

Safety Camera Use for Speed Enforcement

Funding ASE programmes

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History, automation and fine collection

- All countries historically had manual and driver liability based enforcement
- Due to key role based on legal authority of the police, automated enforcement equipment was and is still mostly purchased, owned and operated by the government and/or police.
- Development in fine payment and collection: to cashless and back-offices
- Centralised (national) or decentralised (regional or local)



The automated enforcement chain

- Detect
- Measure
- Decide on violation
- Register
- Transfer & store evidence
- Process evidence to ticket
- Issue and send ticket
- Receipt of ticket
- Provide evidence upon request violator
- Collect fines
- Remind violating party
- Court



Activity split based on enforcement chain

- Activities:

1. **Front end:** Detect, measure, decide and register and transfer evidence
2. **Back end:** Collect, store and review evidence, violation confirmation and processing, send notifications, fine collection (and point) and fine collection administration, reminders and court documentatin procedures
3. **Court**



Operational models

- **Traditional:** All government purchased, owned and executed.
- **Hybrid:** Mixed models (also including longer term leasing).
- **PPP:** All privately purchased, owned and executed in a PPP model.



Hybrid model for automated enforcement

When and why hybrid?

- Due to political, administrative or operational constraints e.g. fine collection, database access restrictions, existing equipment or BO staff.
- Front end hardware and back-office software leasing option
- Monthly payments for hard and software.
- Risk is with the government
- Wide range of financing and operational combinations possible
- BOT/BOOT not often used

Automated enforcement in a PPP

- Government sets PPP criteria and leaves enforcement operation up to a private party with violation confirmation by the police.
- PPP concept based on fine collection from the offending vehicle owners.
- Part of the collected fines fund the investment and enforcement operation over a longer term contract period
- Government part of fine revenue used for road safety projects.

IRF White Paper on Automated Traffic Enforcement



Public Private Partnerships in Traffic Enforcement

A White Paper from the International Road Federation

White Paper

www.IRFnews.org

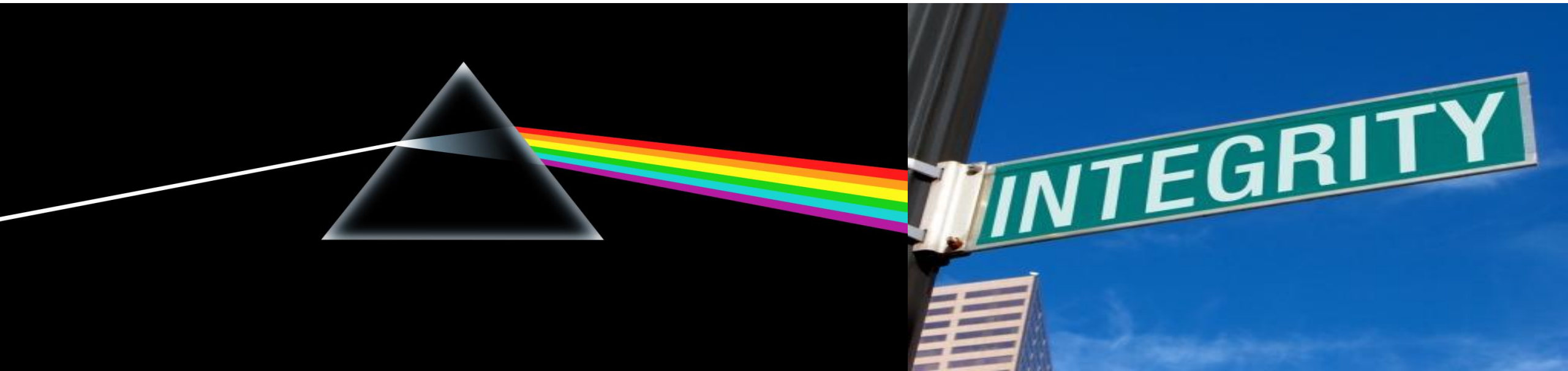
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Public Private Partnerships in Enforcement

Guiding Project Principles

- Transparency
- Integrity
- Safeguards (type approval, official confirmation, capped revenue, road safety study and fine reinvestment)



PPPs in Traffic Enforcement

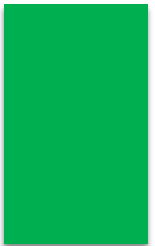
Public party

- No or minimal investment
- Competition & better resource allocation
- Alternative use of capital
- Improves enforcement integrity
- Safer roads and intersections
- Better quality of life for its residents (noise, emissions, barrier effects)
- Administrative alignment required
- Violator pays for road safety

PPPs in Traffic Enforcement

Private party

- Main investor
- Risk taker
- Comply with road safety driven objectives
- Operation funded with part of the fines
- Discussions with private parties on hardware, software and operational scope of project (caps, risk mitigation)
- Data access, privacy and private party staff authorisations
- Define late, non-payment, legal and court procedures



Safeguards, checks and balances

- Ultimate control and approval of violations only by police or authorised official



Safeguards, checks and balances

- Independent type approval and regular verification of accuracy

NMi voorlopige **Verklaring**

Nummer **TP8290** revisie 0
Projectnummer 12200713
Blad 1 van 6

Afgegeven door NMi Certin B.V.
Hugo de Grootplein 1
3314 EG Dordrecht

Ingevolge De "concept voorschriften meetmiddelen politie, versie 2010-08-09"

Aanvrager Gatsometer B.V.
Claes Tillyweg 2
2031 CW Haarlem

Aangeboden Een model van een **radarsnelheidsmeter**
Fabrikaat : Gatsometer
Type : T-Series
Aanwijsbereik : 20 km/h – 250 km/h
Categorie : Categorie A

Geldig tot Definitieve versie voorschriften meetmiddelen politie.

