

Status Report as of 31 December, 2012 on the Implementation of the Recommendations of the Fourth Report of the Garda Inspectorate –“Roads Policing Review and Recommendations”

	Recommendation	Recommendation: Accepted (A) Accepted with Modification (AM) Rejected (R)	Comment and Current Status	Target Date for Implementation	Revised Target Date for Implementation	Responsibility
4.1	The Inspectorate recommends that the Garda National Traffic Bureau (GNTB) continue to serve at the core of the Garda roads policing initiative. Building on its success to date, the GNTB should execute a review of existing roads policing policy and procedures and design a modern framework for monitoring roads policing plans and evaluating the outputs and outcomes of roads policing operations.	A	<p>GNTB has developed a Roads Policing Manual which includes policies and procedures in respect of all aspects of roads policing. The Manual contains identified good practice and provides the basis for how the Traffic Corps will operate on the roads network as well as ensuring consistency, coordination and collaboration across the Garda Síochána in the strategic, operational and tactical approach to roads policing. The manual’s final approval, and publication, was linked to the adoption and publication of an all-encompassing “Use of Force ”Policy document</p> <p>The Use of Force Policy has been approved by the Commissioner and the Roads Policing Manual was updated to reflect the appropriate policy changes. The document will now be published on the Garda intranet for the information of all Garda members.</p> <p>The Manual also reflects changes to legislation brought about by the introduction of the Road Traffic Act 2010.</p> <p>Roads policing plans are monitored and evaluated through monthly tactical assessments which include an analysis of PULSE, MIS and Policing Plan Performance Indicators. A further review has been conducted of GISC Reports to assess its relevance on improving the monitoring framework.</p>	Implemented		Assistant Commissioner Traffic

4.2	The Inspectorate recommends that Garda management bring greater clarity to the role of the GNTB, address the issue of dual reporting relationships at the district, divisional and regional levels and clearly define the responsibilities of the Traffic Corps relative to the responsibilities of the 'regular' Garda units.	R	<p>This recommendation is disagreed.</p> <p>The role and functions of GNTB are clearly defined at Chapter 24.2 of the Garda Síochána Code. GNTB operates at the strategic level and pro-actively formulates and drives policy on behalf of the Commissioner.</p> <p>Assistant Commissioner Traffic has carried out a comprehensive review of GNTB and reporting structures. The review entailed consultation with all regional Assistant Commissioners. On the basis of their submission Assistant Commissioner Traffic recommended to the Commissioner that the existing structures should remain. The Commissioner endorsed this recommendation.</p>	Rejected		Assistant Commissioner Traffic
4.3	The Inspectorate recommends that Garda management place greater emphasis on 'denying criminals use of the road' by developing tactical training segments for personnel and ensuring that traffic and regular units are more operationally linked.	A	<p>Operational links between traffic and 'regular' units are being facilitated by briefings provided to the traffic units by the detective inspector in each Garda division.</p> <p>Traffic units are deployed by divisional management in support of operations targeting criminal activity.</p> <p>A structured system of daily and weekly accountability meetings provides for regular briefing and operational interaction for all members as per HQ Directive 94/2006. HQ Directive 66/09 provides for the briefing of all personnel going on all duties.</p> <p>In-service training courses are delivered in areas such as road transport, drugs interdiction and fuel smuggling. Traffic members are updated through the professional development programme on changes in legislation and Garda policies and procedures.</p> <p>The Garda Síochána has developed an integrated Automatic Number Plate Recognition (ANPR) system which will be a core element of the strategy to deny criminals the use of the road. A process and procedures manual for ANPR has been finalised.</p>	Implemented		<p>Assistant Commissioner Traffic</p> <p>Each Regional Assistant Commissioner.</p> <p>Assistant Commissioner Traffic</p> <p>Assistant Commissioner Traffic</p> <p>Each Regional Assistant Commissioner</p>

