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GENERAL SECRETARY OF TISPOL.



TISPOL
European Traffic Police Network



CROSSING
BORDERS
TO SAVE LIVES

1. European Traffic Police Network.
2. 30 member countries. (including Switzerland and Norway)
3. Focus on Road Safety and Enforcement.
4. Knowledge and Good Practice. Exchange of Police Officers.
5. Co-ordinated enforcement action across Europe.

Objectives:

- **Promotion and development of road safety and security.**
- **Continuous exchange of ideas, methodologies, policies and**
- **Techniques applied in member states.**
- **Providing an informed position on road safety issues.**
- **Transfer point for best practice through out Europe.**
- **Organizing and co-ordinating multinational operative campaigns.**
- **Exchange of information.**

- **In furtherance of the above, organise and run course, training programmes and seminars as required and agreed by the TISPOL Network Council.**

**Project Strider
International Road Safety Conference**

Zagreb, Croatia
16 November 2016

T I S P O L ■ ■ ■ ■
European Traffic Police Network

CROSSING
BORDERS
TO SAVE LIVES

Enforcement of Road Traffic Offences.

Context.

Leadership.

Reduction in Police Officers.

Competing Demands.

Understanding the Psychology.

Cross Border Offences.

Commonality of legislation – or not.

Serious Injury Definition.

Urban v Rural.

Continuum of Challenge.

‘Project Pictogram’ – The Fatal Four



1.
INAPPROPRIATE
SPEED



2.
DRIVER
DISTRACTIONS
Most commonly
mobile phones



3.
LACK OF
SEAT BELT



4.
ALCOHOL OR
DRUG IMPAIRMENT

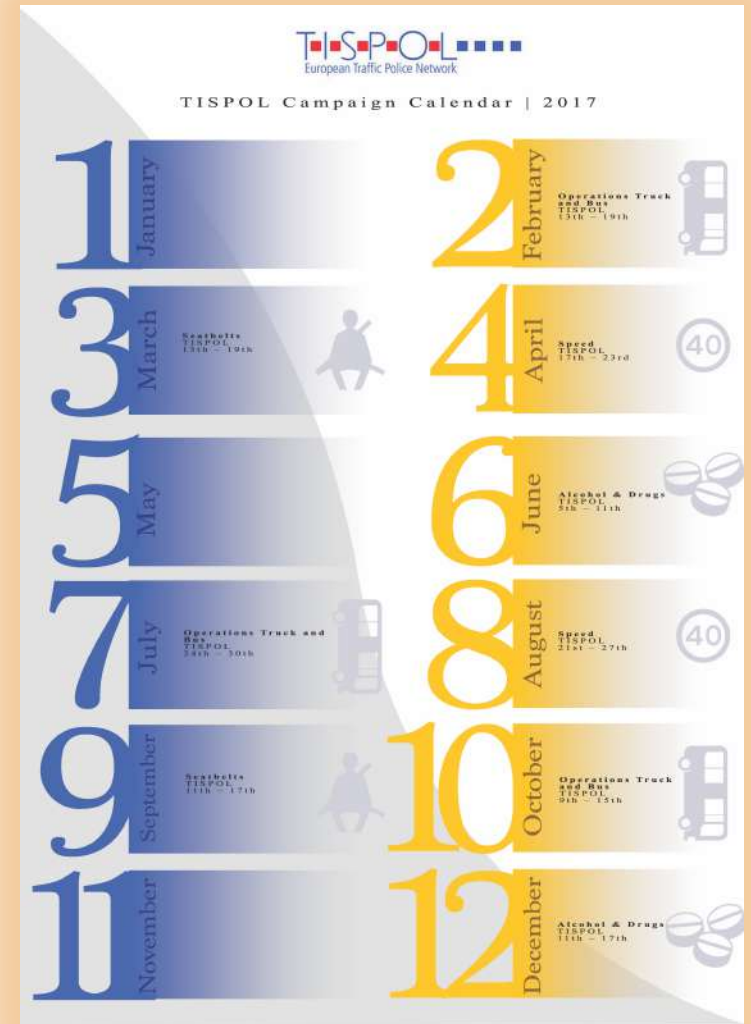
Calendar of Events.

13 Pan European Operations.

30 Participating Countries.

Partner agencies E.G ECR.

Focus on Safety, Enforcement and Security.



Calendar of Events.

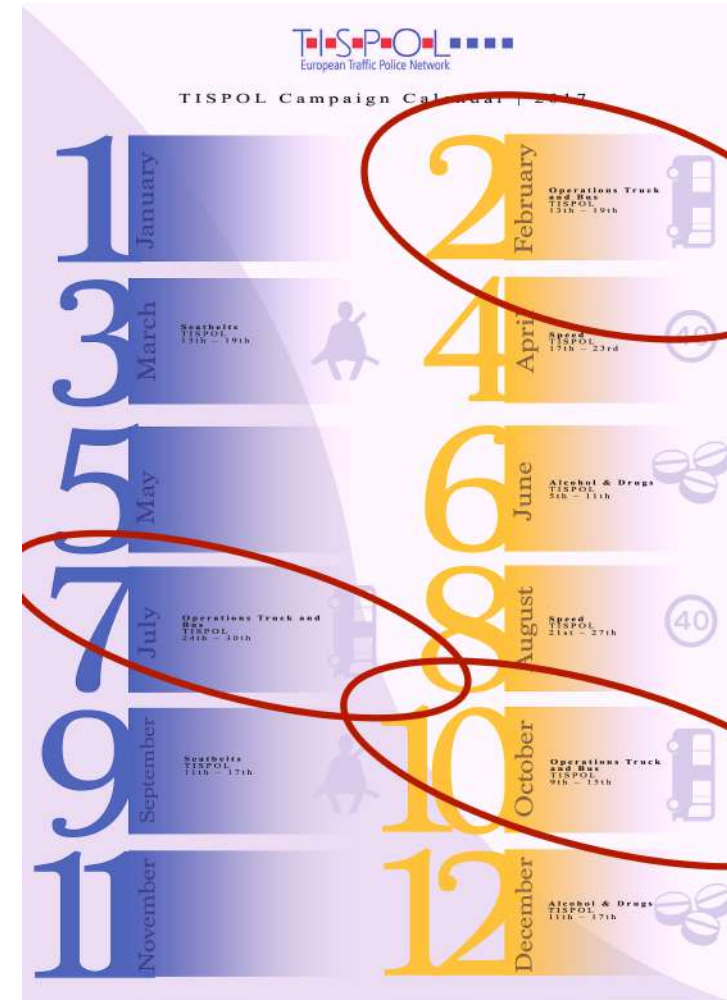
13 Pan European Operations.

