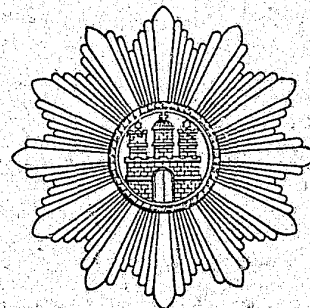


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One Hundred Hours In HAMBURG



16391

September 1972

ONE HUNDRED HOURS IN HAMBURG

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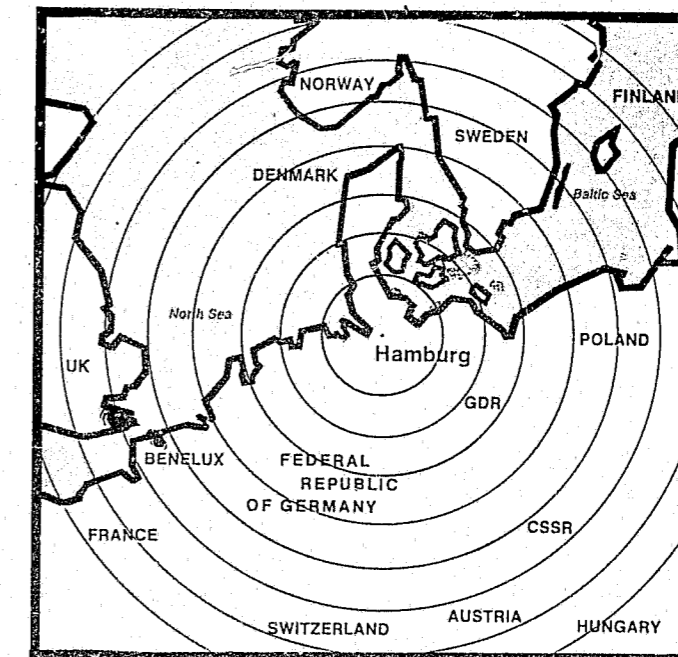
H. R. HILL, Assistant Chief Constable

R. S. GRIGGS, Chief Superintendent

H. ENGLISH, Superintendent

C. T. MELVIN, Superintendent

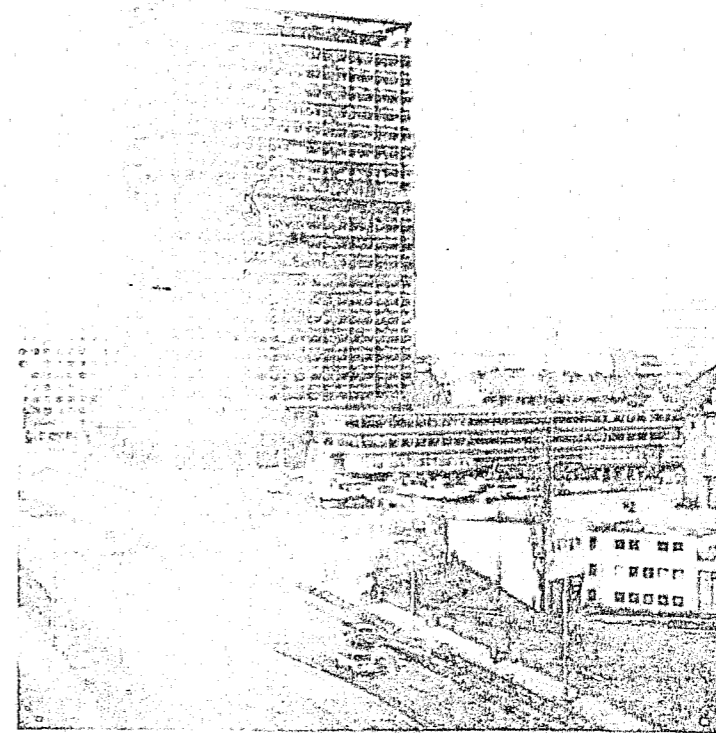
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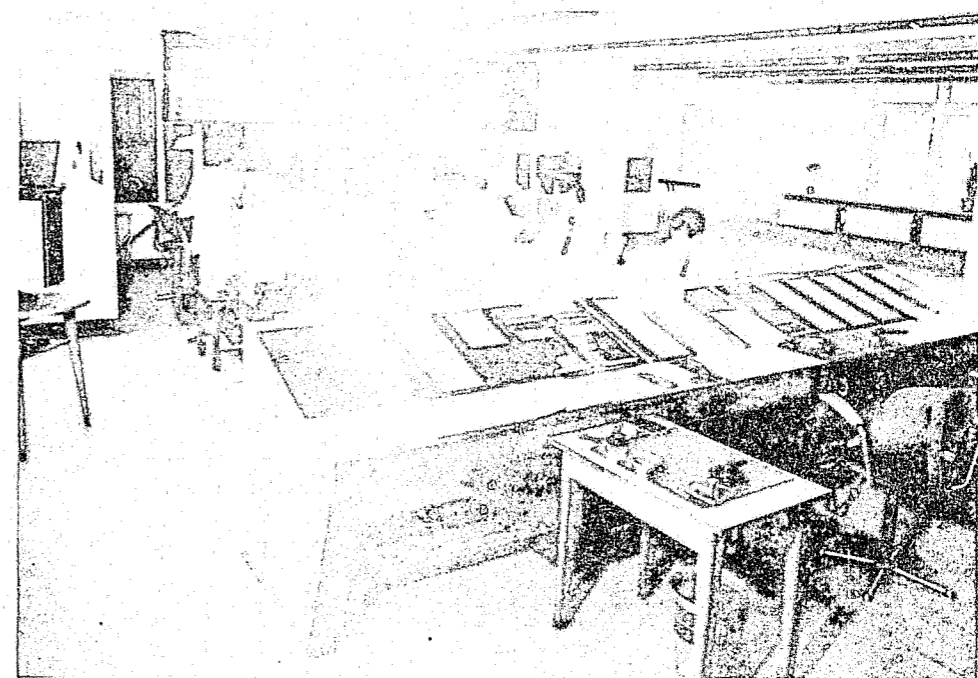
HAMBURG'S POSITION IN EUROPE



THE CITY OF HAMBURG FROM THE
ROOF OF POLICE HEADQUARTERS



POLICE HEADQUARTERS



THE CONTROL ROOM AT POLICE HEADQUARTERS



AN OFFICER OF THE TOWN POLICE



AN OFFICER OF THE WATER POLICE

ONE HUNDRED HOURS IN HAMBURG

In the early part of 1972, the Chief Constable proposed that teams of Officers from this Force should visit Continental Forces which had similar problems to Teesside with a view to exchanging information and obtaining knowledge which might usefully be adopted by this Force in its general development.