			<p>The first phase of the system has been implemented with the purchase and distribution of 104 units and 54 personal computers with ANPR software.</p> <p>The ANPR centralised IT facility went live on the 13th December, 2010.</p>			
4.4	The Inspectorate recommends that Garda management continue to monitor experience levels in regular Garda units to avoid further depleting experience in units that are already at critically low levels.	A	Garda management continually monitors the length of service of personnel in 'regular' Garda units. The moratorium on recruitment and promotions in the public service, including the Garda Síochána, has brought a new focus on resource allocation.	Implemented		<p>Assistant Commissioner Human Resource Management</p> <p>Each Regional Assistant Commissioner</p>
4.5	The Inspectorate recommends that Garda management consider dedicated accommodation for traffic personnel as part of a comprehensive facilities management plan.	AM	<p>The Commissioner established a Garda Accommodation Programme Board, under the chairmanship of the Chief Administrative Officer, to prepare a long-term accommodation strategy for the organisation.</p> <p>The Board considered the accommodation needs of all Garda units, including the allocation of dedicated accommodation for the Garda Traffic Corps.</p> <p>The Garda Síochána 'Long-Term Accommodation Strategy' has been completed however its full implementation is subject to sufficient funding being made available.</p> <p>See Recommendation 3.35.</p>	Implemented		Executive Director Finance

4.6	<p>The Inspectorate recommends that the Garda Síochána begin a comprehensive review of internal policy related to all aspects of roads policing. This should be done with a view to providing clarity to existing stated policy, identifying policy gaps and developing new policy where required. This work should include a particular focus on enhancing standard operating procedures, including safety policies on specific roads policing functions. The standard operating procedures and policy guidelines should be accessible to all members.</p>	A.	<p>This recommendation is linked with recommendation 4.1 and formed part of the review and development of the Roads Policing, Policy and Procedures Manual. The manual's final approval, and publication, was linked to the adoption and publication of an all-encompassing "Use of Force "Policy document.</p> <p>The Use of Force Policy has been approved by the Commissioner and the Roads Policing Manual was updated to reflect the appropriate policy changes. The document will now be published on the Garda intranet for the information of all Garda members.</p> <p>The Roads Policing Manual has been updated to reflect changes to legislation brought about by the introduction of the Road Traffic Act 2010.</p> <p>Following the sign off of the Use of Force Policy the Roads Policing Manual has been updated to reflect appropriate changes and has been forwarded to the Garda Commissioner for final approval prior to publication on the Garda Portal System.</p> <p>The Garda intranet facility provides members with easy access to guidance on operational procedures linked to traffic enforcement.</p> <p>The Director of Training has reviewed the operational procedures and safety requirements for all checkpoints. Delivery of the "Out of Vehicle" safety training course commenced in the 3rd Quarter 2009 and was delivered to Traffic Corps members. The training now forms part of the Core programme which commenced in mid 2010.</p>	Implemented		Assistant Commissioner Traffic
4.7	<p>The Inspectorate recommends that responsibility for the National Coordinator of Forensic Collision Investigation be assigned to the Garda National Traffic Bureau.</p>	A	<p>Superintendent GNTB has been assigned responsibility for the national co-ordination of forensic collision investigation.</p>	Implemented		Assistant Commissioner Traffic

4.8	The Inspectorate recommends that the Garda Síochána review the positioning of equipment based on the frequency of collisions and call-outs for forensic collision specialists and, to the degree possible, ensure that the equipment is issued personally to the investigators.	A	Forensic collision investigation (FCI) capability was introduced to the Garda Síochána in 2007. GNTB carried out a review of FCI training, distribution of the kits and the requirement for any additional equipment in 2009. Following this review a further three FCI kits were purchased and are strategically located on a regional basis (total number of regional centres is nine).	Implemented		Assistant Commissioner Traffic
4.9	The Inspectorate recommends that the Garda Síochána develop a plan to improve all training relating to roads policing, including legal and policy changes, court presentation, standard operating procedures for checkpoints and traffic stops and use of road traffic equipment.	A	<p>This recommendation has synergies with 4.1 and 4.6.</p> <p>The Director of Training has reviewed the operational procedures and safety requirements for all checkpoints. “Out of Vehicle” safety awareness training forms part of the Core Programme which commenced in mid 2010. Out of vehicle safety is also included on driving courses. This programme has been delivered to traffic units nationally. The topic has also been incorporated into core training for probationer Gardaí. Lectures on Road Traffic legislation are provided via the Garda College on demand. Evidential Breath Testing (EBT) training is ongoing. The draft CPD programme for 2011 plans to include ROBOT training, GoSafe training, Laser training, Drager training and Drug Field Impairment Training.</p>	Implemented		Assistant Commissioner Strategy, Training and Professional Standards

