

## 20 october 2015 – European Conference on Work-Related Road Safety



# IMAGE PROBLEM



## INITIATIVES:

### Active safety programs in police school:

- Changing of schooling from the future police officers in our National police school.
- Implementation of a theoretical and a practical part in a driving centre.
- Special sessions, both theoretical and practical, comprising ecological driving, are part of a mandatory continual training for each police officer.
- Special advanced trainings are mandatory for special units.
- If a police officer is responsible in relation to a traffic accident, a special training in the national driving centre is mandatory.

## DRIVING SIMULATOR

- In addition to practical driving trainings, our candidates have training on a special driving simulator. This equipment is completed by special software programs with the technical data of our own cars.
- The police specific simulator has completed the software by taking into account the last generation of our armoured intervention vehicles which have a completely different driving dynamic.



# VEHICLES

- Vehicles are procured by public tendering including different security aspects
- Implementation of minimum standards for mandatory safety equipment
- Police specific equipment has to be fitted into the car by the producer of the car in order to guarantee the correct opening of airbags, respect of the car specific security devices and other important points
- chip tuning to reach the required engine-power is not allowed
- Even tyre tenders have minimum quality standards
- etc...

# VEHICLE EQUIPMENT

## Last generation LED blue lights:

Blue light bar on the roof & in the front grill are multiplied in the luggage hood so that the hood, if opened, can cover the blue light on the roof. Small blue flashing lights in the hood itself take the relay.



# SPECIAL EQUIPMENT:

## ACCIDENT DATA RECORDER

Since January 2004, we began to equip our new police vehicles (by making no difference between marked or unmarked vehicles) with a special *accident data recorder*.

This device stores different data:

- speed
- breaking
- lights, blue light/siren switched on/off
- steering
- all kind of acceleration
- etc...

# MAINTENANCE

## SECURITY CHECK

Implementation of a standard security check after each *10.000 km* where especially safety equipment (brakes, tyres, lights, ...) are checked



# VISIBILITY CONCEPT

## VEHICLES

- fluorescent orange painted bumpers for traffic- police cars
- White/orange reflecting parts in order to guarantee that the cars are seen during night



## VISIBILITY CONCEPT UNIFORMS

Uniforms of the traffic-police officers have been changed in a way to guarantee maximum visibility on the road. It includes pieces of fluorescent orange coloured parts and stripes that are reflecting incoming light.



## RESULTS

- Since 2000, the number of personal, fleet of vehicles and covered kilometres is growing more or less constantly
- In 2005, we covered about 9.140.000 km and complained 285 accidents
- In 2007, covered kilometres rose to 9.600.000 and the number of accidents dropped to 182
- In 2013 we reached a peak of 11.194.529 km and the number of accidents dropped again to 129