In June a team of 4 Officers visited Rotterdam, a City of comparable size to Teesside and which had similar policing problems.

From the 25th to the 29th September, Mr. H. R. Hill, Assistant Chief Constable, Chief Superintendent R. S. Griggs, Superintendent H. English and Superintendent C. T. Melvin visited Hamburg and spent 100 hours there.

Hamburg was chosen again because of the similar problems which existed there as in Teesside in that Hamburg is a port and has a large petrochemical industry but, of course, Hamburg is some 4½ times the size of Teesside. It was felt, therefore, that with a larger population, area, shipping movement and productivity there may be new aspects of organisation which could be considered and possibly adopted by the Teesside Constabulary.

TERMS OF REFERENCE:

Bearing in mind Britain's entry into the Common Market in 1973:-

to study the possible implications so far as the Teesside Constabulary is concerned, particularly in relation to the movement of people, vehicles and products;

to note the differences which arose in Hamburg by reason of the European Economic Community in relation to Police work generally, for example, any additional laws and any change of practice which followed;

to relate the policing problems of Hamburg, a port and industrial complex with chemical industries to those of Teesside and to study the methods of dealing with them, particularly in relation to major accidents, communications (in the widest sense) and technological developments.

In many aspects the terms of reference were exceeded in so far as other matters of interest are concerned which inevitably flowed from the discussions between Police Officers, some of these are mentioned in Appendix 'A'.

BACKGROUND - HAMBURG AND ITS DEVELOPMENT:

In order to study the policing of any area it is necessary to know something of the history and development of the area. Hamburg is a City State and one of the "Lands" or States making up the Federal Republic of West Germany. It has an area of some 290 square miles and lies on 3 rivers, the main one, the Elbe, and the Alster and the Bille. The confluence of the rivers is in the centre of Hamburg and, together with natural and man-made waterways, forms the dock and harbour complex. Hamburg is some 65 miles from the North Sea and is at the highest point for ocean-going vessels on the River Elbe. The River Elbe is some 730 miles in length and is an ancient trade route linking Central Europe with the sea. By reason of its geographical location, Hamburg has become a focal point of trade routes between countries overseas and Western Europe, Scandinavia and Central Europe. To give an indication of the size of the dock facilities, there is a shoreline of 161 miles, including 40 miles of quayside. There are 39 shipping basins for ocean-going ships and 23 for river craft. In total, there are berths in the harbour for 330 ocean-going ships. The harbour is an open tidal port and thus the ships can berth or move independent of the tide.

Hamburg has existed for over 1,100 years and has a quite fascinating history. However, for this purpose, it may well be

better to consider the history over the last 30 years. During the Second World War, in 1943, the City of Hamburg was virtually wiped out by a fire-storm following intensive bombardment. Since the War, the City has been re-built on modern lines with wide roadways, multi-storey offices, large shops and new industrial complexes. The total population of Hamburg is 1,800,000 people and the majority of these live in flats - it is unusual to see houses with gardens yet the developers have given emphasis to tree planting and parks and thus the City has a very pleasant aspect. Many industrial areas have trees growing to conceal the ugliness which the industrial equipment creates.

There is a university with a student population of 24,000, with students from all parts of the World.

Hamburg gives the impression of being a very pleasant yet bustling City with much hard work being done there. There is no doubt it is thriving and the unemployment rate is, at present, 0.6 per cent.

Despite the planning over the last 30 years, the motor vehicle appears to have overtaken the planners' forecasts and there is, without doubt, a traffic problem, particularly at peak periods. One of the main causes of the problem is the fact that Hamburg lies on European Route No. 3 from Stockholm to Lisbon but, at the present time, there is only one road bridge over the River Elbe. At peak times a queue of traffic 7 miles long is a usual feature. However, this will be overcome, to some extent, in 1974 when a motorway tunnel under the River Elbe will be opened and thus an autobahn will pass through the City and, at the same time, a skyway will pass over the River Elbe at a height sufficient to allow ocean-going vessels to pass underneath it, to take local traffic.

The advent of container traffic in the port has caused 10 container terminals to be constructed. Part of the Port of Hamburg is a free port, which means that ships can unload their

cargo into the area and then the cargo can be transshipped without the need to pay customs' dues. The dues are only payable if the cargo is taken inland. Within the free port area there is, therefore, a tremendous amount of cargo being held in warehouses for transshipment.

There is a large International Airport in Hamburg.

THE HISTORY OF THE HAMBURG POLICE:

A Police Force existed in Hamburg before the War but, again, to consider the history over the last 30 years which is material to this study, the Force was recreated after the War under the guidance of British Police Officers who were seconded for that purpose until 1952. Older readers will recall these Officers were styled "Public Safety Officers". From the devastation they had to create a Police Force and, in general terms, they created one modelled on the lines of the British Police Service. The majority of Forces in Germany wear green uniforms, but the Hamburg Police wear a navy-blue one. In 1963, a new Headquarters was constructed. This is 20 storeys high and is a most imposing building. A lot of the old Police Stations were renovated and are still in existence. There are 56 Police Stations throughout the City. The Force has kept abreast of modern developments in that it has a computer available, it is highly mobile and has very up-to-date communications equipment.

A comparison table relating to Hamburg and Teesside is given in Appendix 'C'.

ORGANISATION OF THE HAMBURG POLICE:

The Force has an authorised establishment of 8,023, but is about 1,000 under strength. It is headed by Doctor Guenter Redding who is the "Praesident". Doctor Redding is not a Policeman but is Legally Qualified. He holds a Civil Appointment and is appointed by the State Parliament. Thus the appointment depends on

the party in power. The Force is divided into 3 main branches, the Uniform Police, the Criminal Police and the Water Police. Each Branch has a Policeman at its head, but there is no Policeman co-ordinating their joint efforts. There is a large civilian administrative staff and they are employed under similar terms to N.A.I.G.O. Employees and can transfer from Police Departments to other State Departments. There is no separate Career Structure for Police Civilian Employees. There are also many Police Officers engaged on administrative and technical duties which will be described later.

The Rank Structure is such that all the Policemen enter as recruits and there is no special recruitment for the Officer Class as was found to be the case in Rotterdam. Whilst in Britain the number of ranks from Constable to Chief Constable is being reduced in Hamburg it was found that there were numerous grades in the equivalent ranks and each of the grades wore distinctive badges of rank.

A most striking fact to the newcomer to Hamburg was that all Policemen who have completed their training wear 4 chevrons on each arm. These chevrons are close together and give the appearance of being equivalent to the British Sergeant's Chevrons. Thus until the matter was investigated it appeared that everyone was a Sergeant. This may be advantageous both from the public's point of view and the Officer's point of view, although more costly in so far as the provision of uniforms is concerned. The various grades of Constable and Sergeant wear additional horizontal stripes above the chevrons to indicate their grade.

