

# Safety Camera Use for Speed Enforcement

## Are you ready for Automated Enforcement?

**MINSK, BELARUS – OCTOBER 16, 2018**

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Chair – IRF Road Safety Subcommittee on Enforcement



**70**  
YEARS



# Role of Political Leadership

- Stakeholders involve several ministries, agencies and other relevant organisations
- Alignment of and coordination by all stakeholders
- Supra-ministerial coordination recommended preferably reporting to President, Vice-President, PM, etc.



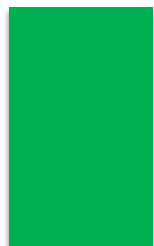
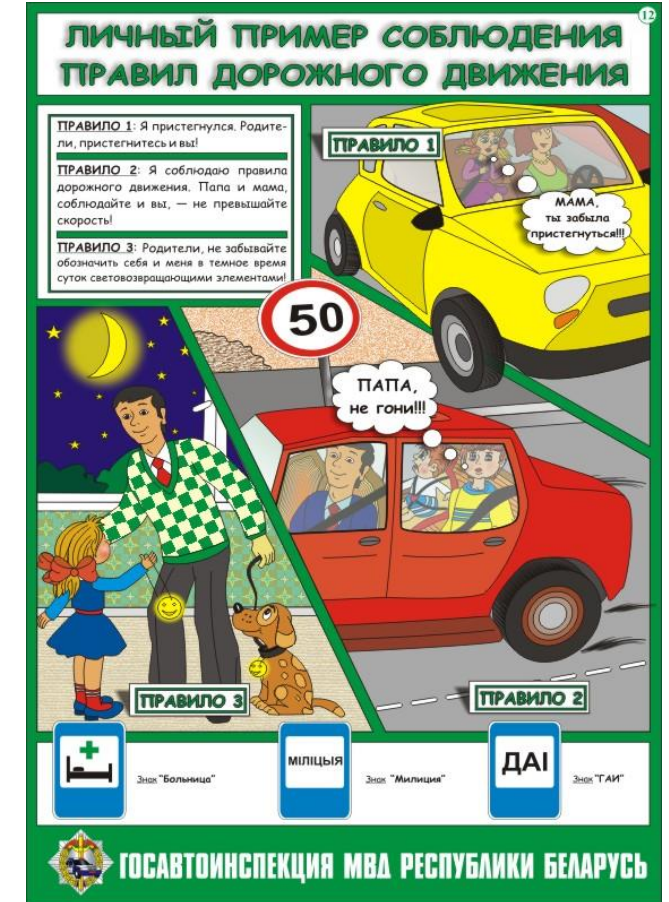
# Reference case France



- **Political road safety commitment by President Chirac in 2002**
- **Interdepartmental Road Safety Cmte (CISR) adopts comprehensive plan in 2003**
- Owner liability based fully automated enforcement chain for offences
- Centralised processing of the violations and effective fine collection process
- Nationwide network of ANPR-based automatic enforcement cameras
- Speeding curtailed by means strategic mix of fixed, mobile and in-vehicle enforcement systems i.e. maximise subjective chance of being caught
- Continuous publicity on background, results and effects.
- Estimate: Speed reduction contributed toward saving 11 000 lives between 2003 and 2010 (IRTAD 2013).

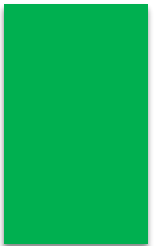
# Automated enforcement objectives

- Secure strong political, administrative and public support for road safety and enforcement
- Reduce the average speed across various road types in the network
- Create an enforcement environment with a high subjective chance of apprehension
- Road Safety focus: avoid and counter any link with 'revenue generation' and 'taxes' and be transparent about the fine revenue assignment.
- Actively communicate road safety background, benefits and results of enforcement also in the violation notification



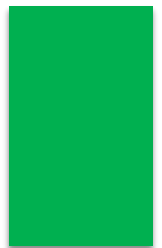
# Complexities

- Political
- Administrative
- Vested interests
- Legal
- Operational
- Regulatory
- Technical
- Communication and publicity



# Essential preconditions

- Political commitment (advocacy often required)
- Determine, involve, align all stakeholders
- Strong leadership in the process
- Vehicle owner/driver administration
- Data access regime
- Organisational, legal and data integrity
- License plate issuance, quality and enforcement \*
- Sufficient, indexed and repeat offender fine levels
- Suitable processing infrastructure
- Dealing with a point system



# Legal preconditions

- Suitable legal framework
- Decide on owner – driver liability
- Define the ‘legal power’ of a safety camera
- Legally (re)define violations including margins
- Define notification validity (post, SMS, e-mail)
- Separate administrative from criminal traffic violations
- Create traffic courts
- How to minimise court processing?
  - Court only after fine payment
  - Initial warning, then formal notification
  - High court fees
  - Early payment incentive, late payment penalty



# Bottlenecks and solutions

- Move from criminal to administrative law
- Vehicle registration and notification issues (SMS)
- Centralisation vs. decentralisation
- Fine levels, deterrence and equality
- Forceful fine payment, include second line payment
- Vested interests - fine leakage
- Fine allocation and reinvestment
- Legal integrity of evidence e.g. independent type by organisation, second measurement method
- Avoid backlogs: processing, collection, judicial
- Professionalise fine notifications into PR messages

 voorlopige **Verklaring**

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

Afgegeven door NMI Certin B.V.  
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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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Iedere belanghebbende kan tegen dit besluit, binnen zes weken na de dag van kennisgeving, bezwaar aantekenen bij de directeur NMI (zie "Regeling bezwaar en beroep tegen besluiten van NMI").

Dit document wordt vervaardigd onder het voorbehoud dat geen aansprakelijkheid wordt aanvaard en dat de aanvrager aansprakelijkheid jegens derden.

Reproductie van het volledige document is toegestaan.

 **INSPECTIE**  
RVA 1 122



# 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



# Establishing National Guidelines by RSS