrease of road death on motorways and national roads. At present only 74, that is 10% of France's radars were on departmental roads whereas accident statistics show that three-quarters of all road deaths occur within a 10 km radius of people's homes and that departmental roads, which represent only a third of France's roads, account for over half of the concentration of road traffic fatalities. See [Prévention Routière: "France: Plus de radars sur les routes départementales"](#) and [Prévention Routière: "France, hausse du nombre de tués en juillet sur les routes"](#).

In **Germany**, a public opinion survey carried out by the Germany Road Safety Council (DVR) showed that actions against speeding should be a priority of the new German government. A total of 40% of all questioned over 18 years old prioritised action against speeding. A further 20% stressed the need for action to ensure more safety for children and young people. In third place was the need to educate young drivers. The President of the German Road safety Council (DVR), Manfred Bandmann stated that: "These concerns correspond to the accident statistics. Danger of speeding is real. Speeding is the main cause of road collisions. This survey shows that the phenomenon of speeding is felt by people in their daily lives and that the public feels threatened by it." See [DVR website](#).

In **Luxembourg**, Police conducted a special campaign on speeding during the month of August. The campaign focused on two areas. Firstly, speeding outside urban areas and, secondly, pedestrian safety. These priorities are linked to an analysis of the 2004 accident figures. These show a continued reduction of road fatalities to 49, down from 53 in 2003 and 76 in 2000. Of the 47 fatalities in 2004 19 were attributed to excessive or inappropriate speed and a further three to a mix of speeding and driving under the influence of alcohol. The speeding campaign rests on observations by police that drivers are more likely to take risks on country roads in summer, also in overtaking tourists. The campaign consists of raising awareness which was followed up by increased police enforcement. See ["Bilan des accidents de la circulation"](#) and ["Campagne routière du mois d'août - vitesse"](#)

In the **U.K.** automatic number plate recognition (ANPR) is being further rolled out across the country. ANPR use close circuit television with cars and vans to intercept vehicles whose number plates have been screened on different databases. The strategic objective of using ANPR in the U.K. is to "deny criminals the use of the roads." The impact of this new technology is manifold: primarily it leads to reduced crime rates through increased detections. More offenders are brought to justice. But is also leads to enhanced police visibility and this brings road safety benefits with reduced accidents and fewer uninsured vehicles on the roads. PACTS stated in its recent report "Policing Road Risk: Enforcement Technologies and Road Safety" that Police forces should continue to expand the use of ANPR and that teams should have live access to 'no insurance' databases". See [PACTS website](#).

Slovenia is stepping up its automated speed enforcement in the course of this year. The introduction of section control using fixed cameras at points on the high speed motorway network is planned for this autumn 2005. The new motorway network is jointly managed by the Roads Administration and a private company DARS - Motorway Company in the Republic of Slovenia (See [DARS website](#)). The precise position of the safety cameras will be decided in co-operation with the police. Other fixed safety cameras as well as empty boxes will also be introduced on the motorway network and then on lower grade roads, bringing the total of fixed speed cameras to 4 and boxes to 18 by 2006.

In the U.K. rural communities are to be given the opportunity to help make their villages safer by monitoring traffic speeds on their roads. "Speed Watch" is designed to give local councils a chance to sign up to a scheme to record the speed of vehicles travelling through their area. Parish councillors will identify roads on which motorists regularly exceed 30 and 40 mph speed limits. Special volunteers will measure vehicle speeds using a speed indication device that can be put up at the roadside temporarily. Registration numbers will be logged and if the driver is found to be speeding twice within a twelve-month period, the registered owner will receive an advisory letter from the police. If the same vehicle is caught three times there will be a further warning and possibly follow-up action by the police. The new scheme is managed by Kent Police in partnership with Kent Council and Medway Council. See [Kent Police website](#).

A new study carried out at the Institute of Transport Economics (TOI) in **Norway** evaluates the relationship between speed and road safety. The study was designed to evaluate the Power Model of the relationship between speed and road safety. Speed was found to have a very large effect on road safety. Speed is a risk factor for all accidents. The effects of speed are greater for serious injury accidents and fatal accidents than for property-damage-only accidents. The study concludes that governments should focus on regulating speed. For the complete study, see the [TOI website](#).