The Junior Officer Group, equivalent to the Inspectors and Chief Inspectors in Britain, wear horizontal bars on their epaulettes. The group equivalent to the rank of Superintendent and above wear either 1, 2, 3 or 4 horizontal bars below a crown on their epaulettes. All ranks wear white shirts. Helmets have not been in use for the past 2 years and flat caps are worn by all

ranks (except for emergency situations, further details of which will be given later). The hat has the badge of Hamburg in an 8 point star and above the star is a round badge indicative of the Federated States of West Germany.

At this point, it should be said that the Police in Hamburg although operating as a State or City Police, have a responsibility towards the Federal States of West Germany and this responsibility will be detailed later. The men of the Water Police, some 576 in total, wear a Naval style uniform, with badges of rank similar to that of the Merchant Navy Sleeve Badges and above the sleeve rings is a badge indicating the Hamburg Police.

For policing the land in Hamburg, the Uniform Branch is divided to cover 7 districts. Each district has a number of Police Stations. There is no Traffic Division as we understand it in Teesside but Traffic Cars come under the command of the District Commander.

The Criminal Police or the C.I.D. is again organised into 7 districts, but the C.I.D. Officers operate from only a limited number of Police Stations. Approximately one third of the C.I.D. strength of about 1,170 men are employed on specialist duties, such as murder squads, fraud squads, fingerprints, records, photographic work. The case load of the Detective working in the out-stations and dealing with ordinary crime is 30 to 60 cases a month.

All the Uniform Police and the Criminal Police are armed. The Uniform Police do not wear their firearms openly but carry them concealed underneath their tunic. They have small pistols of the 7.65 Walther Type.

Policewomen are attached to both the Uniform Police and the Criminal Police. Their main function is to deal with juveniles under the age of 18 years and female prisoners are normally dealt

with by male officers. Detective Policewomen work centrally and are sent out to search female prisoners when they are arrested.

In the Uniform Police it was particularly noted during the visit that none of the Officers from England saw a uniformed Policeman walking in the streets. The system of policing appears to be a "fire brigade" type of policing, with emphasis being placed on the fact that in an emergency or when help is required the public have telephone facilities to call the Police (by dialling 110 as opposed to our own 999) and the Force is well equipped with vehicles to respond to calls.

It is usual for about 30 Officers per shift to be "On Reserve" at each District Station. They are used as a "Task" Force to combat any particular crime or disorder but they spend a considerable amount of time "training" at the Stations.

It is impossible to give comparable statistics for crime because of classifications, but the crime rate in Hamburg is steadily rising with a rise also in the number of prisoners. The detection rate stands at 58 per cent.

The possible reasons for there being no uniformed Policemen walking on the streets is that:-

- (a) there is a shortage of manpower;
- (b) there is a standing reserve for Federal duties;
- (c) there is a heavy concentration of commercial offices from where telephone calls can be made;
- (d) as mentioned earlier, the people live in blocks of flats and thus there is little contact between the residents and the man on the beat;

- (e) there is a big traffic movement which needs supervision from vehicles;
- (f) traffic movement is controlled by a computer, thus not requiring Police Point Duty Officers;
- (g) the fact that many Officers specialise in certain matters and are called to practice their special art;
- (h) there are a large number of Police Stations which have to be manned.

It was interesting to note that in one area an experiment is being conducted to see the effect of putting men back on to Foot Patrol Duties. This experiment had been in existence for 2 weeks and had a further 2 weeks to run.

There is also planning going ahead to reduce the number of Police Stations from 56 to 23 and thus to facilitate the release of more men for outside duties.

T R A I N I N G:

Great emphasis is placed on all aspects of training. The Training School is housed in a former Army barracks built in 1937. It has sports fields and close by is a large sports stadium approximately the size of Thornaby Pavilion. This is placed completely at the disposal of the Police from 8 a.m. to 4 p.m. each day. There are facilities for all sports, including Canoe Training, Weight-Lifting, Shooting and many other activities.

A new 5 storey block containing 40 classrooms is under construction on the Training School Site and should be ready next year. The Hamburg Police is almost self-sufficient in its

Training Programme. National Training is given only to Officers of the rank equivalent to Superintendent and above at a National Police College at Hilstrup. Wireless Technicians (Police Officers) and Fingerprint Experts (also Police Officers) are trained nationally.

RECRUIT TRAINING:

Recruits are accepted between the ages of 17 and 35 years. There is no Cadet System as we understand it. The younger recruits are given a course of 3½ years duration and only about 6 months of this is "on the job training" on the districts. The older recruits, who are considered to have had more experience in life, are given a rather shortened training. In the training, emphasis is placed on knowledge of the law and the use of fire-arms and physical fitness, but there is no out of Force training as we give our Cadets. The probationary period is 2½ years, during which time the recruits can be dismissed if they are unlikely to become efficient Police Officers.

At the completion of the training the recruit then moves to a Reserve Squadron for a period of 2 to 3 years. (More details of this Reserve Squadron are given later). After leaving the Reserve Squadron the Police Officer then goes to a district for normal duties.

So far as the Water Police is concerned, recruits are normally from the Merchant Navy and have Mates' Tickets. They are given the same basic training as the Uniform Police and are then posted for duty on a river.

CRIMINAL POLICE TRAINING:

C.I.D. Officers are recruited from the Uniform Police and it was interesting to note that about 120 volunteers come forward each year, of which about 30 are accepted. Selection for the C.I.D. is by psychological tests to determine the man's aptitude

for this type of work. On acceptance for the Criminal Investigation Department, the Officer then has a 12 months' course, 7 months of this is at the Training School and 5 months is "on the job" training with Detectives on a district.

OFFICERS' TRAINING:

Officers of the equivalent rank of Sergeant who are successful in an examination, are promoted to the rank equivalent to an Inspector following 3 years' training. This applies to both the Uniform Branch and the C.I.D. The training is very wide and includes visits to industry and commerce and all aspects of life in Hamburg to gain a broadening of outlook.

Officers of the equivalent rank of Chief Inspector who are successful by examination for promotion to the equivalent rank of Superintendent, attend a one year's course at the National Police College at Hiltrup, where the emphasis is on management. It should be said, at this stage, that there is no interchange between the Uniform Police and the Criminal Police, which would tend to give a better understanding of management problems. However, this situation is currently under review in Hamburg.

