

Does Enforcement Work?

The European Transport Safety Council:
Promoting science-based road safety policies

Enquete KfV

Introduction to ETSC

A science-based approach to road safety policy

- **42 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level
- More than **200 experts** contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work
- **9 Secretariat** staff members do their utmost to insert the knowledge of ETSC members and experts into EU transport safety policy-making

ETSC: Priority-based safety work



Monitoring EU transport safety policy



Ranking EU countries' performances - Road Safety PIN

S·h·L·O·W!

Speed Programme

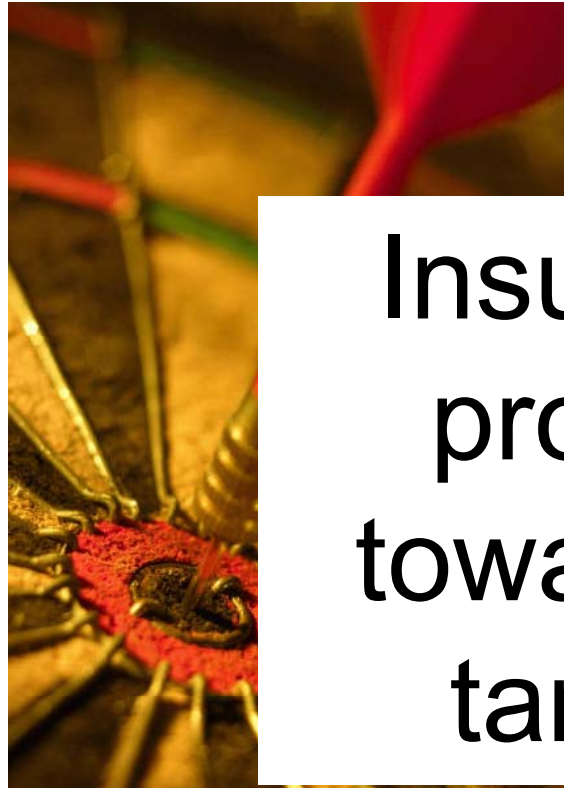


Roads to Respect:
Infrastructure Safety



Preventing Drink Driving in the EU
–
Safe & Sober Drink Driving Policy Network

The EU target and strategy



**Insufficient
progress
towards the
target...**



White Paper

**3rd Road Safety Action
Programme**

**Cutting road deaths
by 50% by 2010**

Sharing responsibility

Does Enforcement Work?

- Rapid reduction in deaths and injuries
- Long lasting effect on driver behaviour
- Cost effective benefits of applying existing best practice in enforcement to the whole of the EU exceed the costs by a factor of 4 (drink driving) to 10 (seat belt use).
- High public support: 70% of European drivers are (strongly) in favour of more enforcement of traffic laws

Speeding..

EC Recommendation:

- Speed controls should use automated equipment.
- Enforcement should prioritise speed infringement high risk accident sites
- Enforcement + information campaigns
- Follow up: with appropriate procedures and sanctions



Findings: Speed enforcement

Automated methods really contribute to road safety

France:

- Improved speed management = 75% of the massive overall reduction in fatal accidents 2002 and 2005.
- Vehicles travelling at 10 km/h and more above the legal limit decreased from 35% to 20%.



Findings: Speed

Finland:

Extended its camera system further from 800 km road network in 2005 to 1400 km by the end of 2006.

Results:

