

# Worldwide Brewing Alliance

## Drinking and driving - Report 2005





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## FOREWORD

***Enrico Grillo Pasquarelli - Director Inland Transport***  
*Directorate General for Energy and Transport*  
*European Commission, Brussels.*

Drink-driving is one of the three foremost causes of death following road accidents. Respecting national legislation alone would help save about 5,000 lives per year in Europe.

The commitment of companies and associations from the brewing industry in the context of the European Road Safety Charter participates in our common endeavour to save lives on European roads. The Charter is the platform for all groups of civil society to join in to achieve our common target: halving the number of road fatalities to 25,000 by 2010, from 50,000 in 2001.

Every group of civil society is invited to sign the Charter with a concrete and measurable commitment which may help saving lives on our roads. We appreciate that members of the brewing industry have signed the Charter and we are looking forward to further cooperation with them.

The Worldwide Brewing Alliance has drawn up this new report as part of their commitment to the European Road Safety Charter, presenting an updated comprehensive compendium on the relevant developments with regards to drink driving in 41 countries, among them the Member States of the EU. This is a substantive basis to improve the exchange of good practices and to learn from each other.

I congratulate the Worldwide Brewing Alliance on a fine piece of work which will be of great use for policy makers and citizens in Europe and elsewhere in the world.

***Enrico Grillo Pasquarelli***

## PREFACE

This report contains information from the 2005 survey of drinking and driving undertaken by the Worldwide Brewing Alliance (WBA)<sup>1</sup> in which questionnaires are sent to Brewing Trade Associations around the world. The information has been used to update earlier editions of this report which has been produced regularly since 1998. Every effort has been made to ensure that the information is as up to date as possible, however, updates have not been provided for all countries listed.

The Worldwide Brewing Alliance (WBA) prepares this report to disseminate good practice and demonstrate the part that the brewing industry can play in helping to deter people from drinking and driving. The 2003 report was circulated on the occasion of World Health Day 2004 which was devoted to road safety.

Information is included from 41 countries (11 more than the 2003 report). These countries have widely differing legal systems and cultures.

To make the report easier to use, the data have been grouped according to geographical region. The Member States of the European Union together with the EFTA countries are shaded in blue, Latin American countries in green, and countries who are not part of either of these two groups are in the yellow sections.

### Significant events / reports in 2004/5

The European Road Safety Charter was launched in 2004. It is one of the main European Commission initiatives to reach the overall objective of halving the number of road fatalities by 2010 as set in the White Paper on transport policy in 2001. Signatories, which could be brewing companies, individual pubs or bars, or associations, are encouraged to sign up to an action which could contribute directly or indirectly to achieve the common target.

The Spanish Brewers Association and Entreprise & Prévention were some of the first signatories of the European Road Safety Charter. In 2005 The Brewers of Europe also signed up to the Charter, with the commitment to encourage European brewing companies and associations to sign up individually and to make their own commitments with regard to improving road safety. This represents an additional opportunity for the industry to demonstrate its commitment to making a difference<sup>2</sup>.

A report published by the RACV in Victoria, Australia<sup>3</sup> clearly identifies the importance of targeting recidivists who drive well above the legal BAC limit. A number of ways of improving current programmes were identified and the importance of combining current methodologies, for example alcohol interlock programmes AND rehabilitation was stressed.

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<sup>1</sup> The Worldwide Brewing Alliance represents the brewing industry in Australia, Canada, Europe, Japan, New Zealand, Latin America, and the USA (almost 60% of the beer production worldwide) and focuses on demonstrating the efforts made by the brewing industry to ensure its products are consumed responsibly.

Its members are listed below.

The Australian Associated Brewers inc.,  
The Beer Institute of the USA,  
The Beer Wine and Spirits Council of New Zealand,  
The Brewers of Canada,  
The Brewers of Europe (whose membership encompasses 21 European brewing trade associations),  
The British Beer and Pub Association,  
The Japanese Brewers Association and  
Cerveceros Latinoamericanos (whose membership includes South American Brewers and trade Associations)

<sup>2</sup> Application can be made via the internet on <http://europa.eu>.