4.10	<p>The Inspectorate recommends that the Garda Síochána urgently develop a comprehensive driver training programme and do away with the current practice of driving on ‘Chief’s Permission.’ If necessary, to expedite this recommendation, a vendor should be contracted to provide this training. Those currently driving on ‘Chief’s Permission’ should attend an abbreviated but effective driver training course.</p>	A	<p>Priority is being given to providing serving Garda personnel with a new standard driver training course to equip them for operational duties, including emergency response. The Commissioner has approved a competency-based driver training programme. It is planned that 1100 drivers per year will be trained over the next three years. This will facilitate elimination of ‘chief’s permission’ by the 1st Quarter, 2013.</p> <p>A policy and procedures document to support the new competency-based driving programme is at present under review.</p> <p>New entrants to the Garda Síochána will receive driver training as part of their core training programme.</p> <p>The Competency Based Driving Programme (C.B.D.) has been developed and a national Divisional roll out of this programme commenced in 2008. To date eight Garda Divisions have completed this training with a further four Garda Divisions undergoing training.</p> <p>The ongoing delivery of approved C.B.D. 2 training courses and C.B.D. 1 assessments, are resulting in a constant and graduated reduction in the number of Gardaí who were driving under the old “Chiefs Permission”. This ongoing delivery is ensuring that members, within the Divisions selected for training delivery, are driving either on completion of the C.B.D. 2 Standard Response Driving Course, or driving having successfully completed the C.B.D.1 driving assessment process.</p> <p>The C.B.D.1 process is restrictive in its design, in that members successfully completing this assessment undertake,</p> <ul style="list-style-type: none"> • Not to contravene speed limits whilst on patrol • Not to contravene any traffic regulations, and to comply with the 	4 th Quarter, 2009	Implementation on-going	Assistant Commissioner HRM
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			<p>Rules of the Road</p> <ul style="list-style-type: none"> • Not to use emergency lights or sirens whilst the vehicle is in motion. (Use of emergency lighting is permitted for safety reasons, when the vehicle is stationary). <p>Therefore concentrated and accelerated delivery of C.B.D.1 assessments, without or before having an availability of response trained C.B.D.2 drivers in place, would be inhibitive and will result in operational ineffectiveness. The financial and economic climate has changed dramatically since 2008 when the C.B.D. programme was first developed. In this regard, the roll out plan, as currently delivered, is ensuring both operational and cost effectiveness.</p> <p>Current staffing resources and training capacity are resulting in C.B.D. roll out extending to 2017. However recent and intended allocation of dedicated dual purpose training cars will result in an increased throughput of approximately 90 members per annum. Unfortunately, any advantage gained by this vehicle allocation will be off set by both recent retirements of Driver Training staff.</p> <p>In April 2013 the Driving Training Centre in the Garda College received a further allocation of four fully trained driving instructors. These additional resources have resulted in an increased capacity of members undergoing CBD2 training annually In the Garda College. However in the overall driver training context the increase has been negated by retirements from the Driver Training School in Garda Headquarters which has resulted in the timeframe for completion remaining the same.</p> <p>The Garda Inspectorate acknowledges the progress made to date in addressing this recommendation and will assess full implementation in the context of future reports.</p>		
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4.11	The Inspectorate recommends that all recruit applicants to the Garda Síochána be required to possess a valid driving licence prior to employment and successfully complete a comprehensive police driving course during their probationer training.	A R	<p>New entrants to the Garda Síochána will receive driver training as part of their core training programme.</p> <p>The issue of recruits possessing a valid driving licence prior to employment in the Garda Síochána was consideration within the context of the report of the Review of Training & Development in An Garda Síochána launched by the Minister of Justice and Law Reform in 2010.</p> <p>The Department of Justice & Equality requested a review of the required standards for entry. A working group was established to examine the proposals in the Review of Training and Development relating to the required standards for entry. The report on Recruitment and Selection was considered by Garda Management who instructed that its findings and recommendations be considered in the overall context, and in conjunction with, the recommendations of the Garda Report on the Review of Training and Development. Assistant Commissioner, Human Resource Management has established a Working Group to examine the proposals from both reports in relation to a selection process, and entry requirements, for new Garda entrants. The Working Group comprises of representatives from the Garda College, Garda HRM and the Department of Justice. It is not one of the Working Groups recommendations that a driving licence is required prior to employment as a garda recruit. Therefore this portion of the recommendation is rejected</p> <p>.</p> <p>The final draft report on the recruitment and selection strategy has been completed.</p> <p>A/C HRM has forwarded the report to the Head of Legal Affairs for his views prior to forwarding to Deputy Commissioner SCM for approval.</p> <p>This recommendation is linked with 3.22.</p>	3 rd Quarter, 2009 Rejected	Implementation on-going	Assistant Commissioner Human Resource Management
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			The Garda Inspectorate acknowledges the progress made to date in addressing the driver training during probation element of this recommendation and will assess full implementation in this regard in the context of future reports.			
4.12	The Inspectorate recommends that a review be conducted of all 'at fault' on-duty collisions to determine if Gardaí involved should attend remedial driver training.	A	Current practice. On-duty 'at fault' collisions are referred to the Driving Faculty, Garda College, who analyse collision reports and determine what further remedial training is appropriate.	Implemented		Assistant Commissioner Strategy, Training and Professional Standards
4.13	The Inspectorate recommends that all driving instructors be required to possess and maintain a professional instructor qualification.	A	<p>Following an examination of the Higher Education and Training Awards Council accreditation criteria the management of the Garda College decided that the Council did not have the full capability to fully accredit and qualify the unique 'skill' aspect of the training and as such could not provide the required accreditation.</p> <p>Acknowledging the imperative for accreditation management of the Garda College completed research in the field and believe collaboration with the Road Safety Authority's Blue Light Services initiative would fulfil the accreditation requirement. It has emerged that the Garda Síochána is the lead agency in the provision of emergency service driver training and that the qualifications of Garda Driver Trainers are significantly higher than the Road Safety Authority's Advanced Driver Instructor (ADI) standard. The Road Safety Authority is the accrediting body for Driving Instructors. Adopting the proposed approach would align the accreditation of all driving instructors i.e. Garda and civilian to the one accrediting body</p> <p>In essence, Garda Driver Trainers work commences where ADI accredited instructors finish. To qualify for a Garda Training Course members require a full driving licence. The issue of accreditation will be addressed with the Road Safety Authority through the blue light</p>	4 th Quarter,2009	<p>Implementation on-going</p> <p>1st Quarter 2013 (for update regarding launch of level 1 documentation and 2nd Quarter 2013 for the launch of level 2&3)</p>	Assistant Commissioner HRM