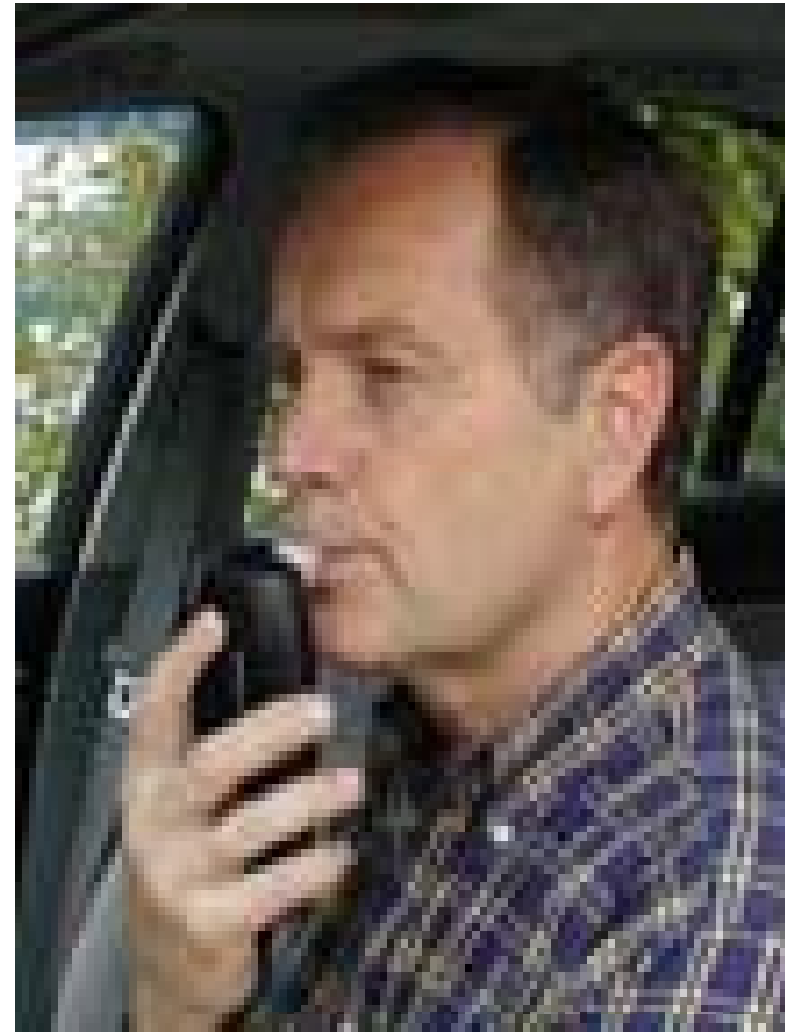
Camera surveillance on the non-urban areas new enforcement sections has led to a permanent reduction of 80% in extremely serious speeding and 70% in speeding of over 10 km/h.

Speeding: ETSC proposes

- Combine automated and traditional methods
- Use stationary equipment at high risk sites
- Channel revenues back into the road safety work
- Collect quarterly speeding rates for all road types
- Set a concrete target

Drink Driving...

- **European Commission** recommends that Member States adopt a general BAC limit of **0.5 mg/ml or lower**
- **Enforcement is crucial:** Random and evidential breath test devices used.
- **Highly visible & at all times**



Findings.. Drink Driving

- Best results in countries that run random breath tests - still not in all EU countries
- Highest level of checks: Finland, Sweden, France, Greece, Slovenia..
- Forerunners Sweden, Netherlands also insist on an alcohol test every time a driver is stopped.
- Ireland introduced mandatory breath testing in 2006.



ETSC Proposes...

- Set a legal BAC Limit of 0.5 mg/ml and no more
- Introduce random breath testing to compliment enforcement based on suspicion
- Introduce evidential roadside breath testing
- Introduce obligatory testing for alcohol after a collision
- Collect drink driving rates and rates of traffic deaths from collisions involving drunk drivers.

Seat Belts and EU Legislation

- **Revised EU legislation** requires that all occupants of *passenger cars, light vans, trucks and buses* use seat belts and children <12 years restrained.
- **Enforcement is crucial:** Intensive actions of a 1-4 weeks must take place several times a year.

