**Editorial**

This is the fourth, and last, Newsletter of the PEPPER project. In this Newsletter the major announcement refers to the Final Seminar of the project, which will be held in Prague this June (more information below as well as in the project website - [http://www.pepper-eu.org/](http://www.pepper-eu.org/)).

The final achievements of PEPPER will be presented in the Seminar, along with a number of keynote speeches from experts in the field of traffic law enforcement. Prague was selected as a central European city, in order to be easily reached and thus attract as many participants for the broad dissemination of the PEPPER outcomes.

Moreover, in this Newsletter, abstracts of already submitted PEPPER Deliverables are being included. The full text version of public Deliverables are available at the PEPPER website, under “Deliverables”.

Last but not least, we are once more inviting you to the PEPPER Final Seminar, to discuss all this – and more - in person.

Lila Gaitanidou  
CERTH/HIT
The PEPPER Coordinator and Consortium members cordially invite you to the PEPPER Final Seminar. The Seminar will take place in Prague, on the 17th & 18th June 2008.

The Seminar will present the final findings of the project but will also include external key note speeches on traffic enforcement issues, both from EC as well as local and extra EU experts.

The participation to the Seminar is free of charge.

The detailed program of the Seminar is listed below.

For accommodation details, please visit the PEPPER website: [www.pepper-eu.org](http://www.pepper-eu.org).
PEPPER Deliverable 3, Approaches, and Implications of new technologies for European cross-border traffic enforcement, presents the technology issues that are emerging at the brink of EU institution of cross border enforcement.

**IT solution.**

Each member state has its own proprietary IT solution to record, process and send TLE data between police, public prosecutor, and courts. The technology challenge is to develop and implement a common denominator that can capture all these in-house data and can communicate these to the appropriate authorities in an efficient and language independent manner across the borders of the EU member states. Receiving parties/member states have to be absolutely confident that the received data is reliable, secure, and safe and can be used without any further burden of proof. The objective is to provide an overview and some conclusions that can be used by policy makers, like the EU and the member states, on implementing cross border enforcement. Main implication is that a standardised IT concept has to be put on top of the national TLE systems, to be organised, managed, and operated in a common EU concept, accepted by all member states. This can only be achieved if there will be a European legislative instrument that will institutionalise cross border enforcement.

Without such a legislative instrument there will be no progress whatsoever on this IT technology development.

**Type approval issues.**

The VERA2 project specified routes to harmonisation of type approval procedures, in order to reach acceptance of type approval procedures or at least important parts of these in the future for a pan European Type Approval of enforcement equipment. This would enable the rapid development and use of state-of-the-art technology for Traffic law enforcement because with this, the cumbersome and long trajectories of national type approval procedures can be abandoned and mutual acceptance of proof will be enabled greatly. Type approval requirements should be written in the format specified by the Measuring Instruments Directive (MID) and the corresponding WELMEC software guide from a technical and organisational point of view.

Main conclusions of this deliverable on the two topics addressed are:

1. EU IT solution and architecture for cross border enforcement.
2. European type approval of enforcement equipment as developed and proposed by VERA2.

For more details, please visit the PEPPER website: [www.pepper-eu.org](http://www.pepper-eu.org), section: Deliverables, D3
In this task of the PEPPER project an in-depth survey is performed at police forces in Finland, Sweden, Germany, France, United Kingdom and the Netherlands to identify the current realities of TLE in the European Union. These six EU countries were selected based on the good performance in the area of road safety and the road safety activities and initiatives of the police forces in these states.

Activities in this task can be divided in six parts:

1. A questionnaire for strategic, tactical and operational specialists in the police forces in the selected member states and for representatives of the national road safety research institutes.

2. An additional questions for the TISPOL representatives and the representatives of the research institutes in the participating member states. This questionnaire is based on the answers provided at the first questionnaire.

3. A visit to the participating countries to discuss the retrieved country information and to get demonstration of good practice in traffic enforcement.

4. Developing the CLEOPATRA online database. This database will be an integrated part of the TISPOL website (www.tispol.org)

5. Completing the collected information of the EU member states to be included in the database

6. Importing data retrieved from the questionnaires, interviews and demonstration in the CLEOPATRA database.

At this moment these activities are almost totally completed for 5 TISPOL/EU member states. The required data for the 6th member state are in the collecting phase. These last data will be available in time.

A controlled demonstration of the CLEOPATRA online database will be given during the PEPPER seminar on November 22, 2007.