THE EUROPEAN ECONOMIC COMMUNITY:

The implications so far as the Police are concerned of Britain joining the Common Market, was discussed by the team with the "Praesident" and his Senior Officers. On Western Germany entering the European Economic Community on its formation there was no change necessary in Police organisation and the Hamburg Officers accept that the Community is, in fact, governed only by an economic Treaty and no problems have arisen so far as the Police are concerned.

There are 100,000 foreigners in Hamburg, both from within and without the Common Market Countries. Those people from within the Common Market Countries carry identity cards and those

from outside have, of course, passports or Seamen's Books. The Police feel that the movement of people is largely a matter for the Immigration Authorities and Border Guards and not of direct concern to the Police.

Regarding the movement of criminals, no special organisation has been set up on the Continent to deal with the movement of criminals within the Common Market Countries. The normal services of Interpol, which were applicable before the Treaty of Rome, are still used. There appears to be no need to create a further organisation.

It was stated that the laws of each Member Country still apply to that Country and people from outside that Country must abide by those laws. There is, of course, the question of the movement of vehicles between countries, which will be dealt with under the section on traffic.

T R A F F I C:

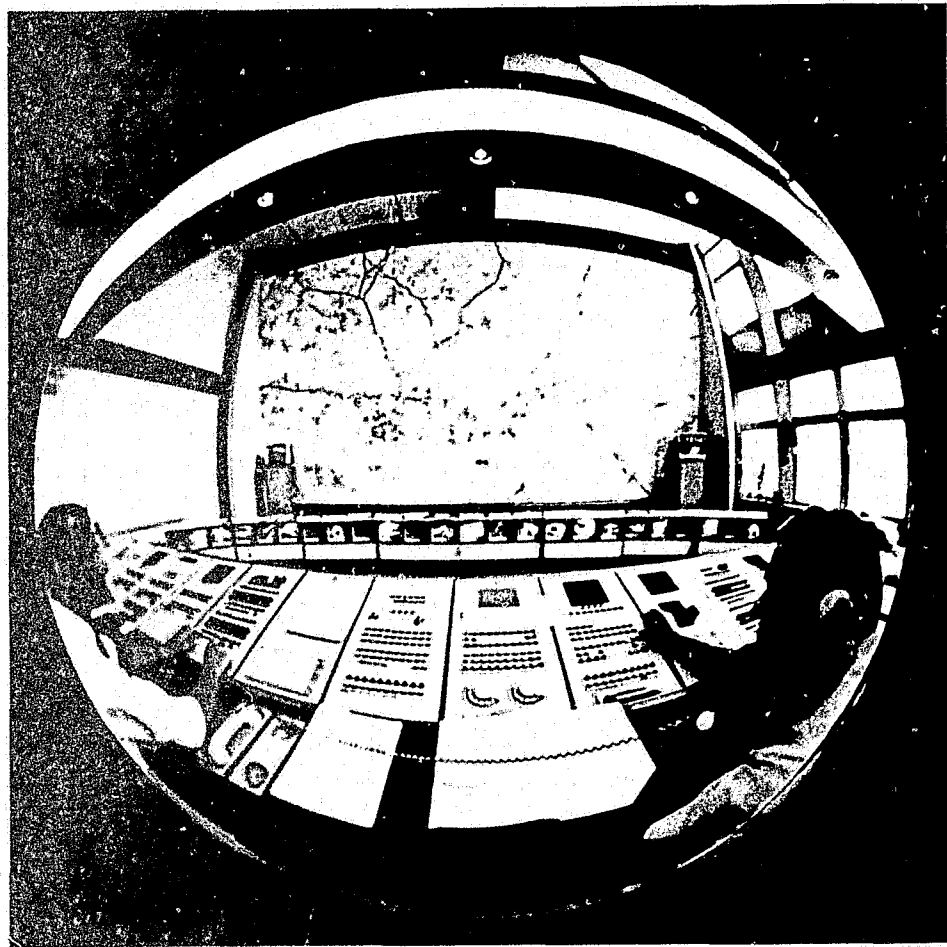
The accident figures in Hamburg are rising:-

<u>Hamburg:</u>	1971	Fatal	-	300
		Injured	-	15,000
<u>Teesside:</u>	1971	Fatal	-	48
		Injured	-	2,050

An overall speed of 62 miles per hour has recently been imposed on all roads other than motorways leading from the City.

Hamburg was one of the first large cities to install Closed Circuit Television for surveillance and control of traffic movement. Additionally, there are some 600 traffic signals at junctions which are computerised and programmed to ease the flow of traffic. Within Police Headquarters is a Control Room in which there are 24 monitor sets on the main junctions and these are capable of being turned through a full circle. The Control Room

has a wall map some 30' by 20' and the traffic lights are indicated by small lights. Two Officers work in the Control Room and with the aid of the television monitors they have knowledge of particular incidents which are interrupting normal traffic flow. These Officers, on seeing an interruption, can make alterations to the flow to facilitate movement and can organise Police attendance on the ground. (See Photograph No. 1).



Photograph No. 1

Although the cameras could "zoom in" on selected areas, they are used only for traffic purposes and not for surveillance in matters of crime, demonstrations, etc.

There are no special "Tanker Safety Routes" arranged and considerable interest was shown by the Hamburg Police Officers when the Teesside System was explained. Neither in-flow nor contra-flow 'bus lanes were apparent, but in some areas a number

of tramcars are still in evidence, although these are being phased out. A close relationship with the Local Authority's Roads Department, such as exists in Teesside, did not appear to be present.

POLICE VEHICLES:

Hamburg has the luxury of two helicopters. The pilots are Police Officers, equivalent to the rank of Sergeant, and they were trained by private companies and not the Armed Services. The helicopters operate in connection with traffic and crime matters.

Motor vehicles are attached to Divisions and consist of 90 Radio Patrol Cars (Mercedes), 30 Radio Motor Cycles and 150 Volkswagens (Beetles). These vehicles are changed every two years. It was noted that the patrol cars have call sign numbers painted in large figures on the top of the roof to facilitate identification and communication from the helicopters.

The Force has various special vehicles, including a large, fully equipped Mobile Police Station and three smaller Mobile Police Stations. There are a number of vehicles equipped to deal with serious accidents. (See Photograph No. 2). Of particular interest, there are a number of vehicles of the size of the Volkswagen Caravette, fitted out in the form of a Mobile Office. (See Photograph No. 3). These vehicles are used by personnel who have been trained in accident investigation. They are used for general purpose patrol and then, in the event of a serious accident they are directed to the scene and obviously are useful when statements have to be taken and drivers interviewed. Although they are used for accident work generally, it was obvious to the visiting team that much more use could be made of them, particularly at other types of incidents, if there was one on each Division on Teesside. At a major investigation, these vehicles, used in conjunction with the Mobile Police Station, could virtually form a small office section with interview facilities.