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Partner agencies E.G ECR.

Focus on Safety, Enforcement and Security.

3 Cross Border Operations specifically focused on TRUCK and BUS.



- ❑ Tachograph Working Group. (TWG)
- ❑ Joint Training with ECR.
- ❑ Focused on new developments and issues.
- ❑ Cascade of training and knowledge across Europe.
- ❑ Police Operations with Partners.
- ❑ Enforcement Focus.
- ❑ Intelligence.
- ❑ 6 Million Commercial Vehicles in Europe in 2017.



Alcohol and Drugs.

- 2 Million Drivers Checked.**
- 30,874 offences**
- 5820 drug offences**

Speed.

- 1,012,729 offences detected.**

Seat Belt

- 190,328 penalties Issued**

Bus and Coach

- 68,215 vehicles checked**
- 24,905 offences**

Truck.

- 368,401 vehicles checked**
- 125,771 offences.**

2016

Enforcement



No Seatbelt



Excessive & Inappropriate Speed



Distracted Driving



Driver Fatigue



Drink Driving



Drug Driving



Drunk Pedestrians

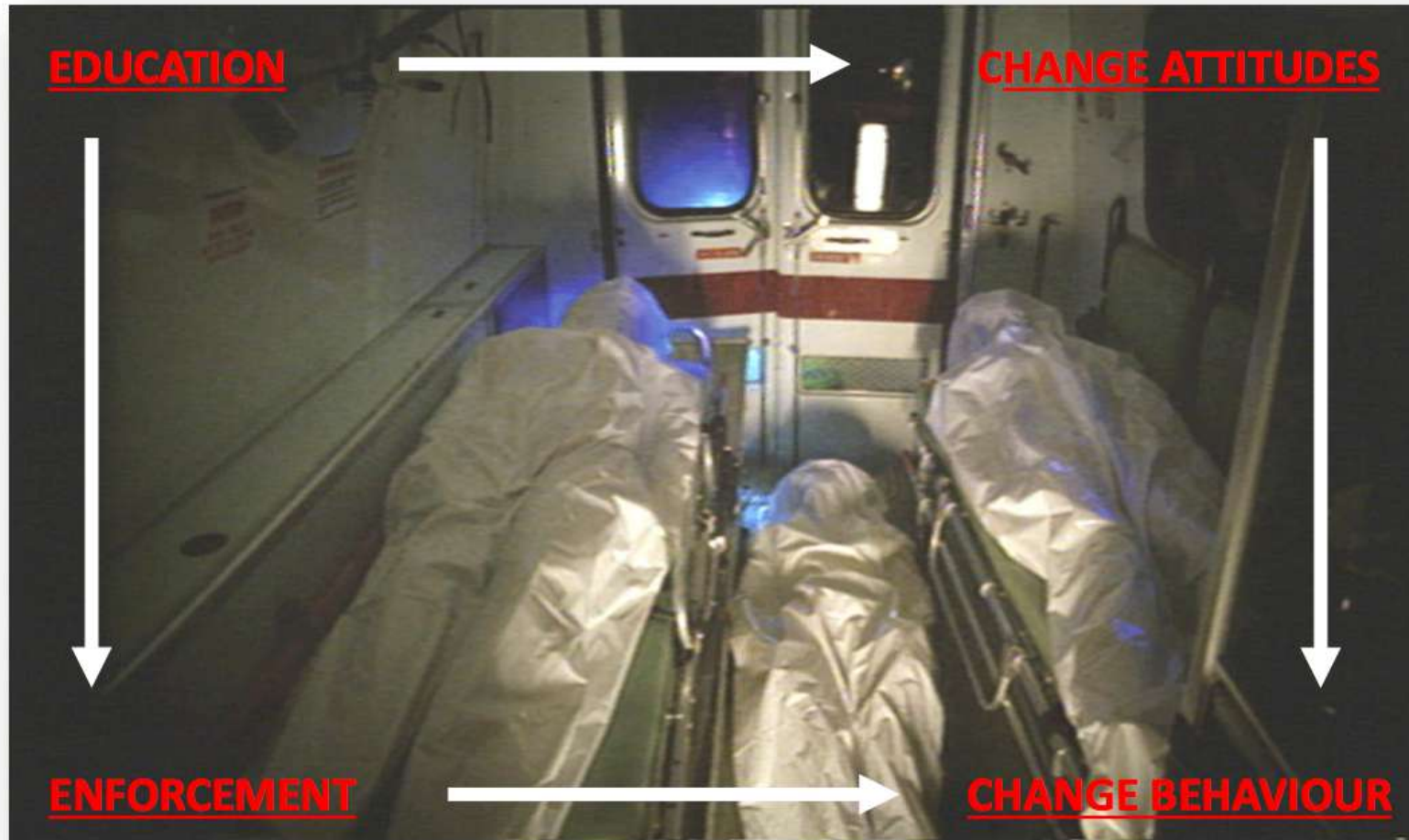


Tyre Safety



TISPOL Operation Voyager

- **Everyday thousands of cross border bus journeys in Europe with little or no security checks – viewed by EU Land Transport Security Committee (LANDSEC) as an internal European security threat**
- **Operation VOYAGER is a one-day multi-agency road policing enforcement operation, which targets long-distance trans-European buses**
- **Aim is to detect and disrupt cross-border crime by controlling bus passengers on long-distance cross-border buses at major bus terminals as they arrive and depart, at border crossings or at highway service areas.**
- **Operations since 2012 have found following offences: Road Traffic Offences, human trafficking, illegal immigration, drugs, weapons (including firearms), stolen and smuggled articles.**