In the **Czech Republic**, a campaign called "Fifty makes sense" targeted speeding in urban areas. It was run in conjunction with increased police enforcement. Since 1997, the law allows for a maximum speed of 50 km/h in urban areas. Yet drivers drive at 60 km/h or even more. In 2004, 61% of all pedestrians killed were killed in urban areas. In the case of children, the numbers are even more alarming. Urban areas account for 83% of dead, and 95% of severely injured child pedestrians. The campaign, "Fifty Makes Sense," aimed to contribute to decreasing the number of traffic accidents, particularly aiming to protect the most vulnerable actors – children, pedestrians and cyclists. Watch the [TV spot](#).

Enforcing blood alcohol levels

In **Denmark**, means tested fines for drink driving were introduced on 1 September 2005. The Danish Road Safety Council has informed all households of the change in the law. The 0.5 BAC limit will be enforced with fines related to the net monthly income of the offender. An average Danish earner of 15,000 Kronen (2,000 Euro) driving with 0.6 BAC will face a fine of 9,000 Kronen (1,200 Euro). If a drink driver is over 0.2ml/mg above the limit then they face a fine of a total monthly income, in addition to 20 days in custody. As of 1.2 BAC the driver faces a disqualification of up to 3 years.

In **Cyprus**, the legal blood alcohol level is currently 0.9%, however this is likely to be reduced to 0.5% with new legislation this autumn. A special limit of 0.2% is proposed for drivers within the first three years of passing their driving licence. A further proposal to double fines for drink driving was not accepted by the Parliament, but a new proposal which presents a new package of higher sanctions is currently under preparation by the Ministry of Justice.

In the **U.K.** the Road Safety THINK! summer drink drive campaign was launched on Thursday 9 June with TV advertising carrying the message that it takes less than you might think to become a drink driver. The campaign will spell out to drivers that there are just as many drink drive casualties in the summer months as at Christmas - to ensure that drivers don't become complacent about drink driving because they think it is only a Christmas issue. The DfT advertising begins at the same time as TISPOL's EU wide drink/drug campaign which is supported by police forces across Britain. See [THINK](#) and [TISPOL websites](#).

Enforcing seat belt use

The first national seatbelt campaign started in the mid-September in **Poland**. On the basis of the research results the campaign targets young people between 18 and 25 and the main message addresses rear seat passengers. The seatbelt use of youngsters as of July 2005 (average male and female) is as follows: all seats: 63%, drivers: 72%, front passengers: 65%, back seats: 24%. Dramatic but not drastic, it shows that a crash may occur any time and everywhere and that not using the seatbelts has a dreadful outcome. The slogan is "the last bash" when a young man, unfastened on the rear seat, bashes out through the windshield for the last time in his life.

The media mix includes TV, radio, billboards, posters in clubs, discos and bus backs, and there are intensive PR activities. The campaign will run throughout September – October. It covers the whole country and is supported with increased enforcement of seatbelt use by the police. An umbrella logo “Turn on thinking” was inaugurated and will be used in future road safety campaigns. Once finished, the campaign will be subject to qualitative and quantitative evaluation. More information about the campaign can be found on the website www.pasybezpieczenstwa.pl.

The EUCHIRES 2005 (European Child Restraint Campaign) for the improvement of the use of child restraint systems was introduced this year. **Germany** joined other European countries taking part in the Consortium led by the Belgian Road Safety Institute (IBSR). In North Rhine-Westphalia and in the City of Hamburg, around 65,000 armadillos, a folder especially designed for children, and a brochure for parents were presented to children of the third year primary class by police officers. In North Rhine-Westphalia, the focus of the implementation was the district of Münster where the highest amount of severely injured and killed children as a consequence of road safety accidents is concentrated. The campaign is based on the “Goochem” campaign of the Netherlands. For Germany, the armadillo character has been renamed “Gordan” and the campaign is coordinated by the German Road Safety Council (DVR). The campaign is also supported by increased police enforcement of child restraint and seat belt wearing. The campaign website www.gordan-online.de includes more information, a song, a game and a quest.

In **Wales**, a car safety campaign was launched in June 2005 to highlight the dangers of ill-fitting child car seats. The Welsh Assembly Government initiative - which co-incides with UK Child Safety Week (June 20-26) - was supported by all local authorities in Wales and saw road safety practitioners and child car seat experts out and about all over Wales advising parents on how to fit child seats safely. The launch was held at Cardiff’s Road Safety Centre and was attended by Welsh Assembly Government Deputy Minister for Economic Development and Transport. The locations of the car seat checking ‘stations’ were advertised throughout the Welsh media.