<sup>3</sup> [www.racv.com.au](http://www.racv.com.au)

## Key points from this report

The contributions to this report indicate that the overall trend in the statistics is downwards for alcohol related accidents, casualties and fatalities. In some countries, the rate of decline appears to be slowing; but most show a dramatic long-term decline since the 1980s. Given the differences in legislation (10 different BAC limits are in force in the 41 countries included in this report), penalties and enforcement levels shown in this report, the common trend is remarkable. The report also highlights the very low risk of being caught in most jurisdictions.

Caution is still needed when attempting to compare the statistics between different countries as the way in which alcohol related statistics are defined does vary from place to place (see page 33).

It is also important to recognise that many factors contribute to the reduced numbers of casualties and fatalities. They include: increased public awareness; safer vehicles; use of seat belts and motorcycle helmets; active enforcement of existing laws; and increased personal responsibility.

There is also an increasing number of defined contributing factors for accidents, such as excess speed, fatigue, mobile phone use and drug use, and positive blood alcohol levels may be blamed for an accident which in fact had a number of contributing factors. More research is needed into the reasons for these accidents.

A new section introduced this year includes information on the use of "alcolocks." There is growing interest in the use of these in-car devices which are being trialled in a number of countries. Used initially to reduce recidivism in repeat offenders, these devices have the potential to change behaviour in the hard-core drink drivers who are responsible for the majority of the problem. An "International Inventory of Interlock Programs" published by The Traffic Injury Research Foundation (TIRF) includes information from jurisdictions in Australia, Canada, Europe, and the United States<sup>4</sup>.

Drink drive education and measures such as alcolocks are good examples of effective targeted harm minimisation techniques. Rather than trying to reduce the consumption of all drinkers, or the miles travelled by all drivers, they target just those people who continue to combine the two activities. More initiatives now need to be targeted specifically at the "hard core" of repeat offenders.

The brewing industry worldwide is committed to helping to combat driving under the influence of alcoholic drinks and is proud of the part that it has played in increasing public awareness through its many initiatives and campaigns. The number of these initiatives aimed at reducing drink-driving, shown in this report, increases each year. Many are undertaken in partnership with the government or local road safety organisations and this helps to strengthen the message. Additional information about these campaigns, together with illustrations of many of them, can be found in "Global Social Responsibility Initiatives" the first publication of the WBA<sup>5</sup>.

Increasingly rigorous evaluation of these campaigns is showing their effectiveness in raising public awareness and reducing the number of people driving after drinking. It is clear from this that the Brewing industry is an important part of the solution which cannot be overlooked.

*Janet Witheridge,  
British Beer and Pub Association*

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<sup>4</sup> [www.trafficinjuryresearch.com/interlock/interlock.cfm](http://www.trafficinjuryresearch.com/interlock/interlock.cfm).

<sup>5</sup> Global Social Responsibility Initiatives was published in 2003 by the Worldwide Brewing Alliance. The document can be viewed on the website of The Brewers of Europe - [www.brewersofeurope.org](http://www.brewersofeurope.org) and hard copies can be obtained by e-mailing [info@brewersofeurope.org](mailto:info@brewersofeurope.org)