For more details, please visit the PEPPER website: www.pepper-eu.org, section: Deliverables, D4.
Deliverable 8 is part of the work carried out in PEPPER Task 2.3. Deliverable 8 presents a conceptual model for a TLE data collection system, a model that is build upon the previous work in the WP 2. The present Deliverable is structured as follows: First, the overall approach as well as the challenges in designing a TLE data collection system are being described. Second, a preliminary data base model, used as a conceptual tool for designing the data collection system, is presented. Third, the structure for TLE data collection system itself is presented; and finally, conclusions are drawn. The present Deliverable contributes to the task of creating a common data base by providing a structure for the design and will hopefully provide the tools needed for well-informed decisions about the future TLE data base and data collection. After the PEPPER project, political will as well as consensus about the importance of establishing such a system is needed in order to finally establish a data base system for Europe wide TLE data.

For more details, please visit the PEPPER website: www.pepper-eu.org, section: Deliverables, D8.

The European Commission has issued, since 2003, a Recommendation on enforcement in the field of road safety. This Recommendation suggests, among others, the collection and communication of certain data items on the enforcement activities of the member states in three areas of interest: speeding, drink-driving and restraint use. The collection of this significant amount of data also implies the necessity of how it is organised so that it can be used effectively. For this purpose, the PEPPER project suggests the creation of an EU level Traffic Law Enforcement monitoring database. Relevant research has been performed to define the specifications for the creation of such a database. The experience of already existing road safety related databases (i.e. accident databases) has been looked into and a questionnaire on the needs for an EU level TLE monitoring database has been structured and sent to relevant stakeholders. Moreover, relevant work that has been done within the project, in terms of selecting Enforcement Performance Indicators and investigating the data availability in certain member states has been taken into account. The results of the above work are presented in the present Working Paper, to be finalised with the proposal of a conceptual model for a European TLE monitoring database in Deliverable 12.

For more details, please visit the PEPPER website: www.pepper-eu.org, section: Working Papers, W42.
This report is the Deliverable of task 4.3a of the PEPPER project. It describes the good practice requirements regarding data, data collection and data use for monitoring and evaluating Traffic Law Enforcement (TLE). The aim is that, eventually, individual police forces/countries put the identified 'good practice' data into a European TLE monitoring database which would allow police forces/countries to learn from the experiences of others; which would allow the EC to monitor/compare the TLE effort and effectiveness in different Member States; which would allow road safety researchers to assess the effects of TLE on a large scale. Based on the literature and theoretical analyses, the Deliverable presents good practice for data, data collection and data storage to monitor enforcement activities (Enforcement Performance Indicators), to monitor behavioural effects (Safety Performance Indicators) and to monitor effects on accidents and accident severity. In addition, the Deliverable discusses the use of these data for cost-benefit and cost-utility analyses, and for effect evaluations. It focuses on the three main areas of PEPPER: drink driving, speeding and seat belt use.

A practical method for the prediction of the safety effects of enforcement measures was developed and its use demonstrated by real life examples. The two main phases of the method concern the prediction of the effects of the measure on road user behaviour and the effects of the change in road user behaviour on accidents or injuries. The method is easy to understand and prediction proceeds step-by-step. The final output of the method is the number of accidents or injuries, which will be prevented if the measure is implemented. Intermediate results concern the definition of target behaviour (such as speeding, drink driving or nonuse of seat belts), estimation of the expected change in target behaviour and the estimation of the type and quantity of target accidents or injuries (for example injury accidents involving drink drivers or fatalities of car drivers and front seat passengers). The calculations can be made by using a simple pocket calculator or spreadsheet programme. All steps in the process are transparent so that recalculation is easy if part of the input data or functions is updated.
## Seminar Programme