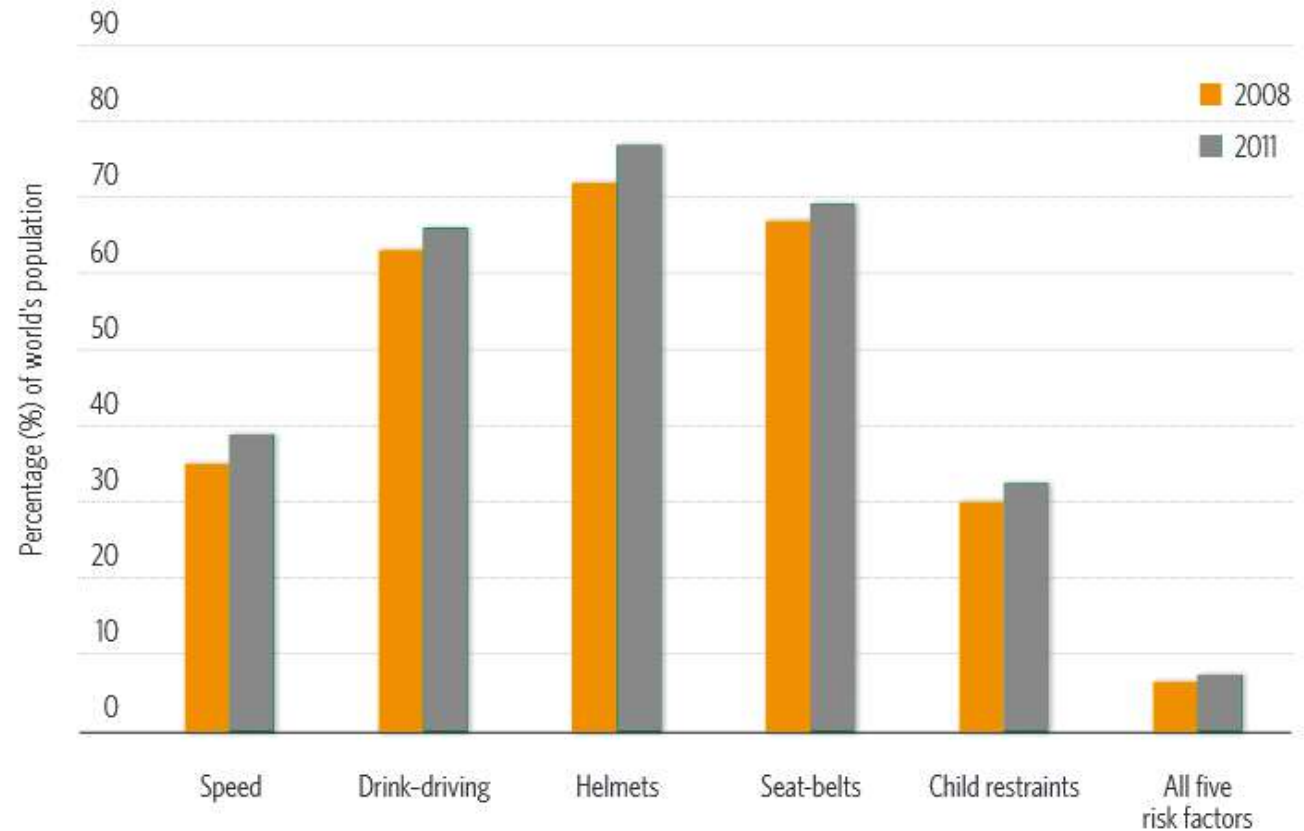
- ✓ **Win the moral argument**
- ✓ **Shape the climate of opinion**
- ✓ **Build community support for enforcement**

Traffic law enforcement

- Between 2008-11, 35 countries adopted additional road safety laws
- Only 28 countries (7% of world's pop.) have comprehensive laws across all 5 risk factors

Figure 12

Increase in the percentage of world population covered by “comprehensive” legislation on five key road safety risk factors since 2008



UK Case Study.

Focus.

Law.

Challenges.



Most Common Offences.

- ❑ Some of the most common HGV?PSV offences include:
 - ❑ Drivers' hours and tacograph offences
 - ❑ Failure to obtain a PSV or operator's licence
 - ❑ Immigration offences (bringing migrants illegally into the UK) immigration)
 - ❑ Overloading
 - ❑ Unbalanced loads
 - ❑ Totting up. (Points system)

Health and Safety at Work Act 1974

Employers have a 'duty of care' for the safety of employees at work, regardless of the type or size of business. There is also a duty of care to others who may be affected by their business activities which, in the case of driving, means all other road users.

Management of Health and Safety at Work Regulations 1999

Employers are required to carry out risk assessments, make arrangements to implement necessary measures, appoint competent people and arrange appropriate information and training.

The Provision and Use of Work Equipment Regulations 1998

The Regulations ensure work equipment is suitable for its intended use, safe and inspected, and properly maintained. They also require those using the equipment to be properly trained.

The Road Vehicles (Construction and Use) Regulations 1996

These set out the standards for vehicles on UK roads.

The Workplace (Health, Safety and Welfare) Regulations 1992

These cover a wide range of basic health, safety and welfare issues including traffic routes for vehicles within the workplace.

EC Drivers' Hours Rules / UK Domestic Drivers' Hours Rules

The Road Transport (Working Time) Regulations 2005

It is both the driver's and employer's responsibility to ensure compliance with drivers' hours and Tachograph Regulations. They are applicable to goods vehicles in excess of 3.5 tonnes.