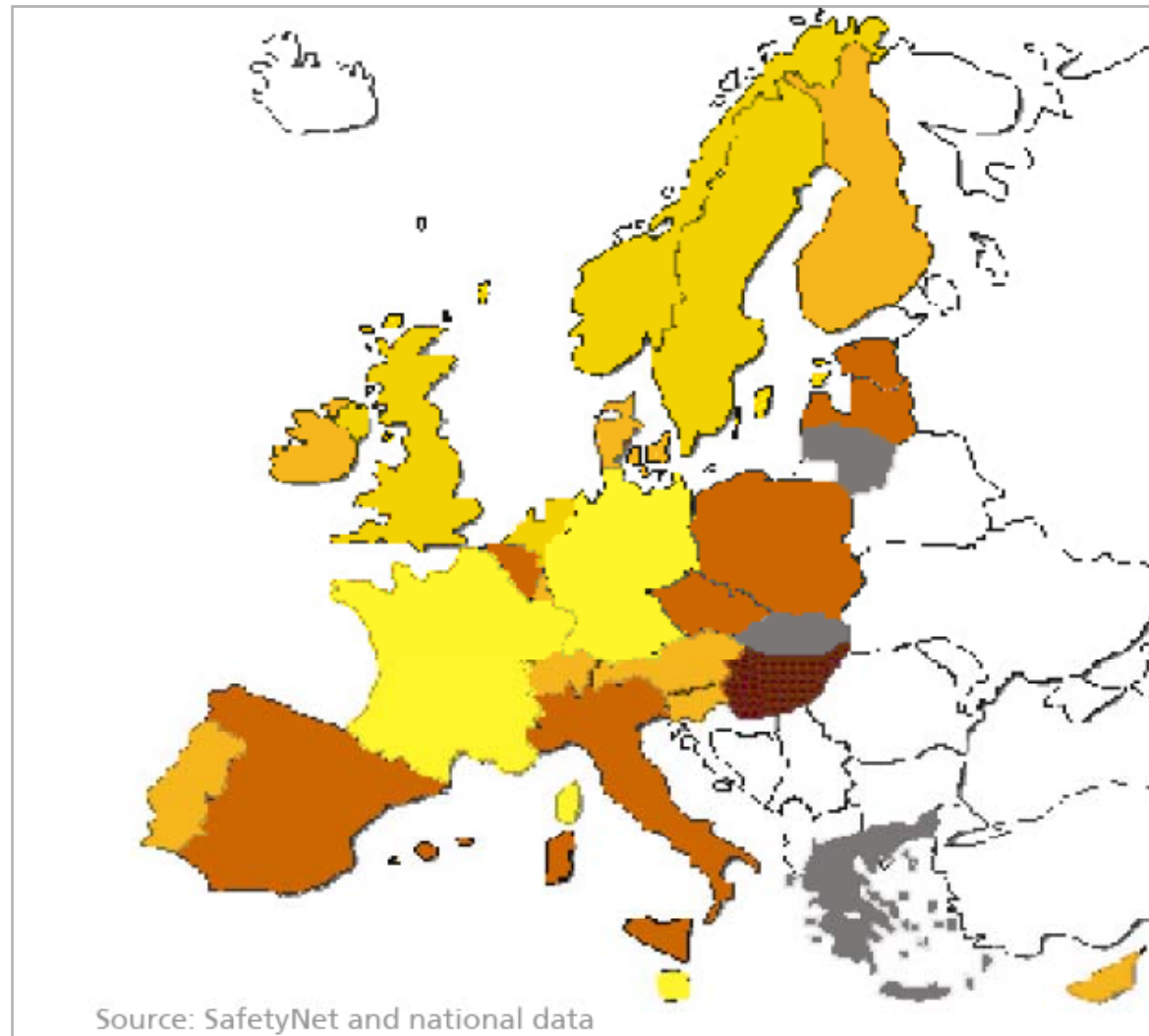


Findings: Seat Belt Enforcement

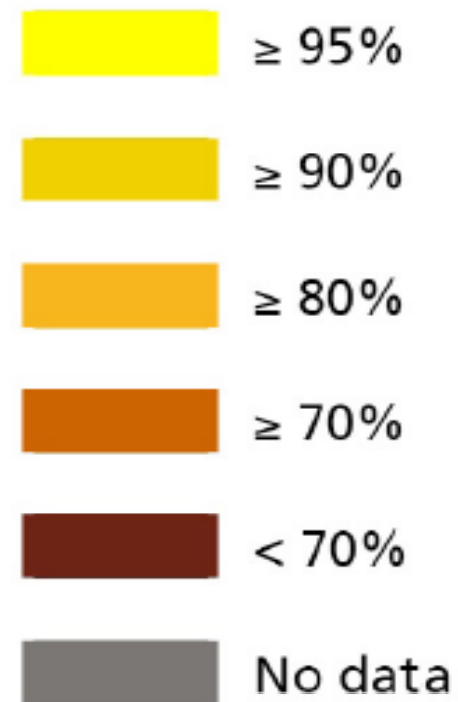
- New seat belt legislation 2006 raised the profile
- Catalyst for change in some countries going beyond the Directive i.e. in IT no more exemption for Police
- Change in law ALSO led to more enforcement
- Conducting Blitz checks: Slovenia, Netherlands, North Rhine Westphalia
- Now also Finland, Spain, Italy and Sweden



