Public Private Partnerships for Traffic Enforcement

based on the IRF 'Statement of Policy'

International UNECE PPP Forum

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Introduction

Introduction

- Enforcement as “E” of road safety strategy
- Quality of Life issues: noise, pollution, barrier effects
- Rising vehicle ownership: maintaining enforcement levels
- Limits to manual enforcement
- Road safety requires 24/7/365 approach
- Use valuable police resources for ‘non-automatable’ tasks
- Reduce ‘fine leakage’ and restoring enforcement integrity
- Incorporation of automated enforcement

Two enforcement models

- Government buys enforcement and back office equipment and manages and executes ticket issuance and fine collection process.

- Government sets PPP criteria and leaves enforcement operation up to a private party with violation confirmation by the police.

PPPs in Traffic Enforcement

Controversial issues with Enforcement PPPs

- Private parties benefit from fine revenue
- Unlimited profit opportunity for private party
- Cameras overestimate speed to increase revenue
- Tampering with traffic lights timing

PPPs in Traffic Enforcement

Controversial issues with Enforcement PPPs

- Not road safety, but revenue driven
- Alleged collusion and corruption
- Enforcement cameras do not contribute to road safety
- Limits other road safety initiatives by public party

STATEMENT OF POLICY

by the International Road Federation

"Public Private Partnerships in Traffic Enforcement"

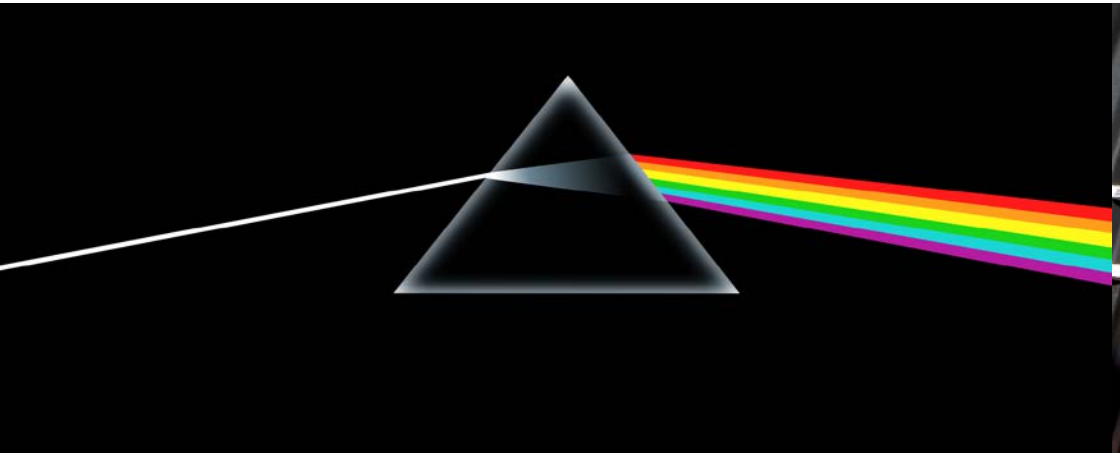
July 2, 2015

In most countries traffic enforcement cameras and other equipment are purchased, owned, and operated by government organizations. The past two decades have seen a wide-ranging wave of privatizations and introduction of public private partnerships (PPP) in formerly government-owned or controlled activities, including traffic enforcement. Implementing this concept requires a set of principles and good practices presented in this IRF policy statement.

PPPs in Traffic Enforcement

IRF's Guiding Project Principles

- Transparency
- Integrity



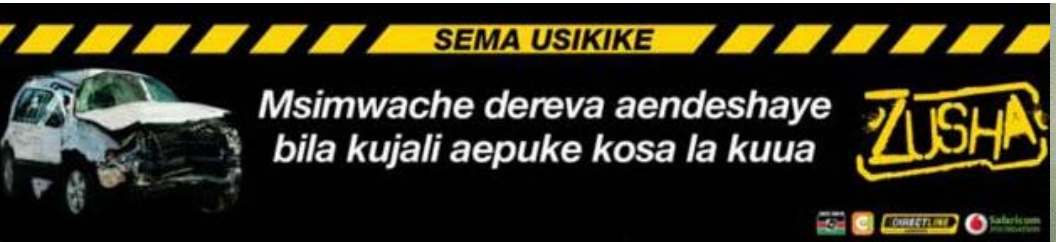
Key preparations, issues & actions

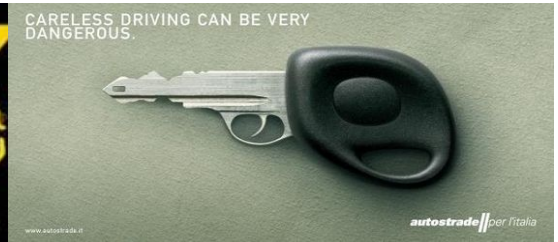
- Government authority, (traffic) police and private parties
- Administrative scope: municipal, county, state/province, national
- Study and identification of high-risk spots and road

istics

Key preparations, issues & actions

- Road safety study with action plan
- Actions: infrastructure changes, publicity campaigns, signage, etc.
- Enforcement cameras as option for *remaining* road safety issues
- Define the public-private partitions and tasks in the process
- Confirm compliance with preconditions