			<p>services initiative during the response driving phase of the Project board's work.</p> <p>Accreditation of Driver Training through ESDS (Emergency Services Driving Standard) project is a joint Garda/Road Safety Authority initiative. The ESDS standards will be set by the joint working group and endorsed by the RSA as the best practice standards. The format and procedures will conform to current RSA testing which will in turn be sent for accreditation by the appropriate FETAC/HETAC Board.</p> <p>In respect of the accreditation of Garda Driving Instructors/Testers, all Garda Instructors will be affirmed/trained by the RSA to instruct/test to the ESDS Level 1 which will be equivalent to the ADI / FETAC / HETAC qualification achieved by RSA Testers.</p> <p>The standards and structure of ESDS Level 2 & 3 will be structured as per Level 1 and overseen by the RSA. The instructor and tester requirements will be set down by the working group lead by An Garda Síochána as the experienced agency in this field of training. This will limit and quality control the persons involved in Blue light Training and again provide a structure to have Instructors/Testers accredited accordingly by the relevant Bodies. As the requirements in this area are unique and specialised it will potentially give accreditation beyond the current ADI qualifications available.</p> <p>Current status</p> <ul style="list-style-type: none"> • Level 1 'Standard' document is almost at final draft stage with work now commencing on a syllabus for same. • A realistic date for launch of all level 1 documentation would be 1st Quarter of 2013. • Work on Level 2 & 3 is also under way and should fall into place more efficiently the Level 1 Process. • A realistic date for launch of all 			
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			<p>level 2&3 documentation would be 2nd Quarter of 2013.</p> <p>Despite the high qualification and experience of Garda Driving Instructors, their qualifications are obtained and for the most part, only recognised within An Garda Síochána. The current minimum recognised statutory requirement for the delivery of driving instruction is Approved Driving Instructor (A.D.I.), a qualification granted by the Road Safety Authority (RSA). In the absence of automatic granting of ADI status to Garda Driving Instructors, there will be significant financial implications in relation to obtaining this qualification, which is unlikely in the current financial climate.</p> <p>In 2013 the project group set up to assess Emergency Service Driving Standards have produced draft standards with a modular approach for three distinct levels and corresponding frameworks to support the development of syllabi with assessment criteria. They are referred to as Emergency Driving Standard (ESDS) Levels 1, 2 and 3.</p> <p>ESDS Level 1 – is a comprehensive assessment of a person’s driving measured against the category of licence as issued by Local Authority/RSA Testers. The requirements of this standard will be met within the current CBD1 assessments carried out Garda Training</p> <p>ESDS Levels 2 and part of 3 - reflective of the complete CBD2 – Standard Response Course currently being delivered. Level 2 develops skill-set of Road craft with Level 3 setting of a series of principles and response tactics focusing on the driver’s attitude towards Emergency Driving.</p> <p>ESDS Level 3 – the only level that extends to driving vehicles under emergency response conditions being defined as “driving when using any of the exemptions afforded by the relevant legislation, and/or using emergency warning equipment to facilitate progress.</p> <p>The proposal includes the establishment of an</p>			
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			<p>overseeing ESDS Group who will adjudicate as to a person's suitability to conduct Training to ESDS Standards. The RSA have offered to continue to oversee the process and provide backroom resources in the accreditation of trainers and assessors for the Standard. It is expected that the rollout of the Standard will commence in 1st Quarter, 2014.</p> <p>The Garda Inspectorate acknowledges the progress made to date in addressing this recommendation and will assess full implementation in the context of future reports.</p>			
4.14	The Inspectorate recommends that the Garda Síochána track and review the number, distribution and use of intoxiliser machines.	A	<p>The Intoxiliser machines are the property of the Medical Bureau of Road Safety (MBRS) and are distributed in Garda divisions. There are sixty-four intoxiliser machines on issue to the Garda Síochána. GNTB continuously tracks and reviews the number, distribution and use of intoxiliser machines in conjunction with the MBRS and requests for further machines are forwarded to the MBRS where a requirement is identified.</p> <p>The last review of the number, distribution and use of intoxiliser machines was conducted in the 4th Quarter, 2009. A request for twenty-two additional machines was approved in February, 2010. It is expected that these machines and new machines to replace the current intoxilisers will be available in the last quarter 2011 in conjunction with the enactment of the new Road Traffic legislation pertaining to new lower blood/alcohol limits.</p>	Implemented		Assistant Commissioner Traffic