## BLOOD ALCOHOL (BAC) LEVEL

### 1. Current National maximum permitted Blood Alcohol (BAC) level.

**National Maximum Permitted Blood Alcohol (BAC) Level**

0.10 %	0.09 %	0.08 %	0.07 %	0.06 %	0.05%	0.04%	0.03%	0.02%	0.00%
0.1g/ 100ml	0.09g /100ml	0.08g/ 100ml	0.07g/ 100ml	0.06g/ 100ml	0.05g/ 100ml	0.04g/ 100ml	0.03g/ 100ml	0.02g/ 100ml	
1.0g /litre	0.9g /litre	0.8 g /litre	0.7 g/ litre	0.6 g/ litre	0.5 g/ litre	0.4 g/ litre	0.3 g/ litre	0.2 g/ litre (promile)	
100mg/ 100ml	90mg/ 100ml	80mg/ 100ml	70mg/ 100ml	60mg/ 100ml	50mg/ 100ml	40mg/ 100ml	30mg/ 100ml	20mg/ 100ml	
	Cyprus <sup>6</sup>	Ireland			Austria	Lithuania		Croatia	Czech Republic
		Luxembourg			Belgium			Norway	Estonia
		Malta			Bulgaria <sup>7</sup>			Poland	Hungary
		UK			Denmark			Sweden	Slovak Republic
					Finland				
					France				
					Germany				
					Greece				
					Italy				
					Latvia				
					Netherlands				
					Portugal see note under 3 below				
					Slovenia				
					Spain				
					Switzerland				
					Turkey				
El Salvador <sup>8</sup>			Honduras	Brazil	Chile	Columbia			Panama
		Mexico <sup>9</sup>			Costa Rica				
		Canada			Australia		Japan		
		New Zealand (See note below)			South Africa				
		USA (all States)			Taiwan				

#### **Additional comments**

**Cyprus** The prescribed limit in breath is 39 micrograms of alcohol per 100 millilitres of breath (Article 5 and 6 of Law 174 of 1986).

**Estonia** 0.2 – 0.49 per mille: signs of intoxication  
0.5 per mille: state of intoxication

**Germany** The Federal limit is 0.05 but drivers with a level of 0.03% will be prosecuted if involved in an accident, endangering or hurting someone.

**Ireland** 80 mg/100 ml of blood or 10 mg/100 ml of urine or 35 mg/100 ml of Breath.

<sup>6</sup> Entries for Cyprus are from the Greek sector. In the Turkish Republic the Motor Vehicles and Traffic Offences Law No 43/91 and the Law for the Settlement of Traffic Offences out of Court No 51/99 apply (BAC 0.5g/l, urine 65/100m)

<sup>7</sup> Republic of Bulgaria Act on Road Traffic, Art.3, paragraph 2, item 3 (Published State Gazette, issue 20/1999)

<sup>8</sup> There is no precise norm nor law as backup. Execution has been empirical.

<sup>9</sup> There is no National BAC limit in Mexico. Limits apply in two regions – see Q 2.

BLOOD ALCOHOL (BAC) LEVEL

<b>Portugal</b>	See note under question 3 below.
<b>Spain</b>	0.5 gr/l of blood or 0.25 mg/l of breath 0.3 gr/l of blood or 0.15 mg/l of breath for learners and professionals
<b>UK</b>	Also 35 microgrammes/100 ml breath
<b>Brazil</b>	The maximum permitted Blood Alcohol (BAC) level of 0.06 % under the Brazilian Traffic Code <sup>1</sup> applies in all provinces and territories.
<b>Dominican Republic</b>	Law 241 penalizes drunk driving but does not set BAC levels
<b>Japan<sup>2</sup></b>	Drunk drivers are usually tested by breath test. Blood tests are performed only on drivers who refuse the breath test. On June 1 <sup>st</sup> 2002 the BAC limit / Drink/drive Law changed from Breath Alcohol Content 0.25mg/l (BAC 0.5mg/l) to Breath Alcohol Content 0.15mg/l (BAC 0.3mg/l). This limit is applied those who have a positive test. Convictions can also be made when a person appears completely drunk regardless of BAC.
<b>New Zealand</b>	0.08% (80mg/100ml blood); 400ml/l breath. 0.03 (30mg/100ml) for drivers under the age of 20.
<b>USA</b>	Almost all traffic enforcement in the United States occurs at the state level. For 2004, most states had a 0.08 BAC per se law in effect while some had a 0.10 law. By August 2005, all states had a .08 BAC per se law in effect.