Austria launched a seat belt campaign “Seat Belts Save Lives: Life has priority” which stresses how essential the use of seat belt is to save lives in traffic accidents. The campaign addresses Austria’s low seat belt wearing rates. Figures for 2004 show that driver’s rates are among the highest at 84.3% on the highway but drop to 72.6 % in urban areas. Rates for front passengers are lower; 67.5% in urban areas and 79.2% on highways. The campaign also addresses rear passengers where rates are as low as 47.8% in urban areas and up to 65.7% on highways. The campaign is showing on major Austrian TV stations, in cinemas and features on the radio until October 2005. For more information, see the [Austrian Transport Ministry website](#).

The **Belgian** Ministry for Mobility together with the Belgian Road Safety Institute (IBSR), P&V Insurance and the European Commission launched the second part of their campaign in the summer to increase seat belt wearing rates amongst children. Posters with the slogan: “I have a friend for life!” were placed alongside the motorways throughout Belgium. The campaign is part of the programme: “I support it !”, the movement collecting personalities, associations, companies who want to support road safety. Again the campaign focuses on child passengers. Central to the campaign is the armadillo character appealing to children and parents to always be properly restrained in their cars. The minister for Mobility, Mr. Landuyt, stressed: “Attaching children properly should become automatic, in the same way as adults should also automatically buckle up.”

In **Slovenia**, the National Council for Prevention and Education in Road Traffic launched its campaign to increase seat belt wearing rates amongst child passengers on the back seat this May. The campaign which forms part of the EU wide EUCHIRES programme was made up of press, education and awareness raising activities. During the campaign police supported the activity with a period of increased enforcement. The campaign led to an observed increase in average child restraint wearing rates from 53.3% to 61.2%.

In the **U.K.** new plans to improve road safety through increased wearing of seatbelts and more appropriate use of child seats were outlined by Road Safety Minister Stephen Ladyman in May. The plans should

spare over 2,000 deaths and injuries to children each year. The plans are outlined in a consultation document seeking views on proposed changes to regulations on the compulsory use of child restraints and seat belts in cars and goods vehicles. The consultation seeks views on the requirements set out in EC Directive 2003/20/EC on safety restraints for children. See www.childcarseats.org.uk.

Vehicle technology

Intelligent Speed Adaptation

The PROSPER project which aims to investigate the efficiency of road speed management methods based on information technology (ISA) will be presenting its results on 23 November 2005 in Brussels. The main project output will be the assessment of cost benefit and cost effectiveness of ISA road speed management methods in relation to traditional methods and a thorough analysis of possible and suitable implementation strategies for different road speed management methods. Test-drives with ISA-equipped cars will be possible at the location of the conference. Experts on speed management measures will accompany you explaining what the advantages of this system are. To register, go to www.rws-avv.nl/avv/us/prosper/registration.html

A stakeholder survey carried out by PROSPER in eight European countries showed that there is strong support (97%) that ISA will contribute to road safety. Those surveyed prefer a general introduction among all driver groups and on all road types. The half-open system or active accelerator pedal was most popular. Barriers identified by the stakeholders included the technical functioning of the system, the applicability to the whole network and the benefits to its customers, as well as legislative and regulatory barriers. Results of two of the field trials in Spain (Catalonia) and Hungary also show that the general opinion of ISA systems among the test drivers is positive. Results show that the more intrusive the system, the less popular it is yet the larger the effects are. See [PROSPER website](#).

In Austria a two year ISA project called Roncall_2 following up the first Roncalli project has come to an end. The aim of the two projects were to develop and trial communicating precise real time road information and traffic data via the mobile phone network to the road user. This information includes warnings of high risk accident spots linked to the Austrian Road Safety accident database or about children on the road linked to information provided by the local community. The information is communicated to the road user via a PDA and GPS. Different factors such as speed, weather conditions and time of day are taken into account when communicating to the road user. Only crucial information is communicated so as not to overload the driver with superfluous information. The second project Roncall_2 focused on how the market place for traffic information can be set up addressing the needs of both content providers such as the road authorities and service providers such as telecom companies. See www.roncalli-telematics.com

Alcohol interlocks

As reported in Alcolock News, EU Transport Commissioner Jacques Barrot tried out alcohol interlocks on a recent visit to Sweden. He comments: "We are very interested in this technology, but we need many tests and trials in order to determine if this is a suitable method". Commenting on alcohol interlock introduction to Sweden and possible barriers from internal market legislation. "An exemption would require consensus between Member States. The alcolock must not be an obstacle to free movement, but it is a valuable resource and we are therefore interested in seeing continued testing". To sign up to Alcolock News published by the Swedish Abstaining Motorists Association (MHF), write to alcolocknews@mhf.se

The Traffic Injury Research Foundation (TIRF), along with the Centre D'Etudes et des Recherches en Médecine du Trafic organised and co-hosted the 6th Annual Ignition Interlock Symposium in September 2005 in Annecy, France. The conference focused on the development and expansion of alcohol interlock programmes around the world. It was a great success, attracting approximately 100 participants from Europe, North America and Australia. To view the presentations, see the [TIRF website](#).