Road Traffic Acts, supported by the Highway Code

It is an offence for an organisation to set driver schedules that may cause them to break speed limits and/or have reward schemes that in any way incentivise them to do so.

Drink driving regulations

Currently it is against the law to drive or be in control of a vehicle if you have 80mg of alcohol or more per 100ml of blood, 35mcg per 100ml of breath or 107mg per 100ml of urine.

In most other European countries, the limit is less, usually 50mg per 100ml of blood. However, the rules are currently being revised

Smoke-free legislation

The Smoke-free (Premises and Enforcement) Regulations 2006 came into force in July 2007.

It banned smoking in company vehicles that are used by one or more people for work. The ban applies to all cars/vans/lorries at all times if they can be used by one or more people (as driver or passenger) in the course of paid or voluntary work, regardless of whether they are in the vehicle at the same time.

Therefore, smoking will be prohibited in all vehicles which are used primarily for business purposes by more than one person.

Vehicles used primarily for private purposes or for business purposes only by the driver are exempt and employees can smoke in those vehicles.

The fixed penalty includes three penalty points as well as a £60 fine.

Eyesight

New rules will come into force next year which mean holders of commercial licences will have to have their eyes tested every five years, and holders of private licences will be tested every 10 to 15 years.

Fixed Penalties and deposits

Following the Road Safety Act 2006, fixed penalties and deposits are likely to be introduced during 2008. Infringing drivers with verifiable UK addresses will, in the most routine cases, be dealt with by means of a fixed penalty, which can be considered by the driver for up to 28 days.

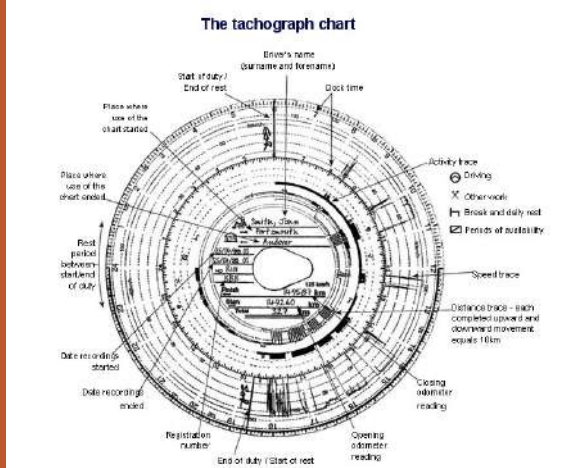
Drivers without a verifiable address will be asked to pay a deposit equal to the fixed penalty and further driving will be prohibited pending receipt of that payment. This is predicted to result in fewer court prosecutions. More serious and multiple offences will continue to be prosecuted through the courts

Penalties for infringement of drivers' hours rules in Great Britain

Penalties for infringements of the drivers' hours rules in Great Britain, with maximum fines as contained within Part VI of the Transport Act 1968 (as amended), are as follows:

- failure to observe driving time, break or rest period rules: fine of up to £2,500 (Level 4);
- failure to make or keep records under the GB domestic rules: fine of up to £2,500 (Level 4);
- failure to install a tachograph: fine of up to £5,000 (Level 5);
- failure to use a tachograph: fine of up to £5,000 (Level 5);
- failure to hand over records relating to recording equipment as requested by an enforcement officer: fine of up to £5,000;
- false entry or alteration of a record with the intent to deceive: on summary conviction fine of £5,000 on indictment two years imprisonment;
- altering or forging the seal on a tachograph with the intent to deceive: on summary conviction fine of £5,000, on indictment two years imprisonment; and
- failure to take all reasonable steps to ensure contractually agreed transport time schedules respect the EU rules: fine of up to £2,500 (Level 4).

These are the maximum fines/punishment that can be imposed by a court of law.



Case Study.

Cheshire Constabulary , England.

Commercial vehicle Unit.

Location: 6, M56, M60. Motorway.



❑ Operation Tramline.