**2. Are there any Interstate variations?**

<b>Mexico</b>	There are only two places in the country which have an "official" BAC level in order to drive, are the Federal District (Mexico City) and the state of Nuevo Leon, where there is a State Alcohol Law. The permitted level is 0.8 g/l or 0.08% volume (alcohol in blood).
<b>Canada</b>	The federal legal BAC of 0.08 applies in all provinces and territories. Provinces and territories will temporarily suspend a driver's licence if a driver registers a BAC less than the legal limit, but Criminal Code sanctions would not apply.
<b>USA</b>	As of August 2005, all states have a .08 BAC per se law in effect.

<sup>1</sup> The Brazilian Traffic Code established by Act n. 9503, 23 September, 1997 is in force nowadays. It was amended by Act n. 9602, 21 January, 1998 and Act n. 9792, 14 April, 1999. It is regulated by Directives issued by the National Traffic Department (DENATRAN), resolutions, decisions and minutes of meetings held by the National Traffic Council (CONTRAN).

<sup>2</sup> International Division, Japan Traffic Safety Association, 1<sup>st</sup> July 2003.

3. Date this BAC level came into force.

4. BAC level before date in Q3.

Summary of responses to questions 3 and 4

1966	<b>Czech Republic</b>		<b>Australia (Victoria) *</b>
1967	<b>UK</b>		
1969			<b>Canada (Federal)</b>
1971	<b>Poland</b>		
1972	<b>Luxembourg</b>		
1974	<b>Netherlands</b> (reduction from 0.08)		
1977	<b>Finland</b>		
1978			<b>New Zealand</b> (reduction from 0.1)
1985	<b>Turkey</b>		
1986	<b>Cyprus</b> see note under question 3 below		
1989			<b>South Africa</b> (reduction from 0.12)
1990	<b>Sweden</b> (reduction from 0.05)		
1992			<b>Australia</b> (reduction from 0.08)
1993		<b>Costa Rica</b> (reduction from 0.08) and <b>Panama</b>	
1994	<b>Belgium</b> (reduction from 0.08), <b>Bulgaria</b> (increase from 0.0) and <b>Ireland</b> (reduction from 0.1)		
1995	<b>France</b> (reduction from 0.07)		
1996	<b>Slovak Republic</b> <sup>3</sup>		
1997			<b>Taiwan</b>
1998	<b>Austria</b> (reduction from 0.08), <b>Denmark</b> (reduction from 0.08), <b>Malta</b>	<b>Brazil</b> (reduction from 0.08)	
1999	<b>Spain</b> (reduction from 0.08)		
2000		<b>Honduras</b>	
2001	<b>Germany</b> (reduction from 0.08), <b>Norway</b> (reduction from 0.05) and <b>Estonia</b>		
2002	<b>Portugal</b> (increase from 0.02) see note under question 3 below	<b>Columbia</b> (reduction from 0.1), <b>Mexico City / Nuevo Leon</b> (See note below)	<b>Japan</b> (reduction from 0.05)
2003	<b>Italy</b> (reduction from 0.08)		<b>South Africa</b> (reduction from 0.08)
2004		<b>Chile</b>	
2005	<b>Switzerland</b> (reduction from 0.08)		

<sup>3</sup> Decree N ° 315/1996 came into force in 1996. Previous law Decree N° 99/1989.