Photograph No. 2



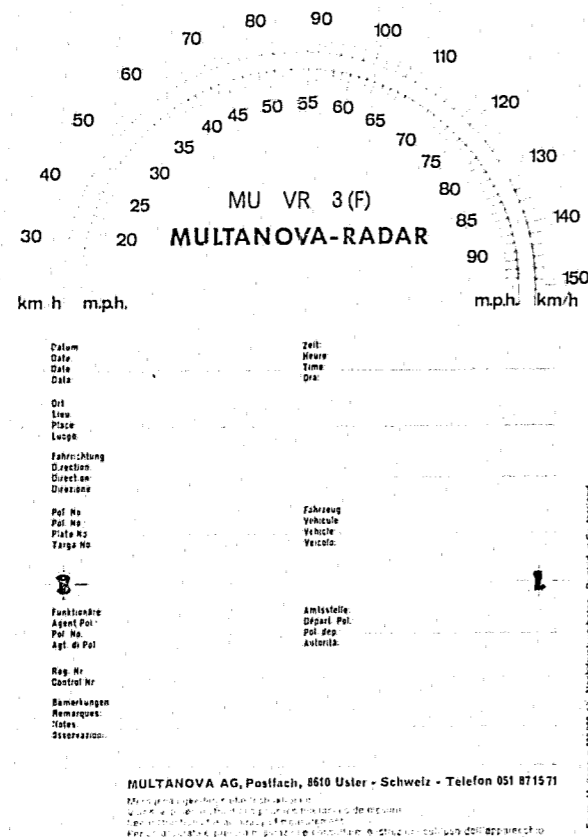
Photograph No. 3

R A D A R:

The team was shown a Volkswagen Caravette type vehicle fitted as a Mobile Radar Meter Station. The Radar Meter is installed on a "swinging arm" principle so as to be available for immediate use. Immediately after use it is retracted into the vehicle and the vehicle moved on to the next check point. It is capable of being one man operated; the radar itself is of the type which produces a photograph of the offending vehicle, indicating the speed and the time and date of occurrence. Enquiries can then be followed up in due course. Although, at the moment, photographic evidence of this nature is not acceptable in British Courts, it is acceptable to the German Courts and entry into the Common Market might, in due course, affect the position of the British Courts in these cases. In any event, the idea of the vehicle itself merits further consideration. (See Photographs Nos. 4 and 4(a).)



Photograph No. 4



Photograph No. 4(a)

PATROL CAR EQUIPMENT:

The equipment carried in patrol cars is similar to that carried in most Police Forces' Cars, for example, cones, signs, etc. Additional equipment included respirators, Bone Dome Helmets with visors, as mentioned previously, knives, machetes, and other similar equipment. Two things are worthy of special mention:-

- (a) that there are two square, plastic bins containing the loose equipment and thus the equipment can be readily transferred from one car to another;
- (b) there is a measuring wheel instead of a tape measure for measuring scenes of accidents. This is advantageous in that it is one man operated and is much easier to use, particularly when scenes of accidents require extensive measurement.

(See Photograph No. 5). - 16 -



Photograph No. 5

STORAGE AND MOVEMENT OF DANGEROUS GOODS:

Hamburg is developing into a port with most up-to-date facilities for the handling of containerised cargoes. The handling methods are a study in themselves and a visit to a container depot was most impressive. As in this Country, occasionally problems arise regarding containers. One problem is when a container carries some dangerous material which has to be dealt with in case of fire. At the present time the outside services know only by the label on the outside of the container that there is a dangerous material therein. No information is given of the nature of the contents and the action to be taken in case of accident (as on tanker vehicles). This situation has not yet been overcome in Hamburg. It is a matter which will have to be dealt with at International level in due course.

A visit to a refinery in Hamburg indicated that a similar situation pertaining to refineries in Britain exists. The Safety Code is the same as the one used here although it has the force of law in Germany. Tanker vehicles are documented in the same way as in Britain and carry "Trem Cards" for the information of outside services in case of accidents.

Within the free port of Hamburg, where dangerous substances are held for transshipment, the goods are particularly well handled and marked and are stored in special compounds, identified by International Hazard Signs for fire, corrosive, explosive and radiation.

W A T E R P O L I C E:

The Water Police has a long history and was in fact started in 1798, the year after the Thames River Police was initiated. The Water Police has 8 stations, 35 launches and a strength of 576 men. In addition to the responsibility they have in Hamburg they also patrol the River Elbe from its mouth in the North Sea to some 200 miles up river. The Water Police supervise the shipping in the docks and river and the land adjacent to the docks because of their specialised knowledge of cargoes. They perform many other duties which are undertaken by the Port Authorities in Teesside. There is also a heavy barge traffic on the river and docks and the contents of barges in any port are relatively easy to steal.

On seeing the types of work which the Hamburg Water Police conducts, the team felt that there was merit in having a small River Section of the Teesside Constabulary.

M A J O R A C C I D E N T S:

The Hamburg Police are extremely concerned in being ready and trained to deal with major accidents. As in Teesside, there is a close liaison between the Police and industrial concerns to

integrate disaster plans. In Hamburg, 13 high risk sites have been surveyed and special plans prepared for dealing with emergencies there. This corresponds with the various schedules in the Teesside Police Major Incident Plan.

MAJOR ACCIDENT/INCIDENT CONTROL ROOM:

Within the Force Headquarters is a Major Accident/Incident Control Room which was designed after a study had been made of a similar Control Room in the Paris Police Headquarters. The Control Room occupies part of two floors of the building, it is octagonal in shape and the diameter of the centre core is some 30'. This centre core has tables and chairs to accommodate the controller and the representatives of the various departments for conference purposes. One side of the octagon is a doorway for entry, the opposite side forms a large plain screen with blackboard surrounds. At each side of the entrance door equipment is housed. On one side there is a film projector and on the other side an overhead projector. A television monitor is located in the room and this can be used in conjunction with the mobile television camera. The core of the room is surrounded by other offices and those on the same floor level as the floor level of the core have intercommunicating sliding windows, thus they can be used as communication rooms for Officers in the main conference area.

The surrounding rooms on the floor above the floor of the conference part give spectator facilities. (See Photograph No. 6).

Officers of the rank of Superintendent work a shift system at the Headquarters. They have no Divisional responsibilities and their main task is to be in charge of the Headquarters and to control any major incident if it occurs from the Control Room. Each one has certain other Headquarters responsibilities. Thus, there is throughout the 24 hours of the day a Senior Officer available to deal with any incident in the City without awaiting

THE RESERVE SQUADRON:

Mention has already been made of the Reserve Squadron. This Reserve Squadron consists of some 400 Officers of all ranks who are held in readiness to move at short notice both for Federal Duties and duties in connection with major incidents in Hamburg. For the purpose of the Federal Duties, that is moving to any other part of West Germany, the Squadron is the equivalent in this Country of a Police Mobile Column, which has recently been superseded by the introduction of the Police Support Unit.

