

## MEETING REPORT

### Workshop on enforcement best practices

Brussels, 3 June 2016

On 3 June, a workshop was organised in the margins of the High Level Group on Road Safety, bringing together the High Level Group members and road safety stakeholders. In total 26 participants met and discussed priorities, challenges and best practices for enforcement of road safety related traffic rules.

Two main questions had been circulated to participants before the workshop: what do you see as main obstacles or barriers to more/better enforcement for road safety and what do you think should be priorities for enforcement measures in the coming years in order to most efficiently contribute to safer roads?

Mr Szabolcs Schmidt, Head of Unit for road safety, DG MOVE, opened the workshop by introducing the topic and emphasising the role of enforcement activities as one of the work areas for road safety. Unsafe driver behaviour is the most common cause of fatal crashes.

Ms Alisa Tiganj, Cabinet of Commissioner Bulc, then made an introductory statement, stressing the commitment of Commissioner Bulc to road safety and encouraging all participants to step up efforts to contribute to a decreasing number of road fatalities in the EU.

Mr Rudolf Koronthaly, DG MOVE road safety unit, gave a short presentation of the state of play of Directive 2015/413/EU facilitating cross-border enforcement of traffic rules. An evaluation study has just been finalised. Main findings are generally positive concerning the effectiveness of the Directive but also pointing out some potential challenges regarding the sustainability of effects.

Ms Susanne Lindahl, DG MOVE road safety unit, presented the Commission work to collect information about enforcement activities and tools in the Member States<sup>1</sup> and encouraged participants to send any information they have available on these issues: e.g. levels of sanctions for speeding offences; number of speed cameras in different Member States.

A key note presentation was delivered by TISPOL Secretary-General Aidan Reid. Chief Superintendent Reid introduced a recent TISPOL report on drink-driving, showing latest statistics on the fatalities resulting from drink-driving. Also speeding, red lights and distracted driving was mentioned, as well as the need for investments and proper resources assigned to road traffic police. A best practice described was the focus on high-risk time slots as well as high-risk sites. Section control cameras were mentioned as another highly effective tool. For most efficient results, quick and good follow-up of an offence is needed; a mix of automated and manual police enforcement was considered most useful. There might also be room for improvement in cooperation within and among police forces. Highly visible and intelligent

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<sup>1</sup> See draft questionnaire table in annex

enforcement in combination with information campaigns to reinforce the understanding of why enforcement is done was emphasised as a key to long-term success.

Finally, a short presentation was made by Ms Graziella Jost from the European Transport Safety Council (ETSC). She informed about the results of the most recent PIN report soon to be published. The study indicates that road enforcement activities are decreasing in the EU, e.g. speed controls, drink-driving roadside checks and enforcement of seat belt legislation and road user distraction rules. She stressed that the road traffic police in most Member States struggle with lack of resources in a time of conflicting priorities. This has a negative effect on road safety outcomes.

Mr Szabolcs Schmidt then opened the floor for the participants to discuss views and ideas on the main perceived obstacles and recommended priorities for road traffic enforcement.

### **Summary of discussion outcomes:**

The following main barriers and obstacles were pointed out by participants:

- Depleted resources for road traffic police because of competing priorities and lack of political commitment. The need for ring-fencing of traffic police budgets.
- Organisational issues such as cooperation within the police forces and between police and other actors. Could other actors, e.g. road operators or subcontracted services play an increased role for enforcement of rules? Insufficient or inefficient follow-up of detected offences was also mentioned.
- Legislation obstacles: too strict rules on owner/driver responsibility; data protection and privacy rules as competing principles limiting traffic police possibilities to act/access data (expected to become an emerging discussion topic with the deployment of C-ITS).
- Technical equipment, e.g. reliable detection devices for preventing distracted driving.

The participants highlighted the following recommended priorities for future enforcement activities:

- Drink/drug-driving, as well as speed and non-use of seat belts as the main killers + distraction as increasingly common risk behaviour.
- Separating clearly the different strategies needed on different types of roads, with special emphasis on the need to focus on urban areas.

Among the best practices highlighted and recommended in the meeting were:

- Gaining public confidence in the systems, e.g. by earmarking incomes from enforcement activities for road safety actions and by combining enforcement and information campaigns. Stressing that the objective of enforcement is not income generation but safety and prevention of crashes.
- Progressive (income-based) levels of sanctions for traffic offences.
- Road design which helps drivers to follow the rules (prevention).
- Section control for speeding prevention, combined especially with front camera to identify drivers.
- Smart enforcement including priority of high-risk times and sites.

**Annex: List of participants**

<b>Name</b>	<b>Organisation</b>
NOWOTNY Alexander	Austria
VANSNICK Marc	Belgium
VLADINOV Damyan	Bulgaria
PETROU Petros	Cyprus
SZENDRO Gabor	Hungary
MURDOCK Moyagh	Ireland
IURATO Valentino	Italy
TESTAFERRATA DE NOTO Audrey	Malta
SEGUI GOMEZ Maria	Spain
GARCIA SANDOVAL Aurora	Spain
BERG Ylva	Sweden
MORGAN Pauline	UK
RANES Guro	Norway
LILLEHAGEN GARNES Marte	Norway
REID Aidan	TISPOL/An Garda Siochána
BULANDER Ellen	Bosch
AVENOSO Antonio	ETSC
TOWNSEND Ellen	ETSC
JOST Graziella	ETSC
CATLOW Ian	London European Office
CRÉ Ivo	Polis
KALLISTRATOS Dionelis	ASECAP
IOANNOU Dimitrios	ASECAP
HOLVE Vanessa	Eurocities
LE GAC Jean-Philippe	CLEPA
MAITRE Isabelle	FNTR
PETERS Jan Paul	JPP Consulting
SCHMIDT Szabolcs	European Commission, DG MOVE C4
TIGANJ Alisa	European Commission, Commissioner Bulc Cabinet
KORONTHALY Rudolf	European Commission, DG MOVE C4
SANZ VILLEGAS Mayte	European Commission, DG MOVE C4
CSAJBOK Sarolta	European Commission, DG MOVE C4
KOBILSEK Tina	European Commission, DG MOVE C4
LINDAHL Susanne	European Commission, DG MOVE C4