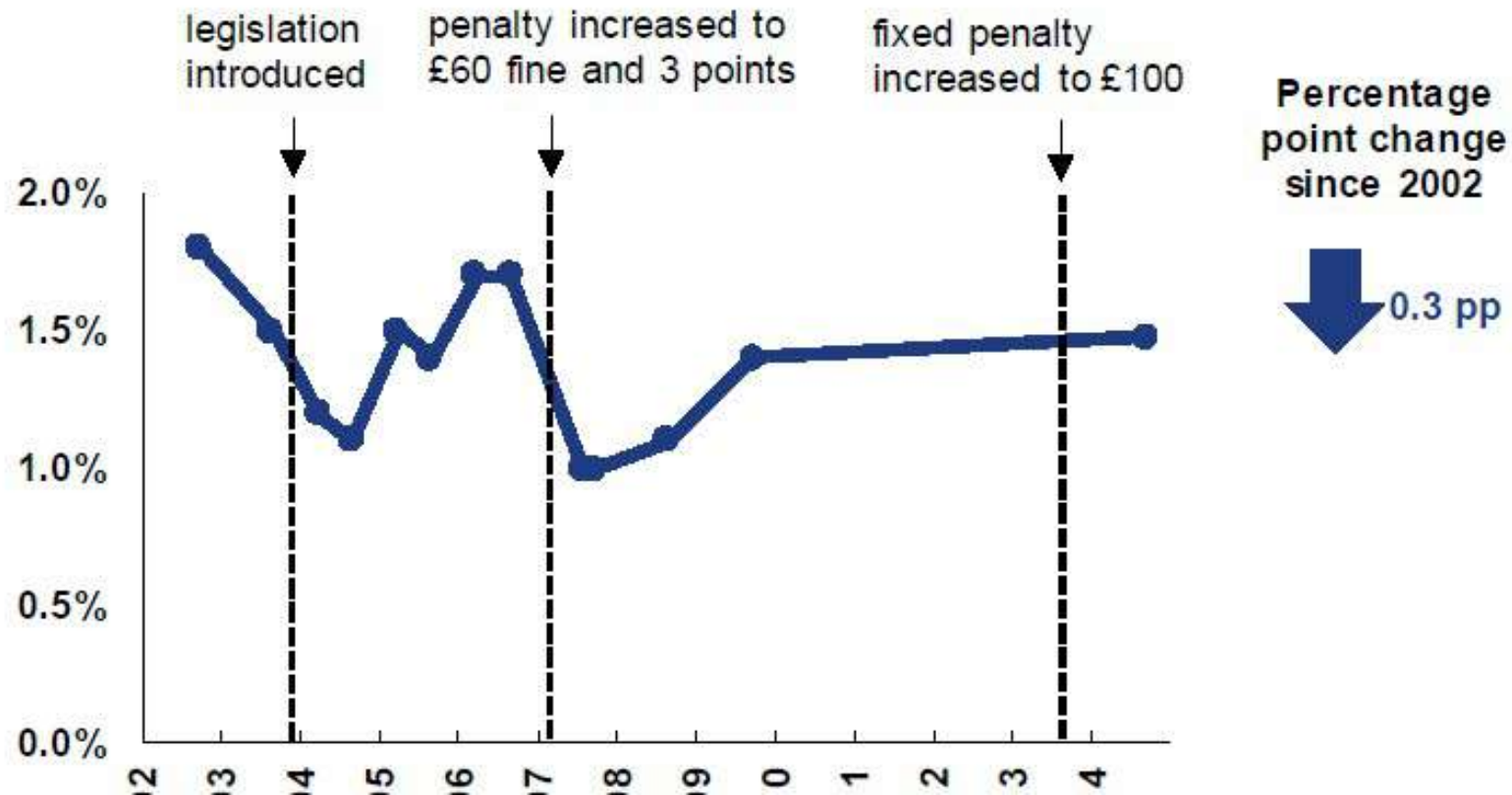
❑ Co-ordinated Operation across UK.

❑ Includes Covert HGV Vehicle fitted with ANPR and Cameras.

❑ Driver Offences.

❑ Company Offences.- Owner Director.

❑ Responsible Person Offences – Operations Manager.



**HGV – 6 points
£200 fine.**

During a 2014 survey in England and Scotland, 1.6 per cent of car drivers were observed using a hand-held mobile phone whilst driving⁴. The chart below shows that this is similar to the 1.4 per cent of car drivers observed using a hand-held mobile phone in 2009 in England and is therefore not a statistically significant change.

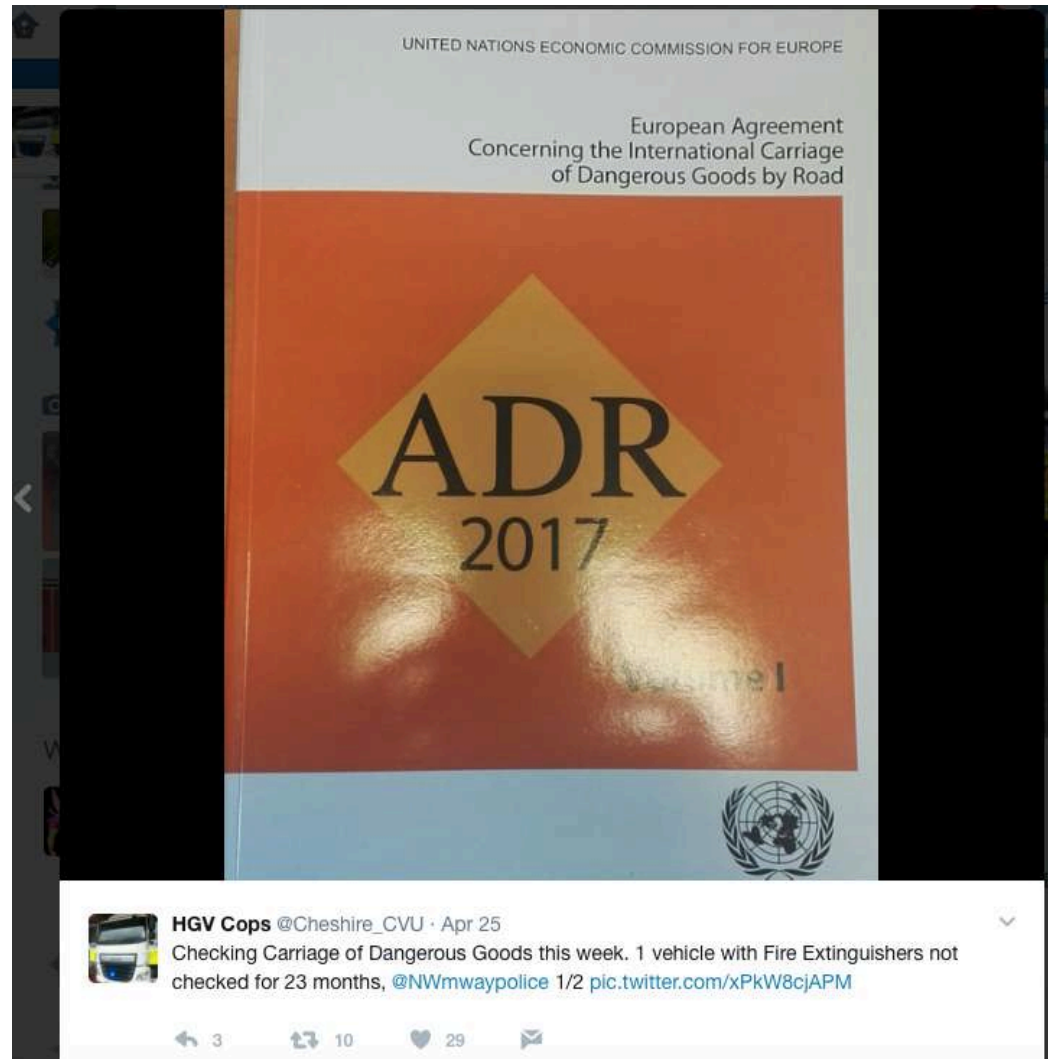
In view of the seriousness of potential consequences of this offence, we propose to increase the FPN to act as a further deterrent for offending behaviour.