When on Federal Duties the Squadron is issued with a Green Uniform instead of the normal Blue in order to be in line with other German Forces. The Squadron last performed Federal Duties at the Olympic Games at Kiel.

The Squadron is extremely well equipped and well armed. The Transport Section of the Squadron includes Mobile Control Units, Field Kitchens, Communications Vehicles, Water Cannons and normal transport vehicles.

The Officers and men spend some 3 to 4 years on this Squadron and the majority of the time is spent on training of all types. This training includes physical fitness, firearms training, the use of protective clothing and equipment, field cooking and hygiene, the use of communications, the use of Radiac Instruments, map reading and riot control.

Communications in the Squadron facilitate its use within any German Police Area and facilitates the provision of communications from one end of the Country to the other. The Radio Base at the Squadron's Headquarters is equipped to dial on to 220 separate frequencies for the purpose of the Squadron's operation.

The Civilian Staff attached to the Squadron move with the Squadron when called for Federal Duties and are issued with Police Uniform for this purpose.

The Squadron provides the Underwater Search Unit for searching rivers and docks. The Search Unit is equipped with Dry Suits and, in the near future, they will have Wet Suits also.

The Squadron also holds boats for use in case of flooding and a tremendous variety of equipment which could be used for rescue purposes.

CRASHED AIRCRAFT:

About one year ago an aircraft crashed on an autobahn near Hamburg and the team saw a film of the work which had to be carried out in connection with that accident. Several ideas were generated as a result of seeing the film - to mention one - the Hamburg Police have a number of small boards on which numbers are painted. These boards have a spike attached to them. The boards are placed near bodies or items of property and thus the scene can be photographed and the appropriate parts identified.

It is interesting to note that it is an offence in Germany for any person to impede those concerned with rescue work. This is a useful piece of legislation and can be used to control sightseers who flock to the scene of a disaster. It will be recalled that a recent aircraft crash in England produced literally hundreds of sightseers who blocked the routes for the emergency services.

PORNOGRAPHY AND OBSCENITY:

Shortly before the team departed for Hamburg, the Longford Report on Pornography was published. This report caused much discussion in the Press and generally. As in any port, Teesside has a problem so far as prostitution is concerned and, therefore, whilst in Hamburg, the team took the opportunity of assessing the situation there.

A report on this subject is attached as Appendix 'B'.

CONCLUSION:

The members of the team consider that far more benefit was gained by this type of Study Visit than would have been gained by their attendance on a Residential Course in this Country at the same overall cost on any subject.

It is not intended to make any specific recommendations. Certain matters have been highlighted and the team hopes that the report will stimulate the interest of members of the Police Authority and all members of the Force in some way or other and that directly or indirectly there will be benefit to the Force in general.

The team is satisfied that the Teesside Constabulary has reached a very high standard, but some of the aspects mentioned, if adopted, could enhance the Force's position even further.

So far as entry into the Common Market is concerned, the team feels that the Force will be capable of dealing with any matters which arise and suggest that those people who have responsibility for purchasing equipment should not retain a National outlook but should widen their scope to include Common Market products, if those products are more suitable for the purpose required.

One day of the Visit coincided with one day of a visit to Hamburg by Mr. Roy Wilson, Commissioner of Police of Canberra, Australia, and the team were able to discuss some aspects with him. It was felt that the method of operation of the British Police was more nearly in line with the Australian Police than with the German Police.

The members of the team appreciate very much the opportunity afforded to them to visit Hamburg to study the operations there and feel that visits to other countries by Senior Officers should be encouraged.

H. R. HILL, Assistant Chief Constable
R. S. GRIGGS, Chief Superintendent
H. ENGLISH, Superintendent
C. T. MELVIN, Superintendent

MATTERS OF INTEREST NOT STRICTLY WITHIN
THE TERMS OF REFERENCEINFORMATION ROOM:

The design of the Information Room is based on the system applied at Scotland Yard. Telephonists receive the emergency calls, take brief details and pass them along moving channels to one of 10 consoles.

Seven consoles are operating, one for each District, in controlling any incident on the District. They are on separate frequencies. One console is controlling C.I.D. activities, 2 consoles are held in reserve. Voice actuated tape recorders are linked to each console.

A simple but effective time/date stamp is used on message forms and only the briefest details are recorded in the Information Room; the District performs the task required and does the necessary reporting.

Within this Communications Branch there are 105 men employed. This number includes Policemen who are qualified Radio and Television Engineers for the Force maintains its own radio and television equipment.

Within the Information Room is a Burglar Alarm Panel, which is the terminal for 1,200 burglar alarms. The panel was devised as a joint enterprise by the Burglar Alarm Companies and to accommodate the indicators for those 1,200 burglar alarms, the panel is some 10' by 2'. Each terminal has a small light approximately half an inch square and the light cover is numbered. At the same time as the light flashes there is an audible indication given. In the usual way the details of the alarm from the number illuminated are obtained from a card index. The neatness and compactness of the terminal was most impressive.

COMPLAINTS AGAINST POLICE:

There is no pattern for the investigation of complaints against Police as applies under the Police Act, 1964. The

complaints, when received, are investigated from the District and if the outcome suggests that criminal or disciplinary matters should follow, the papers are forwarded to the Department of Justice for a decision on the action to be taken.

Minor discipline matters are dealt with by the District Commander who has limited powers of punishment. More serious disciplinary matters are dealt with by the "Praesident".

Uniform Officers do not wear numerals on their shoulders but each carries a metal tag with his name and number on and it is an offence for any Police Officer to refuse to give his name, number and station to any person requesting it.

S P O R T:

Sport is encouraged as a training aid, but there appears to be little duty time given for sporting activities once a man has left the training stage. The Force has some regular sporting fixtures with other Forces.

Officers who represent the Force in sporting activities are awarded a badge which they wear on the left breast pocket of their tunic. This can be a brass or silver badge according to degree of achievement. It is a system something like the Colour System where "Colours" are awarded for sporting achievements in schools and other institutions.

SOCIAL CLUBS:

There are no Social Clubs within the Force. There is no bar on any of the Police Stations or the Headquarters. The men are encouraged to use their leisure in company other than that in which they have spent the working day.