Road infrastructure

In the U.K. the Highways Agency has announced the trialling of new screens this summer. In case of an accident, physical screens are unreeled on the 'incident-side' of the motorway so that traffic on the free-running carriageway is screened from the accident and more likely to continue moving at higher speeds. These will be aimed at keeping speeds up on the motorway and stopping drivers from being distracted by roadside accidents. The system is already used successfully in the Netherlands. If the trials are successful such screens will be rolled out across the U.K.

Cross-border enforcement

Drivers who are based in **Belgium**, who are caught speeding whilst abroad will now have their sanctions followed up in Belgium. The Federal Government is working to transpose the new Council Framework Decision on the Application of the Principle of mutual recognition to Financial Penalties (2003) (COPEN 24) adopted in February this year. Under the new rules, any speeding tickets of more than EUR 70 received by a Belgian motorist in another EU member state must be paid in full. This change will be particularly important as countries across Europe move to introduce more safety cameras that catch speeders license-plate numbers in quick flash photos. Police do not follow up such offences on the spot, rather a letter for payment of a fine is sent to the offender.

CAPTIVE, a European Commission DG TREN project exploring ways to improve drivers' compliance with road traffic rules through effective enforcement held its second workshop. CAPTIVE has completed Part 1 of the project which entailed assessing Member States' current perspectives on cross-border enforcement and identifying barriers that remain to be addressed if cross-border enforcement is to become more effective. CAPTIVE is now formulating recommendations on measures that could be taken at a European Commission and Member State level to address the main legal, political and operational barriers to cross-border enforcement of non-financial penalties. Its final Report is expected by the end of 2005. For more information contact Colin Wilson, cwilson@ibigroup.com.

A joint cross border traffic law enforcement campaign called "Operation Hawk" was run for the first time between the Salzburg Forum. This Forum brings together the countries of **Austria, Poland, Czech Republic, Slovakia, Slovenia** and **Hungary** in co-operation on home affairs. During one week in June 2005 high visibility police enforcement activities linked to press work focussed on speeding, safety belt and child restraint use, alcohol driving and drugs driving. A total of over 40,000 police were involved who apprehended nearly 143,930 offenders. Speeding proved to be the most common offence with 80,112 offenders charged. Second, 22,156 offenders were charged for the non-use of seat belts or child restraints. In third place were alcohol and drug driving offences with 2,626 charges. Police also recorded that about 7% of the total offences were committed by non-residents.

European action

Verona conference

The third ministerial road safety conference hosted by the Italian State Government and the City of Verona took place on 4 and 5 November 2005. Under the joint chairmanship of the Italian Minister for Infrastructure and Transport, Pietro Lunardi, and the UK Minister of State for Transport, Stephen Ladyman, the meeting had as its theme 'Lifelong Learning for Road Safety'. A follow-up from last year's strong Verona Council conclusions on enforcement was not on the list of agenda priorities. The conclusions of the meeting are expected to be discussed by the EU Transport Council at the beginning of December.

EU blood alcohol limit

An EU wide 0.5 BAC limit was discussed in the context of the European Commission's soon to be launched alcohol-awareness plan. Philippe Brunet, deputy head of cabinet for Health and Consumer Protection Commissioner Markos Kyprianou, told the Third European Forum for Responsible Drinking in Brussels on 19 October that a Commission paper would focus on three areas of action: gathering more evidence about alcohol abuse, helping young people and adults practice more responsible behavior and finding ways to raise funds to increase alcohol awareness. Jean-Paul Repussard from the Road Safety unit in the Commission's Transport and Energy department, said that adopting an EU-wide blood-alcohol content (BAC) level of 0.5 mg/ml would lower the number of drink-driving accidents. Although proposal for standardised BAC legislation failed in 2001, resulting in only a Recommendation asking Member States to establish individual drink-driving BAC levels, Repussard said: "I think there's more willingness now to adopt these measures." So far, alcohol awareness campaigns - especially those such as EuroBOB that emphasise the use of designated drivers - have been effective and well-received by young people, according to Repussard. But he said that mass media campaigns should be part of a wider crusade involving stronger law enforcement.