HGV Cops @Cheshire_CVU · May 16

Polish HGV Driver using mobile phone whilst driving on M6. Receives the same penalty as UK driver 6 points and £200 fine. @NWmwaypolice





HGV Cops @Cheshire_CVU · Apr 25

Checking Carriage of Dangerous Goods this week. 1 vehicle with Fire Extinguishers not checked for 23 months, @NWmwaypolice 1/2 pic.twitter.com/xPKW8cjAPM

↩ 3

↻ 10

♥ 29





HGV Cops @Cheshire_CVU · May 15

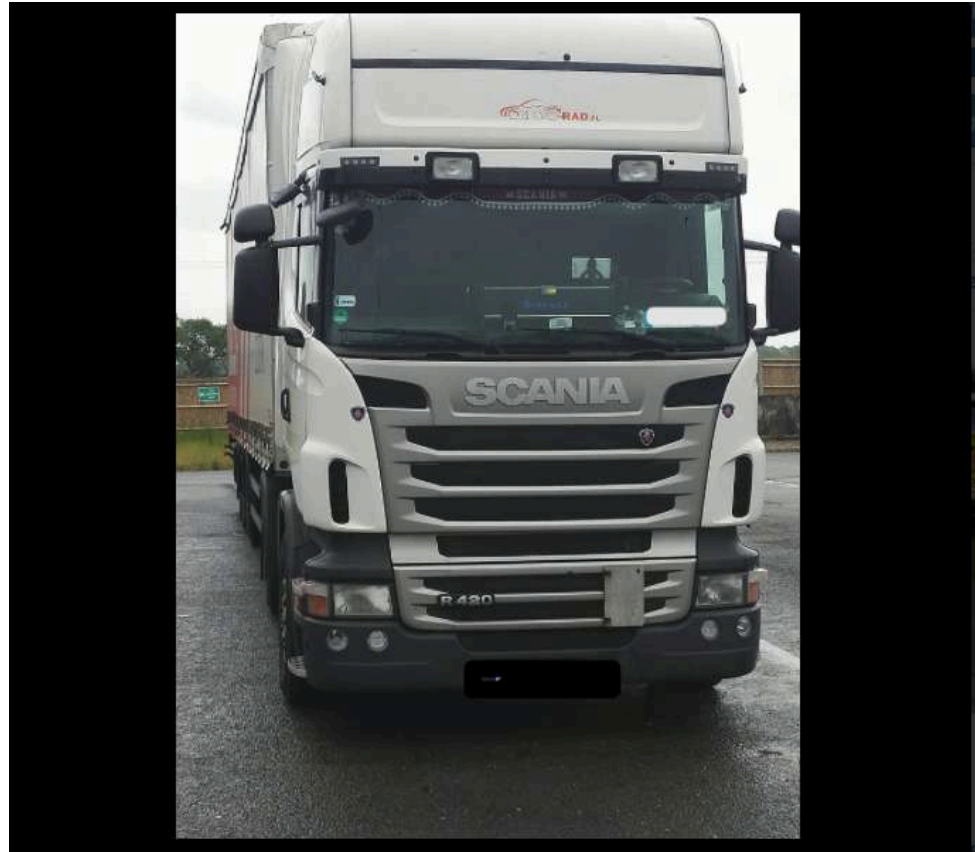
Spanish HGV cabled for not enough rest last night. Tried stop/start driving to fool Tacho. Failed to fool us. @NWmwaypolice #Greencable. pic.twitter.com/grXecsZ2cH

3

27

80

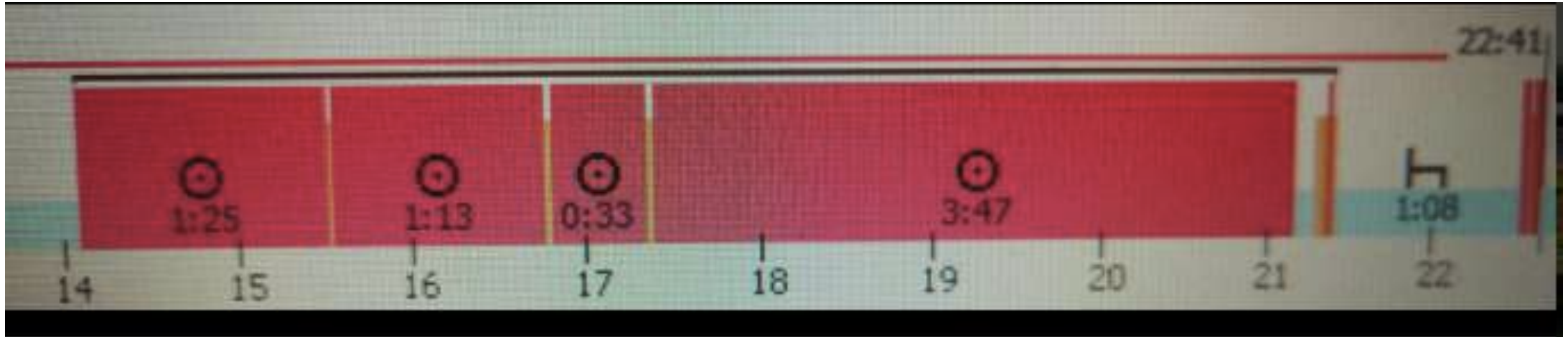




HGV Cops @Cheshire_CVU · May 16

Polish HGV Driver using mobile phone whilst driving on M6. Receives the same penalty as UK driver 6 points and £200 fine. @NWmwaypolice pic.twitter.com/3FmzGbmjSv