Preconditions

- Wide political and administrative commitment
- Police cooperation, thus public party agreement
- Suitable legal and regulatory framework
- Accurate vehicle and drivers license database
- Access by private party to such data
- License plate issuance, presence and quality
- Sufficient fine levels
- Strict & enforceable fine collection conditions

PPP - Public party

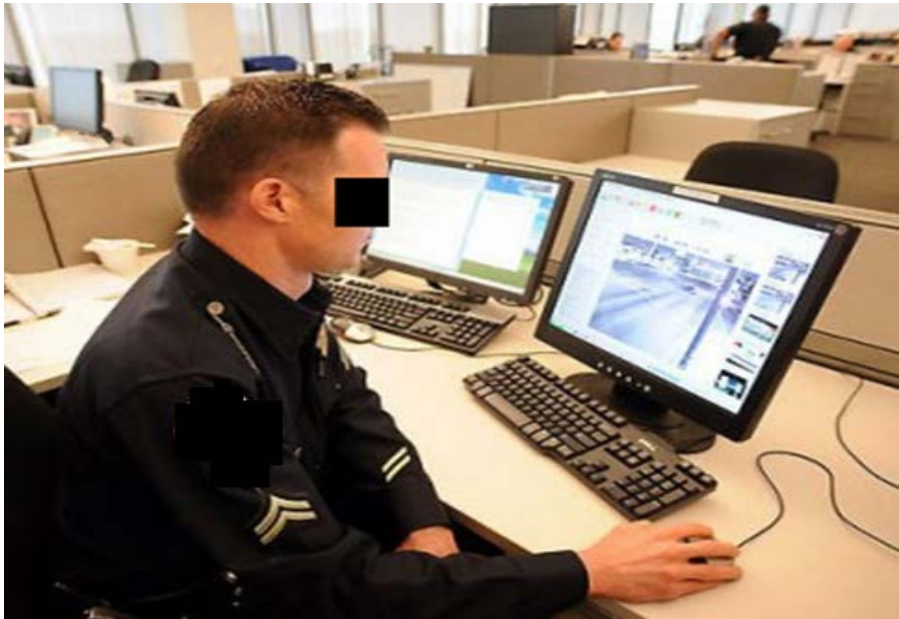
- Easy on constrained budgets
- No or minimal investment, alternative use of capital
- Better on police resource allocation
- Improves enforcement integrity
- Violator pays for road safety
- Safer roads and intersections
- Better quality of life for its residents (noise, pollution, barrier effects)

PPP – Private party

- Main investor
- Operation funded with collected fines
- Discussions with private parties on hardware, software and operational scope of project, public – private cut
- Define late, non-payment, legal and court procedures
- Privacy and private party staff authorisations
- Road safety objectives and camera rotation

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 and overall performance**

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 verzending, bezwaar aantekenen bij de directeur NMi Iris "Regeling bezwaar en beroep tegen besluiten van NMi"

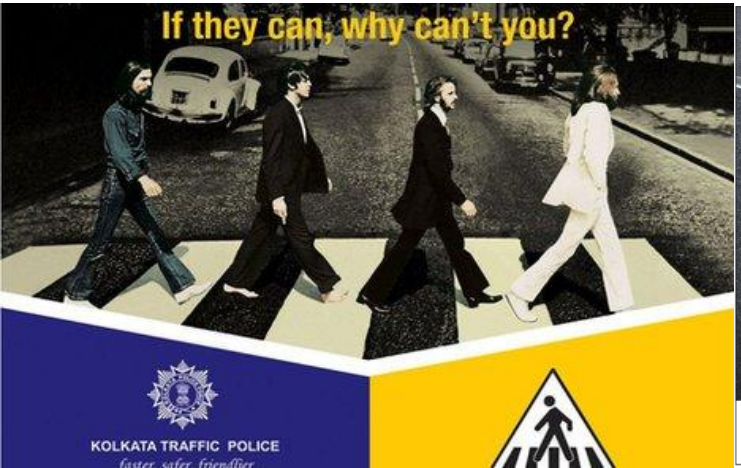
Dit document wordt verstrekt onder het voorbehoud dat gewerkt aangewezenheid wordt aanvaard en dat de aanvrager wijzigingen geeft voor aangewezenheid zegelen dienen.

Reproductie van het volledige document is toegestaan.

INSPECTIE
RvA I 122

Safeguards, checks and balances

- Surplus fine revenue to be reinvested into road safety projects



Respect is Safety

Le respect, c'est la sécurité

Взаимное уважение на дороге – залог безопасности

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
- Inform public about safeguards, private party caps, surplus fine allocation, etc. to create and maintain support

Transparency and Integrity

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

Conclusions

- Innovative way to improve road safety with tight public budgets
- Joint initial action by politics, public administration and police
- Road safety plan based on crash and casualty stats
- Police stays in control of approving all violations
- Subject to independent type approval & annual verification
- No open ended revenue for private party, capped fees up to threshold
- Enforcement PPPs: road safety not revenue driven
- All surplus fine revenue reinvested into road safety programmes
- Maintain transparency, integrity and continued publicity on reasons and results of Enforcement PPPs

Thank you for your attention

Please refer to the IRF ‘Statement of Policy’, White Paper 16-02 and IRF Webinar on Public Private Partnerships in Traffic Enforcement on the IRF website:

irfnews.org

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IRF Road Safety Enforcement Subcommittee or contact me at

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