TISPOL

TISPOL, the European Traffic Police Network and EuroControl Route, the European platform for transport inspection services, have formed a new working group to increase co-operation on Tacho-Webs. This will focus particularly on efforts to prevent tachograph fraud and manipulation. Co-operation will also seek to exchange best practice on the workings of the tachograph. The creation of the working group follows on from the signing of a letter of intent last autumn, committing both organisations to closer co-operation and maximising their synergies.

TISPOL held its annual "Enforcement and Technology" expert meeting in Driebergen in September. Police officers from across Europe gathered to exchange best practice and learn from colleagues experience with different technologies. This included presentations from the U.K. about the use of Automatic Number Plate Recognition, Camera Safety Partnerships, Dutch Section Control and speeding enforcement methodologies in Slovenia. For more information, contact at.van.den.eshof@klpd.nl

ETSC

ETSC's Transport Safety Lunch on Intelligent Speed Adaptation (ISA) took place on 31 August 2005 in Brussels to discuss how ISA could work to slow down speed on European roads and save lives. Panelists included B. Radia (DG TREN European Commission), O. Carsten (University of Leeds), E.de Kievit (Ministry of Transport and Public Works, Netherlands), R. Cuypers (FIA Foundation), V. Blervaque (ERTICO Speed Alert). Professor M. Bandmann, President of the German Road Safety Council (DVR) opened the event and E. Hedkvist Petersen (MEP) chaired the debate.

ETSC also organised a Transport Safety Lunch on the Mid-term Review of the 3rd European Road Safety Action Programme. Enrico Grillo Pasquerelli, Head of DG TREN's inland transport directorate, presented what is likely to be included in the Commission's Mid-term Review. He stressed the contribution of enforcement in reaching the EU 2010 target and expressed the likely take up of a future legislative initiative i.e. an Enforcement Directive. For more information, see [ETSC's website](#).

A new ETSC Policy Paper on "In-Car Enforcement Technologies Today" analyses how the development and introduction of three new "compliance enhancing in-car technologies" can contribute to saving lives in Europe. The three areas prioritised in the EC Recommendation on Enforcement in the Field of Traffic Law are speeding, drink driving and seat belt use. This Policy Paper identifies three technologies addressing each one of these areas. These include the further extension of seat belt reminders, the introduction of alcohol interlocks to tackle drink driving recidivism and set standards in commercial transport, and the development of Intelligent Speed Adaptation (ISA) to inform or ensure that a driver remains within the speed limit. To download the paper, see [ETSC's website](#).

ETSC has published three more Fact Sheets relevant to enforcement including “Road Safety Audit”, “Motor Vehicle Speed in the EU” and “The Safety of Heavy Duty Vehicles”. All Fact Sheets can be downloaded from [ETSC’s website](#).

ETSC was invited to participate with a presentation on “Setting the Framework on European Road Safety Policy in 2005” in a congress of the North Rhein Westphalia Police in Cologne on 15 September 2005.. Representatives of the Police in North Rhein Westphalia presented and then debated examples of best practice in reaching children, young people and parents. This included activities relating to education and awareness raising work. Presentations looked at how information can work to change behaviour prior to intervening enforcement actions. For more information, contact poststelle@iaf.polizei.nrw.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 forth issue introduces enforcement progress in Austria, Slovenia, Cyprus, Latvia, the Czech Republic and Slovakia and we hereby conclude our survey of all 25 EU Member States. 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.

Acknowledgements

ETSC would like to thank all those national experts who contributed to compiling the information presented in this Enforcement Monitor.