4 11 64



HGV Cops @Cheshire_CVU · May 19

Ok Teaser time over. 18 Offences in 28 days. This is 7 hours with no break. Started this day at 01:03. Stopped at 22:41 UTC. [@NWmwaypolice pic.twitter.com/VpES1mCNQH](https://pic.twitter.com/VpES1mCNQH)





HGV Cops @Cheshire_CVU · Apr 10

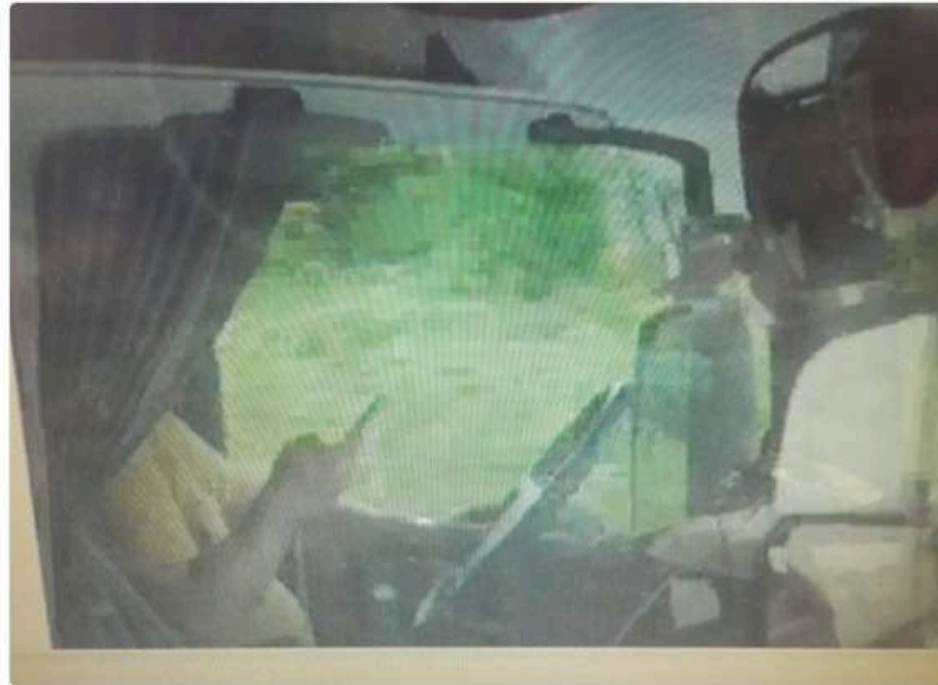
Keeping busy today. No @hgvlevy for today, and driving with no Tacho card inserted yesterday. Fined £900. @NWmwaypolice @CPTaskforce pic.twitter.com/yGndBLcU7b



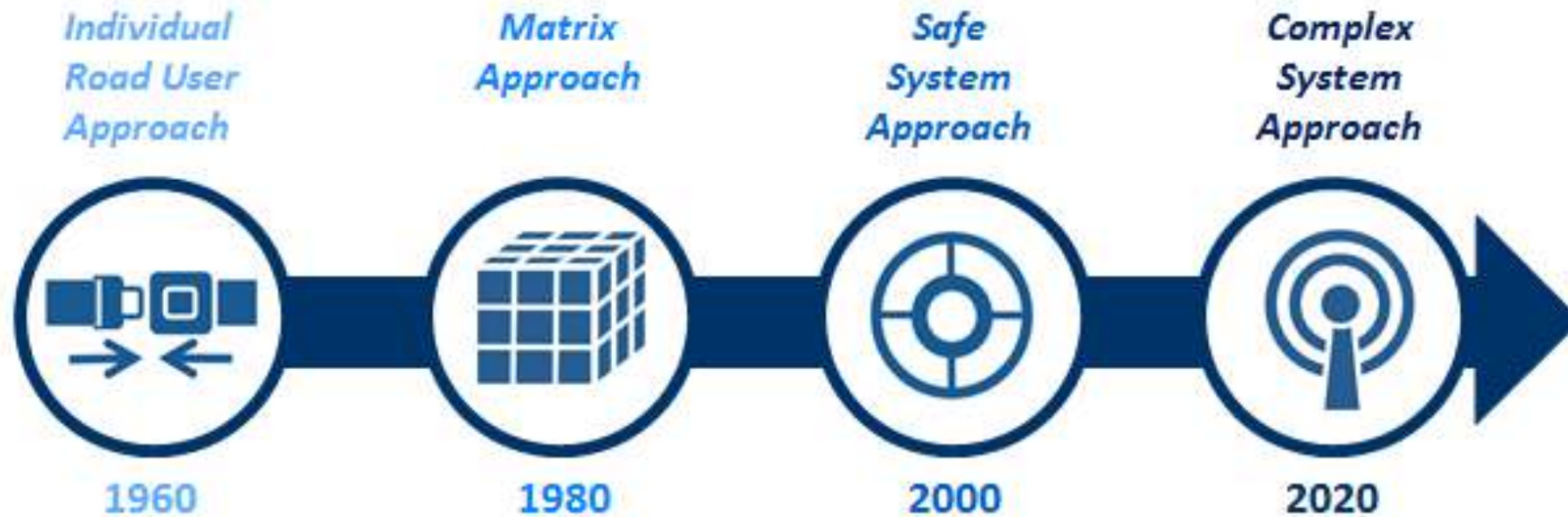
HGV Cops
@Cheshire_CVU

Following

Out in an unmarked HGV today. Mobile Phone and Seatbelt enforcement. One example what NOT to do. #OpTramline @NWmwaypolice #DontTextAndDrive