Seat belt use in the EU



Seat belt wearing
in front seats,
2005



ETSC Proposes

- Conduct intensive actions of 1-4 weeks at least 2x a year
- Systematically check seat belt wearing in all police checks
- Collect yearly seat belt wearing rates for various road and occupant categories
- Set concrete targets

Cross Border Enforcement

A new proposed Directive WILL help to save lives in EU- 350-400 road deaths a year

ETSC would like to see:

1. Solution for owner liability problem to follow up speed offences.
2. Inclusion of Drugs and Mobile Phone Use.
3. Convergence to Best Practice Enforcement in ALL EU Member States this could lead to a much larger life saving potential: 14,000 deaths a year in EU 15!

Supporting adoption of this Directive under the 1st Pillar.

Does Enforcement Work?

Evidence:

3 Frontrunners in reducing road deaths since 2001: **France, Portugal and Luxembourg** have increased and/or changed enforcement.

But need...

- Co-operation of other institutions to manage upgrade in enforcement
- Legal and organizational adaptation
- Political support
- Funds
- Enforcement Performance Indicators

(PEPPER 2008)

ETSC: find out more...

- **Safety Monitor**
- **Drink Driving Monitor**
- **Speed Monitor**
- **Reviews & Policy Papers**
- **Fact Sheets**

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JANUARY
06

Enforcement Monitor

ETSC's Newsletter on Traffic Law Enforcement in the EU

NUMBER
05

Editorial

This fifth Enforcement Monitor gives a special overview of how drink driving enforcement is tackled across EU countries. It describes different types of roadside testing including targeted, random and mass testing and the opportunities offered by evidential roadside testing. This Enforcement Monitor also presents different Christmas drink driving enforcement campaigns as well as the largest ever Europe wide campaign led by TISPOL, the European Traffic Police network. Finally, progress in traffic law enforcement in Finland is presented in more detail.

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 prevent 14,000 fatalities by 2010, according to Commission estimates. This 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.

Since the publication of ETSC's fourth Enforcement Monitor, the Commission has conducted a public consultation on the Mid-term Review of the Transport White Paper. The Mid-term Review of its Action Programme on Road Safety is expected to follow. The European Commission aims to present this to the informal Transport Council meeting of Ministers on road safety on March 2-3 in Bregenz, Austria.

Feature: Drink driving

Drink driving is the tragic cause of many road traffic collisions across Europe today. At present about 30-40% of all driver fatalities and 25% of all driver injuries in Europe are caused by drivers who are over the legal drink driving limit. Drink driving can be counteracted with strict legislation (at least a 0.5% maximum BAC limit), campaigns, technical measures such as alcohol interlocks and enforcement.

Enforcement of drink driving legislation in the EU has seen a boost with the new European Commission Recommendation on enforcement of traffic law. The Recommendation stresses that random breath testing with an alcohol screening device should be the "leading principle for surveillance of drink driving". Enforcement should be highly visible and conducted at all times of the day.

Levels of alcohol checks

A high breath-testing rate is acknowledged to have a deterrent effect upon potential drink drivers. However, according to the most recent SARTRE 3 study, enforcement activity is fairly low across Europe. In this survey, which was conducted in 23 European countries, only 26% of drivers said that they had been checked for drink driving over the last three years, whereas 71% of drivers said they had not been breathalysed during the same period. Drivers reported highest levels of enforcement in Northern countries (Denmark, Finland, Sweden) where 61% said they had not been checked for alcohol in three years. Drivers in Eastern countries reported only a slightly lower level (63%), and lowest enforcement levels were reported from Western (79%) and Southern countries (74%), see Fig. 1.

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