	Slovenia	Austria	Cyprus	Slovakia	Czech Republic	Latvia
Speed	<p><i>Equipment.</i> There are 3 fixed cameras and another 3 planned as well as the installation of a further 16 empty camera boxes. There are 123 laser devices, 10 onboard devices used in police cars and 16 mobile devices.</p> <p><i>Checks.</i> In 2004 259,225 drives were charged for speeding offences. It is estimated that speeding was the cause of 129 fatal accidents (of a total of 230) in 2004.</p>	<p><i>Equipment.</i> Austria currently undertakes priority based high visibility speed enforcement. Police employ approx. 100 fixed cameras at 600 sites, 3 section control points, 82 mobile radar devices, 107 onboard video cameras in police cars and 1,317 laser measuring devices.</p> <p><i>Checks.</i> 1.8 million speeding offences were ticketed in 2003 and 2 million in 2004.</p> <p><i>Extent of the problem.</i> 36.2 % of accidents were attributed to speeding in 2003, and 35.6% of accidents in 2004 showing a slight reduction. In 2004, about 50% of drivers did not comply with urban speed limits. 17.9% of drivers exceeded the 100km/h limit on rural roads and 23.2% exceeded the 110km/h limit on highways.</p>	<p><i>Equipment.</i> Cyprus currently employs approx. 200 mobile laser devices. This autumn a new speed management pilot scheme will be introduced, including 7 mobile cameras and 33 fixed speed and red light cameras. This number is planned to be increased to around 500 over the next five years depending on the experience with the first safety cameras.</p> <p><i>Checks.</i> 50,700 speeding offences were ticketed in 2003 and 58,000 in 2004.</p> <p><i>Extent of the problem.</i> 26.7% of accidents in Cyprus have been attributed to speeding in 2003, and 15.4% in 2004, showing a marked reduction. Currently no average speed compliance with speed limits is being monitored in Cyprus.</p>	<p><i>Equipment.</i> Police currently use 89 speed measuring radars and focus their speed enforcement activities on high risk sites, stretches of roads where speeding occurs as well as at times when speeding occurs.</p> <p><i>Checks.</i> 105,580 offenders were charged in 2003. In 2004, 109,052 offenders were charged.</p> <p><i>Extent of the problem.</i> Speeding was responsible for 208 fatalities in 2003 and 216 fatalities in 2004. At present there is no speed compliance measurement in Slovakia.</p>	<p><i>Equipment.</i> Police currently use 270 speed measuring radars. There are 3 fixed cameras to control speed.</p> <p><i>Checks.</i> 390,816 offenders were charged in 2003. In 2004, 402,997 offenders were charged.</p> <p><i>Extent of the problem.</i> Speeding was responsible for 496 fatalities in 2003 and 461 fatalities in 2004. 29% of drivers did not comply with the 60 km/h urban speed limit, and 17% did not comply with the 90km/h limit on rural roads in 2004.</p>	<p><i>Equipment.</i> 123 mobile detection devices are used. The State Police has also purchased 11 speed control devices equipped with video cameras to be used in unmarked police cars.</p> <p><i>Checks.</i> Information on detected offences is collected in the penalty register of the Ministry of Interior Information Center.</p> <p><i>Extent of the problem.</i> At present there are no data available regarding speed limit compliance or the number of speed related road deaths.</p>

	Slovenia	Austria	Cyprus	Slovakia	Czech Republic	Latvia
Alcohol	<p><i>Checks.</i> Alcohol checks are undertaken both at random and on suspicion as well as following every road traffic violation and collision. They typically consist of two breath tests: a screening test and an evidential test. Police carry out high visibility checks either by blocking one road or by blocking an entire town. The main aim is to vary time and place and ensure that drivers are aware that they may be tested at any time.</p> <p>255,434 roadside tests were taken at random in 2004. 12.4% of the drivers tested were charged with driving under the influence.</p> <p><i>Extent of the problem.</i> There were 230 fatal accidents in 2004, of which 95 were attributable to drink driving.</p>	<p><i>Checks.</i> Both random and evidential breath testing are undertaken with the benefit of roadside testing equipment. Enforcement is carried out at all times but is more frequent during evening, night time and early morning and at high risk sites. In case of an accident, all persons concerned are always tested for alcohol.</p> <p>In 2003, 156,721 drivers were checked and 37,346 offences detected during these checks. In 2004, 177,565 drivers were checked and 38,654 offences detected.</p> <p><i>Extent of the problem.</i> In 2003, 6.5% of all accidents and 84 fatalities were caused by drink driving. In 2004, this was 6.6% of accidents and 67 fatalities.</p>	<p><i>Checks.</i> Random and evidential breath testing is undertaken with the benefit of roadside testing equipment. Drink driving enforcement is carried out at all times but is more frequent during evening, night time and early morning and at high risk accident sites.</p> <p>In 2003, 39,500 drivers were checked for driving under influence of alcohol and 1,432 offences were detected during these checks. In 2004 the number of drivers checked remained roughly the same at 39,000, yet the number of offenders detected dropped to 1,059.</p> <p><i>Extent of the problem.</i> No reliable data at present.</p>	<p><i>Checks.</i> Alcohol checks are undertaken at random and on suspicion by the traffic police at a regional and local level. These checks are taken at high risk accident sites close to bars and restaurants.</p> <p>4,987 offenders were charged in 2003. In 2004, 4,889 offenders were charged.</p> <p><i>Extent of the problem.</i> Drink driving accounted for 40 fatalities in 2003 and 34 in 2003.</p>	<p><i>Checks.</i> Alcohol checks are undertaken at random and on suspicion. These checks are taken at high risk accident sites close to bars and restaurants at all times including prime times such as at night and at the weekend but also in the week and in the mornings.</p> <p>20,462 offenders were charged in 2003. In 2004, 20,506 offenders were charged.</p> <p><i>Extent of the problem.</i> Drink driving accounted for 98 fatalities (7.4% of all fatalities) in 2003 and 58 fatalities (4.8% of the total) in 2004, showing a reduction.</p>	<p><i>Checks.</i> Police use roadblocks and breathalyser tests as enforcement tools. Large-scale actions are run during public holidays (e.g. Midsummer Festivity, Fishermen Festival, Christmas, New Year).</p> <p>In 2004, 14,291 offences were detected by the State Police (down by 8.1% from 2003).</p> <p><i>Extent of the problem.</i> The number of drink driving accidents decreased by 8.4% from 2003 to 2004. In 2004, 113 people (21.9% of the total) were killed in drink driving accidents.</p>