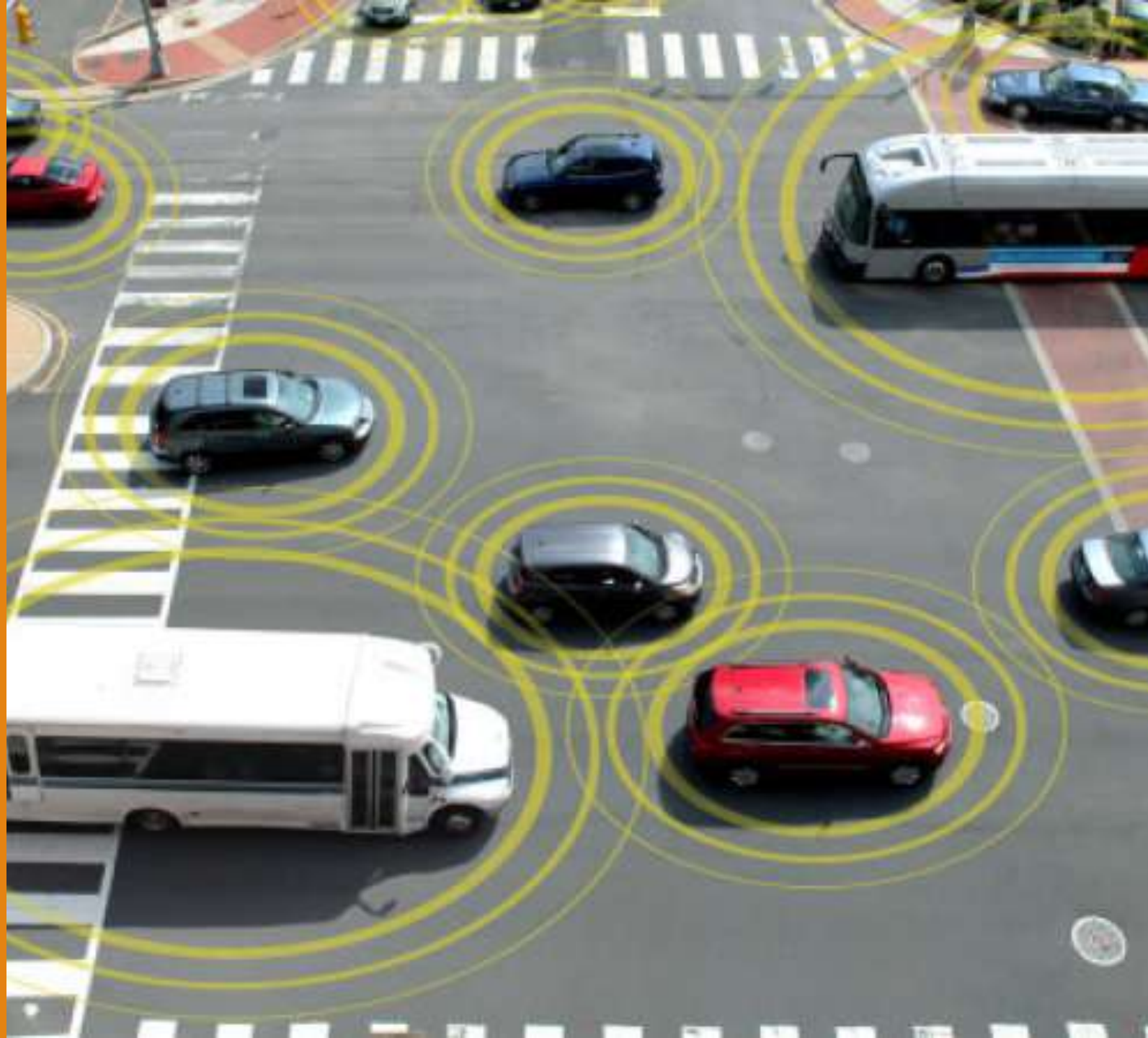


Evolving knowledge and tools



Source: Mark Stevenson, Tony Bliss (2015)

Future
Challenges.



- **Legislation**
- **ICT Development and Cyber Security – Vehicle data centre**
- **Enforcement and Resourcing**
- **Increasing Traffic Volumes and Improving Economy**
- **Public Complacency**
- **Competing Priorities**
- **Future Services**
- **Autonomous Vehicles**
- **Media**
- **Changing Behaviour.**
- **Impaired Driving**
- **Fatigue**
- **Training of Resources – Capacity.**
- **Continued Collaboration – Nationally & Internationally**





TISPOL ... crossing borders to save lives

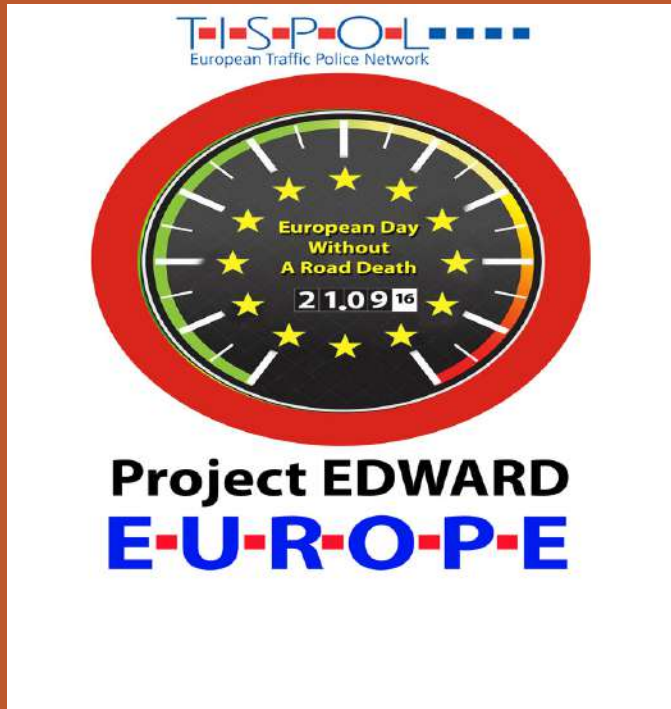
Thank you for your attention!

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Project Edward.



2nd Event Event 21/9/2017.