Beschrijving en documentatie Het model wordt weergegeven door de beschrijving TP8290 revisie 0 en de documentatiemap TP8290-1 die bij deze verklaring behoren.

Opmerking Dit document moet niet worden beschouwd als een typekeuringscertificaat zoals bedoeld in de concept voorschriften meetmiddelen politie.

De aangewezen instantie,
NMi Certin, 3 mei 2013

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Indien belanghebbende kan tegen dit besluit, binnen een termijn van de dag van toezending, bezwaar aantekenen bij de directeur RvA (zie "Regeling bezwaar en beroep" tegen besluiten van NMi").

Dit document wordt versprekt onder het voorbehoud dat geen aansprakelijkheid wordt aanvaard en dat de aanvrager aansprakelijkheid aanvaardt voor de juistheid van de gegevens.

Reproductie van het volledige document is toegestaan.

INSPECTIE RvA 1122

Safeguards, checks and balances

- Surplus fine revenue to be reinvested into road safety projects



Safeguards, checks and balances

- Longer term contract with capped revenue
- Maintain lower financial incentive to continue to issue tickets beyond cap



Transparency and Integrity

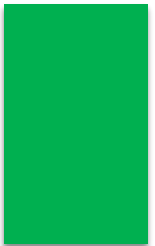
- Transparency and integrity defining elements of PPP success
- Early stage publicity about enforcement PPP plans
- Objective: road safety, saving lives, QoL, never revenue driven
- Publicity to create and maintain support: objectives, safeguards, private party role, surplus fine allocation, etc.



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YEARS

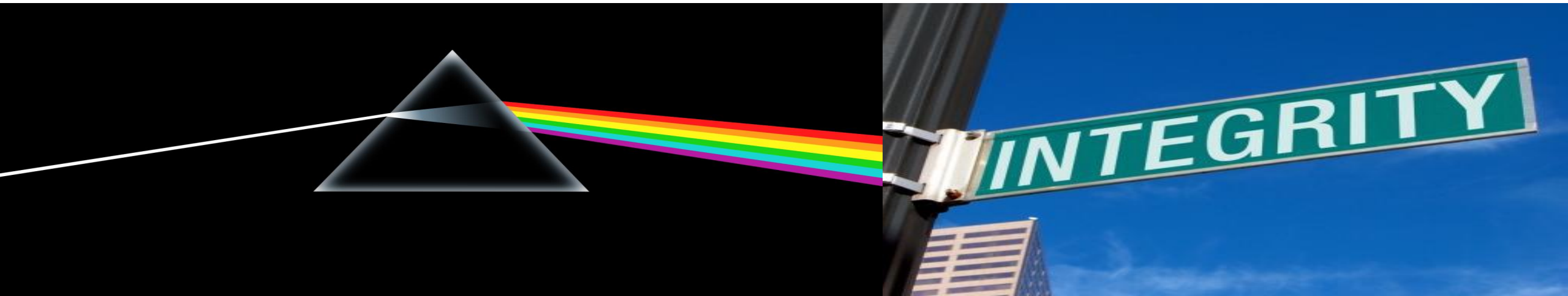


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Transparency and Integrity

- Internet access to review e.g. photo, video, violation data, approvals
- Integrity: type approval, annual verification, authorising officer
- Inform: why, where and results of enforcement



Summary 1

- Enforcement PPPs offer an innovative way to improve road safety
- Joint initial action by politics, public administration and police
- Road safety plan and crash and casualty stats determine camera locations
- Independent type approval & annual verification of enforcement equipment and full enforcement process
- Police stays in control approving all violations

Summary 2

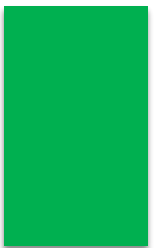
- No open ended revenue , above cap restricted fees
- Maintain firm road safety focus: revenue based Enforcement PPPs cannot claim long term success
- All surplus fine revenue reinvested into road safety improvements
- Maintain transparency, integrity , continued publicity on background and results of Enforcement PPPs



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YEARS



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Дзякуй за ўвагу

Please refer to the IRF 'Statement of Policy' , webinar and white paper on Public Private Partnerships in Traffic Enforcement on the IRF website:

www.irf.global

Contact and further information: IRF Road Safety Enforcement Subcommittee or p.wijers@sensysgatso.com