	Slovenia	Austria	Cyprus	Slovakia	Czech Republic	Latvia
Seat belts	<p><i>Checks.</i> There were 127.568 seat belt offences sanctioned in 2004 by police.</p> <p><i>Extent of the problem.</i> In 2004, 81% of drivers and front seat passengers were wearing their seat belts. In the back seats only 40% of passengers were wearing their belts. 74 of the total 230 fatalities were not wearing seat belts in 2004.</p>	<p><i>Checks.</i> Checks are undertaken in combination with other checks. Increased actions linked to campaigns are held during the year. The shift in focus is now to enforcing seat belt wearing in urban areas and the use of child restraints.</p> <p><i>Extent of the problem.</i> In 2004, wearing rates for the driver show 71.2% in urban areas, 79.5% in rural areas and 82.7% on the high-ways. Wearing rates for front passengers show 67.5 % for urban areas, 76.6 % in rural areas and 79.2 % on high-ways. Rear passenger wearing rates remain the lowest, with 47.8% in urban areas, 53.6% in rural areas and 65.7 % on the highway. More than 50% of car passengers killed in 2004 were not wearing a seatbelt. Among the child passengers, almost half were not using a child restraint system.</p>	<p><i>Checks.</i> Seat belt checks are undertaken in combination with other checks. Increased actions linked to campaigns are held twice a year. The shift in focus is now to enforcing rear seat belt wearing and especially also to focussing on child restraints. A total of 5,540 drivers were charged for not wearing their seat belts in 2003. In 2004 double as many, 11,700, were charged.</p> <p><i>Extent of the problem.</i> 2002 revealed an 81% seat belt use by drivers and 76.6% use for front seat passengers.</p> <p>46% of people killed in traffic in 2003 and 57.7% in 2004 did not use a seat belt.</p>	<p><i>Checks.</i> Enforcement of seat belt wearing is undertaken on a national, regional and district level both separately and in combination. If a non seat belt wearing offence is identified alongside another traffic offence, the driver is charged with the offence carrying the highest sanction.</p> <p>Seat belt offences were not registered by Police in 2003. In 2004, Police sanctioned 16,364 offenders.</p> <p><i>Extent of the problem.</i> Seat belt wearing rates are not collected at present in Slovakia.</p> <p>147 people killed in traffic in Slovakia did not use seat belts in 2003. 134 people killed in traffic in Slovakia did not use seat belts in 2004.</p>	<p><i>Checks</i> Enforcement of seat belt wearing is undertaken in combination with other checks. If an offence is identified alongside another traffic offence, the driver is charged with the offence carrying the highest sanction.</p> <p>Seat belt offences are not recorded by the Police at present. This is likely to change with the introduction of the Penalty Point system.</p> <p><i>Extent of the problem.</i> In 2004, wearing rates for urban roads show 58% for drivers and 56% for passengers. On rural roads, 84% of drivers and 78% of passengers were in compliance. On motorways this was 82% of drivers and 84% of passengers.</p>	<p><i>Checks.</i> Seat belt wearing is checked regularly by Police. Information on detected offences is collected in the penalty register of the Ministry of Interior Information Center.</p> <p><i>Extent of the problem.</i> No organisation is currently monitoring seat belt wearing by all occupants of the car. Existing data relates only to particular target groups.</p>

