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From:	Italian Delegation
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Delegations will find in annex the final report on the Joint Police Operation TENT-IT, prepared on the basis of the guidelines set out in the Guide for Joint Police Operations (JPOs) (doc. 16825/10).

The LEWP is invited to approve the recommendations contained in this final report as prepared by the Italian delegation.

**Final Report on the Joint Police Operation TENT-IT**

**1. Background of the JPO, general description and operational methodology**

The aim of the operation organised under the IT Presidency was to perform road traffic security controls on European and trans-European road networks for security purposes, through widespread activities including national and joint controls and checks of heavy vehicles (trucks and tractor-trailers) carrying goods including hazardous and particularly hazardous goods, and of vehicles transporting people (coaches and buses).

The reason for this proposal was that, firstly, the transport of hazardous goods on trans-national highways may involve significant safety and security issues, for example the transport of liquids and materials that could be utilised for terrorist purposes. Secondly, international transport of people, as well as the transport of goods, may be a vector of illegal immigration and/or human trafficking. Effective control of road networks can therefore be crucial for ensuring increased security.

It was also very important to carry out coordinated checks of the social rules in the field of road transport, referred to Council Regulation (EEC) 3821/85, Commission Regulation (EC) 1360/2002, Regulation of the European Parliament and of the Council (EC) 561/2006 and Directive 2006/22/EC, as amended by Directive 2009/4/EC and Directive 2009/5/EC.

In order to ensure that the JPO is effective, it was considered important to focus on:

- enhancing technical competences of the specialised police investigation units;
- improving cooperation between European law enforcement authorities.

Additionally JPO TENT-IT contributed to the efforts of TISPOL, the European Traffic Police Network.

## **2. Leading Member State of the operation and coordination structure**

JPO TENT-IT was coordinated by the Italian Police (National Traffic Police Service). The operation was conducted on the basis of the operational plan sent out to the participants before the JPO. According to the aforementioned plan, each of the involved countries set up national contact points (NCPs). JPO TENT-IT was organised on Friday 28 November 2014, from 07.00 hrs (CET) to 19.00 hrs (CET), and was officially closed at 20.00 hrs (CET).

During the operation the Italian Police Traffic HQ assured the presence of a Duty Officer in charge to coordinate the JPO.

## **3. Participating countries, authorities and/or organisations**

12 Member States (Austria, Bulgaria, Cyprus, Croatia, Greece, Ireland, Italy, the Netherlands, Portugal, Romania, Slovakia and Slovenia) participated in JPO TENT-IT.

On the basis of the operational plan and in addition to police authorities, other law enforcement authorities such as customs, border guards and registration authorities, were involved in the operation.

TISPOL contributed to the JPO by putting at the disposal of the Italian Traffic Police its network of contact points for any kind of requests during the JPO TENT-IT.

FRONTEX cooperated to solve any necessity at external borders of the EU in order to facilitate vehicle checks during the JPO TENT-IT.

## **4. Objectives of the operation**

The objectives of the operation were as follows:

- Operational checks on the road focused on heavy vehicles, specially as regards the respect of social rules, such as driving and rest time.
- Strengthening police network and information sharing between European specialised units of police in this specific field.

- Strengthening cooperation with other law enforcement authorities and stakeholders.
- Fighting against the illegal operation of commercial heavy goods vehicles with the aim of improving road safety and detecting road crime.
- Surveying and analysing technical equipment used for illegal operation of commercial heavy goods vehicles with particular attention to the so-called ‘hi-tech’ modus operandi.
- Targeting persistent offenders based on information exchange between participating Member States about illegal operators and drivers.
- Preventing violations.
- Improving road safety and reducing road accidents and road casualties in Europe.

#### **5. Brief description of the operation and related activities.**

- Improvement of the activity of traffic police in the trans-border area.
- Identification of highways, where cross-border joint patrolling could be carried out.
- Identification of major motorways where joint activities could be carried out, within Trans-European Transport Networks (TEN-T) and the corridors on the North-South and East-West axes.
- Control activity in the specific field of driving hours and rest time and on social rules for heavy vehicles, as indicated in the EU legislation.
- Sharing of best practices on joint patrols and checks with other cross-border traffic police forces which operate on roads and on TEN-T corridors, identified under the previous planning.

## 6. Summary of the operational results

On the basis of the information provided by the participating Member States in their reports, the following results were achieved:

6.1 The number of controls carried out:

- national registered trucks and buses: 6.968
- foreign registered trucks and buses: 1.249

6.2 The number of violations identified:

- speed offences: 99
- driving with alcohol: 7
- misuse of seatbelts and other safety restraints: 84
- tachograph offences: 130
- driver's hours offences: 411
- offences related to drivers'/vehicles'/operators' documents: 441
- disqualified drivers: 72
- technical offences: 272
- vehicles not allowed to continue to travel: 56

6.3 The number of road policing activity related crimes:

- illegal immigration: 1
- drugs: 4
- stolen goods: 2
- firearms: 1
- other crimes: 23

6.4 The number of other offences: 1.425

6.5 Total number of offences: 2.941

## 7. Costs

National cost that occurred during JPO TENT-IT were covered by participating Member States.

## 8. Evaluation of the operation

### 8.1 Level of realisation of the aims and objectives of the JPO.

- On the basis of the information provided by Member States, as indicated above, it can be concluded that the objectives of JPO TENT-IT have been reached. Furthermore, it proved that JPOs are a useful tool for combating violation of social rules in the field of road transport.

### 8.2 General assessment, including the analytical results, the added value and usefulness of the operation (including its cost efficiency), as well as difficulties encountered and lessons learned.

- The results above showed the cases of violation of social rules throughout the EU.
- JPO TENT-IT confirmed that in order to achieve the best results, it is fundamental to have a common vocabulary, clear and focused tasks and effectively use the NPCs network as well as national and European data bases.
- JPO TENT-IT confirmed the necessity to perform common traffic controls on the TEN-T corridors, also with joint police controls at internal EU borders.

### 8.3 Recommendations for possible future improvements or best practices and/or further action

- The first and main recommendation is to continue the organisation of similar JPOs in the future.
- It is necessary to have effective targeting based on the analysis of single routes traffic of heavy vehicles.
- It is preferable that in the future the duration of similar JPOs would be two or three days.

- It is recommended to continue to use a common results' form for JPOs, with a short description, in order to provide for harmonious and standardised interpretation of results.
  - It is recommended that TISPOL supports this kind of JPOs in the field of traffic safety and fight against violations.
  - Future operations should have more involvement of other relevant actors in relation to fighting vehicle crime.
  - The participation of all Member States as well as other law and traffic enforcement authorities and EU agencies, networks and international stakeholders in such JPOs should be encouraged.
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