### DAY ONE

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<th>Time</th>
<th>Session</th>
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<td>08.30</td>
<td>Registration</td>
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<tr>
<td>09.00</td>
<td><strong>Welcome</strong> <em>(Veli-Pekka Kallberg, PEPPER Project Coordinator)</em></td>
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<td>09.40</td>
<td><strong>Keynote</strong> <em>(Carla Hess, European Commission)</em></td>
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<td>10.10</td>
<td>Public support for enhanced enforcement <em>(Sonja Forward, VTI)</em></td>
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<td>10.40</td>
<td>Coffee</td>
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<tr>
<td>11.10</td>
<td>Who and what determines traffic policing <em>(David Zaidel, 4sight)</em></td>
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<td>11.40</td>
<td>Cross border enforcement as a case study of an evolving TLE process <em>(Colin Wilson, IBI)</em></td>
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<td>12.10</td>
<td>General discussion</td>
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<td>12.40</td>
<td>Lunch</td>
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<td>13.40</td>
<td>SESSION 2: Handling Europe-wide TLE data</td>
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<td>13.40</td>
<td>CLEOPATRA database – an example of an easy-to-use online police oriented database for TLE <em>(Cor Kuijten, KLPD)</em></td>
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<td>14.10</td>
<td>PEPPER experiences with TLE data and the importance of developing a common methodology <em>(Anu Siren, DTU)</em></td>
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<td>14.40</td>
<td>Coffee</td>
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<td>15.10</td>
<td>From data collection to usable output <em>(Lars Akkermans, BIVV/Carsten Jensen, DTU)</em></td>
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<td>15.40</td>
<td>A conceptual model of a Europe-wide TLE monitoring database <em>(Lila Gaitanidou, HIT)</em></td>
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<td>16.10</td>
<td>General discussion</td>
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<td>Closing Word</td>
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<td>19.30</td>
<td>Conference Dinner</td>
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SEMINAR PROGRAMME

DAY TWO

09.00 Welcome (Veli-Pekka Kallberg, PEPPER Project Coordinator)
09.10 Keynote (Jindrich Fric, CDV)
09.40 SESSION 3: The technology dimension of TLE
  09.40 Use of in-vehicle positioning and monitoring technology to promote self-regulation of compliant and safer driving behavior (Dr. Tsippy Lotan, Or Yarok)
  10.10 Risk analysis of positioning technologies in the tactical planning and deployment of traffic surveillance and TLE (Lila Gaitanidou, CERTH/HIT)
10.30 Coffee
11.00 Implications of smart technology for TLE (Tonje Grunnan, TØI)
11.30 The technology dimension of cross border enforcement (Jan Malenstein, Dutch National Police Agency)
12.00 General discussion
12.30 Lunch
13.30 SESSION 4: Good practices in TLE
  13.30 TLE best practice in Slovenia (Robert Susanj, Slovenian Traffic Police)
  14.00 A case study of traffic enforcement policy derived from a national road safety strategy (Jean Chapelon, French National Observatory of Road Safety (ONISR))
  14.25 Good practice in TLE strategic planning and tactical deployment (Kai Assing, BAS)
14.50 Coffee
15.15 Evaluation of the 0.0 BAC limit for drivers in the Czech Republic, Slovakia, Hungary and Croatia (Pavlina Filemon R Inakova, CDV)
15.40 Best practices on police enforcement against drink driving (Truls Vaa, TØI)
16.05 Best practices of police enforcement against speeding (Charles Goldenbeld, SWOV)
16.30 General discussion
17.00 Closing Word
17.30 End of conference
Conference Venue

Narodni dum na Vinohradych (National House)
Namesti miru 9,
Praha 2

More information on the venue and suggested accommodation to be found in the PEPPER web-site: www.pepper-eu.org

Registration

To register please contact:

Timmo Janitzek
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Deadline for registrations: 15 May 2008
# Project Coordinator

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## The PEPPER Consortium

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<thead>
<tr>
<th>No.</th>
<th>Consortium Member</th>
<th>Description</th>
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<tbody>
<tr>
<td>1.</td>
<td>VTT</td>
<td>Technical Research Centre of Finland</td>
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<td>2.</td>
<td>4Sight, Ergonomics &amp; Safety</td>
<td>Belgisch Instituut voor de verkeersveiligheid vzw/Institut Belge pour la Sécurité Routière asbl</td>
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<td>Politiërhof</td>
<td>Korps Landelijke Politiediensten</td>
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<td>Swiss Council for Accident Prevention</td>
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<td>5.</td>
<td>Centre for Research and Technology Hellas / Institute of Transport</td>
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<td>6.</td>
<td>Bundesanstalt für Straßenwesen</td>
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<td>7.</td>
<td>Centrum Dopravního Výzkumu</td>
<td>Danish Transport Research Institute</td>
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<td>8.</td>
<td>Instytut Badawczy Dróg i Mostów (P)</td>
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<td>9.</td>
<td>Institut National de Recherche sur les Transports et leur Sécurité (F)</td>
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<td>10.</td>
<td>Kuratorium für Verkehrssicherheit</td>
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<td>SWOV Institute for Road Safety Research (NL)</td>
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<td>Institute of Transport Economics (N)</td>
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<td>Statens väg- och transportforskningsinstitut (S)</td>
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