	Slovenia	Austria	Cyprus	Slovakia	Czech Republic	Latvia
Follow-up of offences	<p>In the case of automated speed enforcement, the owner is responsible and they must prove in court if they were not driving at the time. A new act on minor violations also came into force at the start of 2005. This empowers the police to give on-the-spot fines for minor offences and withdraw penalty points from drivers. More offences will thus be dealt with directly by the police.</p> <p>Non seat belt use if detected in other enforcement contexts is always followed up.</p> <p>Courts face a backlog of cases and traffic offences are classed as 'minor offences' and thus not prioritised for action. If they are not dealt within 2 years, they are canceled.</p>	<p>All detected speed, alcohol and seat belt offences are followed up by the competent traffic authority. Sanctions are given according to severity and previous convictions. The range of punishment for each offence is set by law. The new penalty point system is expected to have an impact on discouraging repeat offenders.</p> <p>For speeding offences detected by safety cameras, the owner of the car receives the report. If he refuses to pay or to pass on the identity of the driver, then the owner faces a sanction.</p> <p>The minimum level of sanctions is set at a <i>länder</i> level although most fines are now partially harmonised.</p>	<p>All detected alcohol and seat belt offences are followed up. Sanctions are given according to severity and previous convictions are taken into account.</p> <p>For speeding offences detected by safety cameras, the legal responsibility will rest with the driver of the vehicle where recognition problems arise.</p>	<p>For all traffic law offences, sanctions include fines and for more serious cases licences can be withdrawn for periods of up to two years. Most fines are dealt with on-the-spot unless the fine is disputed in which case the case goes to court.</p>	<p>In the case of automated speed enforcement, the driver is primarily responsible. Follow-up of unpaid fines levied for drink driving, non-seat belt use and speeding is very poor.</p>	<p>A penalty point system was introduced on 1 July 2004. A main aim of the system was to eliminate the practice of traffic policemen imposing fines and collecting them on the spot. The penalty point register is kept by the Road Traffic Safety Directorate (RTSD).</p> <p>In addition, a significant revision of the penalty system has been undertaken. Fixed penalties for smaller offences have been introduced. Also possibilities to use automated enforcement methods and equipment have been introduced in legislation.</p>

	Slovenia	Austria	Cyprus	Slovakia	Czech Republic	Latvia
Information	<p>Nationwide campaigns on drink driving, speeding and seat belt use are conducted by the National Council for Prevention and Education in Road Traffic. A special foundation "Join the party with head" exists targeting young people and drink driving promoting a 0.0 BAC level. These campaigns are run in conjunction with increased police enforcement. Special police enforcement actions, including their results, are well-publicised in the media. Local authorities may also conduct their own campaigns targeting particular priorities in their area.</p>	<p>Campaigns are run by different actors in Austria, including the Ministry of Transport, the Ministry of Interior, the Traffic Department at a federal state level and road safety NGOs. A total of six to eight nationwide campaigns are run annually covering the issues of speeding, drink driving and non seat belt use. Campaigns are run and diffused via the TV, radio and print media as well as via Internet.</p> <p>Bi-annual press conferences are also held presenting the findings and analysis of road accident data. The Ministry of Interior publishes weekly accident statistics on its website.</p>	<p>Campaigns are run by the Traffic Department of the Police with the media. Since the start of 2005, campaigns focussing on seat belt use, especially the rear, speeding and drink driving are run twice yearly in conjunction with increased enforcement by the police. These are also linked to the European calendar of campaigns co-ordinated by TISPOL. Drivers will be alerted by appropriate warning signs of the presence of fixed safety and red light cameras.</p>	<p>Nationwide campaigns on drink driving and speeding are conducted by the Ministry of Transport, the Ministry of Interior and the Police. These campaigns are run in conjunction with increased police enforcement. A campaign focussing on safety restraints for children as part of the EU Euc hires project is planned for 2006.</p>	<p>Nationwide campaigns on drink driving, speeding and non-seat belt use are conducted annually by the Ministry of Transport, the Ministry of Interior and the Police. These campaigns are run in conjunction with increased police enforcement. They include winter "Do not drink while you drive" campaigns, "For a Life on the Road – Buckle Up!" seat belt wearing campaigns focussing on the rear seats and child restraints, and "50 makes sense" speeding campaigns.</p>	<p>Campaigns are organised in co-operation between the Ministries of Interior, Transport and Education as well as the Road Safety Council. The State Police is involved in the planning and evaluation and it organises specific actions in accordance with the campaign's topic.</p> <p>Campaigns make use of data relating to the number of lives lost due to speeding, drink driving and non-use of seat belts.</p>



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