4.15	The Inspectorate recommends that the Garda National Traffic Bureau maintain a central record detailing the numbers and distribution of personnel trained on roads policing equipment, the positioning of road safety equipment, the locations where it is used and how often it is being used.	A	This information has been compiled in a database now held at GNTB.	Implemented		Assistant Commissioner Traffic
4.16	The Inspectorate recommends that the Garda Síochána develop a policy and plan for deployment of automatic number plate recognition (ANPR). The plan should clearly identify the organisational requirements, including 'back office' support and front-line operational guidelines and training.	A	The Garda Síochána is developing an integrated automatic number plate recognition (ANPR) system which will be a core element of the strategy to deny criminals the use of the road. A process and procedures manual for ANPR has now been concluded. The first phase of the system has been implemented with the purchase and distribution of 104 units and 54 PC's with ANPR software. The second phase of the system regarding a centralised ANPR facility went live on the 13th December, 2010.	Implemented		Assistant Commissioner Traffic
4.17	The Inspectorate recommends that, in considering the purchase of digital tachograph equipment, the Garda Síochána ensure that any such equipment or required training be compatible with that of the Road Safety Authority.	A	The Garda Síochána has liaised closely with the Road Safety Authority in regard to new tachograph equipment and has ensured download compatibility. A preferred bidder has been selected and a contract to purchase thirty-two units has been signed.	Implemented		Assistant Commissioner Traffic
4.18	The Inspectorate recommends that the Garda Síochána consider further extending vehicle seizure contracts to other Garda divisions. In doing so, the Garda Síochána should determine if any legal or policy changes and training are required to prepare commanders to exercise this authority.	A	There is a rolling programme for the implementation of managed towing contracts.	Implemented		Executive Director of Finance