CANTEENS:

There is only one canteen within the Force and that is at the Headquarters. It is open from 8 a.m. to 4.30 p.m. and is run by an outside caterer. This is a relatively new innovation and it has been found that the cost of meals is now greater than when the canteen was run by the Police. Apparently, in Germany, each meal provided for State Workers is subsidised to the extent of 1½ D.M. (approximately 22p per person per meal). The cost of a lunch in the canteen although much cheaper than in outside catering establishments was approximately 4½ D.M. (66p) whereas the cost of a similar meal in a Teesside Canteen would be in the order of 20p.

Adjacent to the Headquarters Canteen was both a Ladies' and Gentlemen's Hairdresser, and a shop.

On the other stations there was no canteen but a room was set aside for a dining area, cooking facilities were available and a drinks machine was installed. The men working from these stations supply themselves with sandwiches for refreshments.

THE WORKING WEEK:

The present working week is 42 hours, worked on a rotating shift system.

MEDICAL FACILITIES:

A full-time Police Surgeon is employed and a number of Part-Time Police Surgeons are also engaged. The three days Concessionary Sickness without a certificate applies. When medical attention is required all officers are given this attention by a Police Surgeon (this system ceased in this Country in 1948). Officers' families receive medical attention from private practitioners in the usual way.

POLICE PENSIONS:

All ranks are compelled to serve until the age of 60 years to qualify for a pension (except medical pension); 35 years' service must have been completed to achieve the maximum pension of 75 per cent. There is no payment as of right of normal civilian retirement pension at the age of 65 years to a Policeman unless he has made special contributions during his service. Generally, these special contributions are not made.

Many of the retired Policemen between the ages of 60 and 65 years are employed as Traffic Wardens.

PROSECUTIONS:

A system somewhat similar to the Scottish Procurator Fiscal System is employed. The Police have no discretion and all cases are reported to the Department of Justice and this Department decides whether a prosecution or caution shall follow.

The German Police generally suffer the same problem as the British Police in that bail is granted to practically everyone arrested. This situation has applied in Germany since 1965, but the question has recently been under review and it has been found that the number of people who have been granted bail and who have committed offences whilst on bail has been so excessive that with effect from 1st September this year a directive has been given to the Department of Justice that a more stronger line should be taken and that bail for persons awaiting trial should not be given so readily.

Without a deep study of German Law, which was impossible in the time available, it appears that the Judges in each case and at all levels are Professional Judges and they have unpaid assessors with them, varying in number at different levels of trial. At some levels of trial, 2 or more Professional Judges sit together.

CRIMINAL RECORDS:

A Criminal Records System is maintained in Hamburg and only details of criminals likely to move to other parts of Germany are recorded nationally at Hilstrup.

SCIENTIFIC AIDS:

Apparently, the Forensic Scientists employed nationally in Germany are so slow with the examination of material sent to them and thus cases are delayed that the Hamburg Police call upon the services of suitably qualified experts within Hamburg to assist them in examinations. Much use is made of the University facilities for this purpose.

PRESS RELATIONS:

Hamburg is the accepted Press Centre of West Germany and produces both local and National newspapers. It appears that relations with the Press are good. A Press Liaison Section is in being within the Force. However, it seems that the "sub judice" rule does not apply and the Press make comment about cases before trial. In one case, to such an extent, that the details of the Arresting Officer were given and it was necessary, in order to avoid repercussions by the prisoner's friends, for the Officer and his family to be taken to a secret hide-out until after the trial.

CRIME PREVENTION:

There are 2 sections of Crime Prevention; one in the Uniform Branch which is concerned with the overall prevention of street crime by use of the computer and from the results obtained the Crime Prevention Section advises on the deployment of both Uniform and Plain Clothes Officers.

A second part of Crime Prevention work is similar to the work carried out in this Country in advising on security and organising Crime Prevention Campaigns. This work is carried out by a section of the Criminal Police.

THE "SKINHEAD" PROBLEM:

The cult of the "skinheads" has not yet reached Hamburg and the Senior Officers were interested to hear about the phenomenon in England. In Hamburg there is a continuation of the "Rocker" problem which was prevalent in this Country some 4 years ago. Gangs of youths still congregate and cause trouble. They are dressed in leather jerkins as the "Rockers" were, but do not have motor cycles.

There is no real problem of hooliganism at football matches, although Police Officers are on duty there. It was stated that there is little interest in the Hamburg Football Team because of the poor way in which they are currently playing, although in the past they had been a team of some distinction.

THE DRUG PROBLEM:

There is a drug problem in Hamburg as might be expected in any major port. However, to combat it, teams of Police Officers, Customs Officers and Border Guards have been created to work together in countering the import of drugs. As the problem has increased so has the Drug Squad which, in 1965, consisted of 2 Officers and now in 1972 has 60 Officers engaged for this purpose. The Squads have been very successful, particularly in relation to stopping the supplies getting into Hamburg. However, the offshoot of this has been that with limited supplies of drugs the market price for them has increased tremendously and the people who wanted the drugs have then had to obtain more money and to obtain more money they have turned to more serious crime, thus the number of robberies having increased considerably.

PARADES AND DEMONSTRATIONS:

Parades and demonstrations take place quite frequently in Hamburg and for all sorts of reasons. Hamburg Police take a strong line with demonstrators. They have no objection to using water cannons, which are accepted in Germany, and those who take

part in the demonstration if they go beyond the bounds of propriety anticipate that they will be soaked through to the skin and have to go home.

Every Officer in Hamburg, irrespective of his duties, is supplied with a "Bone Dome" Crash Helmet and visor for protection in demonstrations. It may be that the German demonstrators are more violent than those in England, but it was apparent that there was an underlying worry by the Hamburg Officers about the possibility of the outcome of some demonstrations and the Uniform Branch perform a lot of training to be in a position to counter demonstrations. Additionally, the Force holds a number of plastic riot shields.

ROAD SAFETY:

A Road Safety Section visits schools to give talks to children and also undertakes a programme similar to that in England. The Police do not visit schools for talks or discussions on any other subject.

The Pupil/Police Relationship Scheme in Teesside was explained to some of the Officers in Hamburg.

MERIT BADGES:

If an Officer receives a certain number of commendations he is awarded a Merit Badge which he wears on his right sleeve. This system was discarded in this Country some 20 years ago.

SPECIAL CONSTABULARY:

There is no equivalent in Hamburg of the Special Constabulary as we know it in this Country.

MOUNTED SECTION:

There is a Mounted Section of approximately 30 horses and these are spread out at various stables in Hamburg, the main training stables being on the outskirts of the City.

RENT ALLOWANCE:

Rent allowance as such is not payable to Officers in Hamburg, but it was interesting to note that an allowance is paid in respect of a wife and each child.