4.19	The Inspectorate recommends that the Garda Síochána evaluate the Traffic Watch programme with a view to improving its long term utility. This should include an analysis of its current position in the Garda organisation, its linkages to GNTB and the benefits of data analysis in determining priorities for the future.	A	GNTB has carried out a review and evaluation of the effectiveness of the Traffic Watch programme in association with the Garda Síochána Analysis Service. The recommendations to improve the internal processes are being implemented and, on completion, public consultation and engagement will commence. It is agreed as part of the improvement process that, subject to scheduling and finances, IT updates to the Traffic Watch incidents will be deployed in the 2 nd Quarter, 2012 subject to the availability of resources. It is intended to carry out a further review of the programme 12 months after the update on PULSE	Implemented		Assistant Commissioner Traffic
4.20	The Inspectorate recommends that the Garda Síochána continue to develop road safety strategies that are outcome-focused, not simply output- focused.	A	<p><i>“Safer roads and improved road user behaviour leading to a reduction in deaths and serious injuries”</i> is a high level strategic outcome documented in the Garda Síochána’s current Strategy Statement 2010-2012, and in associated yearly policing plans. The target outcome will be achieved principally by engagement in the following activities:</p> <ul style="list-style-type: none"> • Mandatory-alcohol-testing checkpoints. • HGV specific checkpoints. • Continued use of Multi-Agency Checkpoints. • Utilisation of speed detection equipment. • Rollout of the ANPR system. (see recommendation 4.16) • Continuing efforts to improve public awareness. (Transition Year programme, 3rd Level programme, Community Road Safety programme, Older Drivers programme, High Risk group programme. Media Campaigns.) • Outsourcing of safety camera project. • Continued development and implementation of National Roads Policing Strategy for the Garda Síochána. • Collaboration and partnership 	Implemented		Assistant Commissioner Traffic Each Regional Assistant Commissioner

			<p>with key stakeholders, Road Safety Authority (RSA), National Roads Authority (NRA), Health & Safety Authority (HSA), Local Authorities etc.</p> <ul style="list-style-type: none"> • Mapping and analysis of fatal injury and speed related collisions to update collision prone zones. 			
4.21	<p>The Inspectorate recommends that the Garda Síochána modernise its system for recording, collecting and analysing road traffic data. The system should be integrated with PULSE and provide user-friendly information to Garda management and those in the field.</p>	AM	<p>GNTB, with the assistance of the Garda Síochána Analysis Service, analyses PULSE data and provides monthly tactical assessments in respect of</p> <ul style="list-style-type: none"> • Road Traffic Collisions, driving while intoxicated and road transport offences. • Fixed Charge Penalty offences. (overall and specifically speeding, seatbelt and mobile phone offences) <p>The resultant analytical information assists management in the co-ordination of routine enforcement activity, intelligence-led targeted operations and the development of policies and procedures.</p> <p>A number of upgrades have been applied to PULSE with the specific objective of improving road traffic data. The upgrades include</p> <ul style="list-style-type: none"> • Enhancement of the recording of data on breath testing at the collisions scenes (November, 2008). • Electronic transmission of information on summonses, bails, warrants and court outcomes between the Garda Síochána and the Courts Service (November, 2008). • Recording of comprehensive data on mandatory-alcohol-testing checkpoints, including the dates, times and locations of checkpoints and the outcomes of alcohol tests. 	Implemented		Assistant Commissioner Traffic

4.22	<p>The Inspectorate recommends that the GNTB work with the partner agencies to develop integrated information systems incorporating the full range of roads policing activity including volumes of enforcement, interventions, detections, fixed penalties, prosecutions, convictions and other activity.</p>	A	<p>The Garda Síochána continues to collaborate to enhance the exchange of information with partner agencies.</p> <p>Exchange of information online takes place with the Road Safety Authority regarding a risk register in respect of HGVs and road traffic collisions. Information is received from the:</p> <ul style="list-style-type: none"> • Irish Insurance Federation in respect of uninsured vehicles. • Department of Transport in respect of, untaxed vehicles, and drivers disqualified as a result of accumulation of 12 penalty points. • Courts Services in respect of updates on courts cases. <p>In respect of Fixed Charge Processing System (FCPS) information is exchanged electronically with :</p> <ul style="list-style-type: none"> • An Post – payment data. • Department of Transport (Shannon) – penalty points. • Courts Services – printing and processing summonses. <p>The Garda Síochána and the Road Safety Authority are developing an integrated information system on the enforcement of road transport legislation in respect of heavy goods vehicles. The policies and procedures regarding the electronic exchange of data with the RSA have been agreed and signed off. The implementation of this new system is currently with the Ex Director of ICT and will be rolled out subject to availability of resources the approval of the Department of Finance and the completion of a procurement process. .</p> <p>A project is underway to establish an electronic link with the RSA which is expected to be in place by November 2013. Testing of link Nov/Dec 2013 with National Rollout January 2014.</p> <p>The Garda Inspectorate acknowledges the progress made to date in addressing this recommendation and will assess full implementation in the context of future reports.</p>	<p>Implemented</p> <p>Implemented</p> <p>Implemented</p> <p>Implemented</p> <p>4th Quarter, 2009</p>	<p>Implementation Deferred</p> <p>Full Implementation of this recommendation is dependent on the availability of finance.</p>	<p>Assistant Commissioner Traffic & Executive Director of ICT</p>
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4.23	The Inspectorate recommends that the Garda Síochána closely monitor prosecution data to identify and correct impediments to successful court outcomes and, in so far as it is within their control, minimise delays in the prosecution process.	A	Superintendent GNTB has been given responsibility for actively monitoring prosecution data and in this role he is required to liaise with traffic superintendents. Any issues are managed by way of HQ Directive to the organisation or, where appropriate, are referred to the office of the Chief Prosecution Solicitor. Any issues identified that require changes to legislation are submitted to the Department of Transport.	Implemented		Assistant Commissioner Traffic
4.24	The Inspectorate encourages the Garda Síochána to continue strong road safety collaboration at the local, cross-border, European and international levels.	A	<p>The Garda Síochána carries out integrated regional roads policing operations that involve partnership with the following: Road Safety Authority, National Roads Authority, local authorities, Revenue Commissioners and government departments.</p> <p>GNTB and the Roads Policing Development Branch of the PSNI meet twice-yearly in the framework of the Border Traffic Group. In addition, simultaneous cross-border roads policing enforcement operations are conducted on a regular basis at divisional level involving the Garda Traffic Corps and Roads Policing Unit from the PSNI, together with relevant partner agencies from both jurisdictions.</p> <p>The Garda Síochána also conducts cross-channel enforcement operations with UK police services. The operations are conducted simultaneously in both jurisdictions with a focus on ports of entry.</p> <p>At a European level, the Garda Síochána participates in the European Traffic Police Network (TISPOL) and ECR (European Control Route) roads policing enforcement operations. The Garda Síochána has developed a relationship with the Traffic and Transit Department of the Victoria Police Force in Australia involving exchange of information on best practice.</p>	Implemented		Assistant Commissioner Traffic

4.25	The Inspectorate recommends that the Garda National Traffic Bureau develop a database that captures best practices and documents programme successes and failures.	A	<p>GNTB has a database which captures good practices and opportunities for improvement within the organisation</p> <p>GNTB collaborates with the Road Safety Authority, Department of Social and Family Affairs, and Customs on multi-agency checkpoints. Practices relating to multi-agency checkpoints have been refined to ensure health and safety and enhanced enforcement.</p> <p>The Garda Síochána keeps up to date with policing practices and programmes across Europe through its membership of the TISPOL.</p>	Implemented		Assistant Commissioner Traffic.
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