DETECTIVES' ALLOWANCES:

A Plain Clothes Allowance and Detective Expense Allowance is paid, but there is no Detective Duty Allowance as we know it. When a Uniform man is transferred to the Criminal Police, he is upgraded and thus is compensated by extra pay. For example, a Polizeioberwachtmeister, the lowest grade, would be uplifted on transfer to a Kriminalmeister, which is equivalent to a Polizeimeister.

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PORNOGRAPHY AND OBSCENITY

It was with some surprise that the team found that prostitution was licensed in large towns in Western Germany and the team was taken to the Divisional Headquarters of the particular area where prostitution and indecency is rife yet, at the same time, to some extent permitted. The team was given information regarding the area which is known to many as "The Reeperbahn" or the district of "Saint Pauli". This may commonly be known as "The Red Light District", but like many other big towns in Germany it is specially provided to satisfy the particular demand. Indeed, when Police Officers and civilians with whom the team came in contact were asked for their own private views as to whether this was good thing or otherwise, in every case the answer was:-

"they considered there was a need for it and provided that it was kept under proper control then no harm could be seen in having such facilities".

It is an accepted fact in Hamburg and official publications list "The Reeperbahn" area as one of the attractions of the City.

"The Reeperbahn" is considered to be one of the most prominent "sex pots" in the whole of Europe. The team were told that it was impossible to determine accurately the number of prostitutes working in the area, but it was believed to be in the region of 1,500. It is to this area that sightseers from nearly every country in the World flock to see what can conservatively be called "the seamy side of life".

As can well be imagined crime is prolific, violence often flares up and an element of danger is ever present. Here one can buy a stolen motor vehicle for 600 D.M., or an automatic pistol for 200 D.M. The purchase of a driving licence and identity card or a passport, presents no problems whatsoever, provided that the person requiring them has sufficient money. It follows, therefore, that drug trafficking also exists.

About 100 yards from the Divisional Headquarters is a street in which some 600 prostitutes are housed. They live in two massive apartment blocks which face each other and the street is sealed off by a large metal screen at each end. The screen has a normal doorway opening, but no casual observer from the outside can see in because of the baffle behind the door. A large notice indicates:-

"no male person under the age of 18 years is permitted".

On passing through the entrance one sees first a narrow cobbled street. The ground floors of both apartment blocks have large bay windows, each one providing seating accommodation for 4 or 5 prostitutes, whose mode of dress consisted of scanty panties and bras. Prospective clients walk up and down seeking one who is attractive to them. Having done so, they go across to look closely at what is offered. The casement windows are then opened and the male and the prostitute converse to determine the price. This being done the man then passes through a side door and the bargain is sealed.

There are two other notable places in "The Reeperbahn" - one is called the "Palais d'Amour" and the other the "Halle de Eros". Both these places are converted yards at the rear of large apartment blocks. A roof of thick perspex corrugated sheeting has been erected. The walls of the apartment blocks have been painted; central heating has been installed and discotheque type lighting has been fitted. All the entrances and exits are sealed off as described before, but when one enters one becomes aware of this large area over which the girls are dispersed to solicit their customers. In one it was seen that some 22 prostitutes were operating and in another 35. These girls operate in what can be well described as a "cattle market".

The licensed prostitutes should have two medical examinations each week, but the authorities appear to be satisfied if the examination is carried out once a month.

Some 35 Striptease Joints operate in this "Red Light" district which is roughly a quarter of a mile square. The general entrance fee is anywhere from £3.00 to £4.50 and once inside the customer finds that the price of a small bottle of beer is about £2.40 and the price of a bottle of Champagne £30.00. Needless to say, it is easy for the operators to fleece unsuspecting or half drunken customers.

In these Striptease Bars continuous shows progress from 8 p.m. to 4 a.m. The vast majority of the acts are most obscene and it was rather surprising that a fairly large proportion of the audience were women. Highly sophisticated methods of lighting and background music, together with commentary, are used, but no obscene language is allowed, nor is an unclothed male permitted on the stage in any circumstances.

In "The Reeperbahn" Area some 7,000 to 8,000 cases of crime per year are prosecuted while 10,000 minor crimes are otherwise dealt with. In addition, some 600 traffic accidents take place in this district every year. Large numbers of Police are employed in the area in plain clothes on a "four shift system". They have specific "stop and search" duties. Additionally, there are 40 other Officers engaged on normal duties.

So far as Pornography is concerned, there is an ever increasing distribution as there is in this Country. There is no central guide similar to the Director of Public Prosecutions to which sample copies of this type of literature may be sent. The Police rely solely on the Court's judgment. As a general rule, the Police have no difficulty in proving cases of this type.

With the advent of the Common Market there could well be a greater flow of pornographic material into this Country from the Continent. Consideration will have to be given to dealing with those who trade in Pornography and Prostitution.

Prostitution and indecency exhibitions are viewed in a different light on the Continent to this Country and even here the standards have greatly altered over the last three years or so. A close watch will have to be kept in the hope that standards will not be lowered down to those which apply on the Continent.

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COMPARISON TABLE

HAMBURG		TEESSIDE	
State or "Land"		County Borough	
Population	1,300,000	Population	400,000
Area	270 square miles	Area	76 square miles
Petro/Chemical Industries		Petro/Chemical Industries	
Port (Handling 45,000,000 tons per annum).		Port (Handling 20,000,000 tons per annum).	
University	24,000 students	Polytechnic (About 50% part-time)	4,800 students
New Tunnel to Accommodate Traffic being constructed		New Bridge to Accommodate A.19 Traffic being constructed.	
Low Unemployment Situation		High Unemployment Situation	
Police Strength	8,023	Police Strength	971

COMPARISON OF RANK STRUCTURE

HAMBURG

TEESSIDE

Leitender Polizeidirektor/ Leitender Kriminaldirektor))	Chief Constable))
Polizeidirektor/ Kriminaldirektor))	Assistant Chief Constable))
Polizeioberrat/ Kriminaloberrat))	Chief Superintendent))
Polizeirat/ Kriminalrat))	Superintendent))
Polizeihauptkommissar/ Kriminalhauptkommissar))	Chief Inspector))
Polizeioberkommissar/ Kriminaloberkommissar))	Inspector))
Polizeikommissar/ Kriminalkommissar))))
Polizeihauptmeister/ Kriminalhauptmeister))))
Polizeiobermeister/ Kriminalobermeister))	Sergeant))
Polizeimeister/ Kriminalmeister))	Constable))
Polizeihauptwachtmeister))))
Polizeioberwachtmeister))))
	77 = 0.96%			19 = 1.96%	
	555 = 6.92%			67 = 6.90%	
	7,391 = 92.12%			885 = 91.14%	
	8,023 = 100.00%			971 = 100.00%	

END

7 Ables/more