**Additional comments:**

<b>Cyprus</b>	Prior the above date drunk driving was considered an offence punished by imprisonment up to 1 year or with a fine of up to CYP200 or both. Signs and symptoms of intoxication were taken into consideration as well as the written testimony of witnesses present during the consumption of alcohol.
<b>Portugal</b>	A Decree-law 161/2001 of 2 <sup>nd</sup> May 2001, changed the maximum BAC level from 0.05 to 0.02 from June 2001. This was later deferred to October 2002 pending a review of the subject by a scientific committee but the decree-law was withdrawn. The decision was reversed due to lack of evidence that lowering BAC limits helps improve road safety.
<b>UK</b>	<p>Roadside breath tests were introduced in 1967 and the BAC limit became a legal requirement at the same time. Evidential breath testing was introduced in 1983 to supplement the taking of blood samples.</p> <p>Section 6 of the Road Traffic Act (1988) allows the police to test any driver involved in an accident, whether or not anyone is injured. The act also stipulates that where there has not been a road accident, the police can only take a roadside breath test following a moving traffic offence, or if there is suspicion of alcohol use.</p> <p>In April 1996 the Association of Chief Police Officers in England and Wales adopted a policy of breath testing all drivers involved in road accidents which the police deal with or attend, whether injuries are involved or not.</p>
<b>Australia</b>	<b>*Varies for each State.</b> First introduced in Victoria in 1966. Became national maximum around 1992.
<b>Canada</b>	Prior to 1969 measurement of BAC was considered too imprecise. In 1985 changes to the Federal Criminal Code were made to introduce penalties for offenders causing death or injury. Prior to the amendments drunkenness was an offence, but any harm that resulted was not.
<b>USA</b>	The effective dates vary greatly by state. In October 2000, as part of the FY 2001 DOT Appropriations Act, a provision was enacted making 0.08 BAC the national standard for impaired driving. States without a 0.08 BAC per se law as of October 1, 2003 faced the withholding of 2 percent of their federal highway construction funds each year until 2006. Passing the law before October 1, 2007 allows the return of withheld highway funds to those states that did not pass the law before October 1, 2003. All states had the law in effect by August 2005.

5. Is there a different BAC level for learners and or restricted or probationary drivers?

<b>Yes</b>	Austria (see note below)		Australia (learners, professional and probationary)
	France (see note below)		Canada (see note below, learners)
	Netherlands (Restricted and Probationary) (see note below)		New Zealand (see note below, young)
	Spain (learners and professional drivers)		USA (see note below, varies by state)
<b>No</b>	Belgium	Brazil	Japan
	Bulgaria	Chile	South Africa
	Cyprus	Columbia	Taiwan
	Czech Republic	Costa Rica	
	Denmark	Dominican Republic	
	Estonia	El Salvador	
	Finland	Honduras	
	Germany	Mexico	
	Hungary	Panama	
	Ireland		
	Italy (see note below)		
	Luxembourg		
	Malta		
	Norway		
	Poland		
	Portugal		
	Slovak Republic		
	Sweden		
	Switzerland		
	Turkey (see note below)		
	UK		

**Detailed comments:**

<b>Austria</b>	<b><u>Learners</u></b>	
	Current maximum	0.01
	Date it came into force	6 <sup>th</sup> January 1998
	<b><u>Restricted</u></b> (drivers under age of 20)	
	Current maximum	0.01
<b>France</b>	Date it came into force	6 <sup>th</sup> January 1998
	<b><u>Professional</u></b> (bus and truck drivers)	
	Current maximum	0,01
<b>France</b>	<b><u>Professional drivers</u></b> (bus truck and taxi drivers)	
	Current maximum	0.2
	Date it came into force	27 <sup>th</sup> October 2004
<b>Italy</b>	<b><u>Probationary drivers</u></b> where the driver has had the licence for less than 3 years, are subject to the same BAC but all the penalties are doubled.	

BLOOD ALCOHOL (BAC) LEVEL

<b>Netherlands</b>	<b><u>Restricted</u></b> (held drivers license for less than five years)
	Current maximum 0.2
	Date it came into force 1.1.2006
	<b><u>Probationary</u></b> (All drivers who receive their drivers licenses after 1/1/06)
	Current maximum 0.2
	Date it came into force 1.1.2006
<b>Spain</b>	<b><u>Learners</u></b> (less than two years licence)
	Current maximum 0.3
	Date it came into force 6 <sup>th</sup> May 1999
	<b><u>Restricted</u></b> (professional drivers)
	Current Maximum 0.3
	Date it came into force 17 <sup>th</sup> July 1992
<b>Turkey</b>	The current law provides for no differentiation. But legislative work is underway to make a distinction for <b>learners, restricted drivers and probationary drivers.</b>
<b>Australia</b>	<b><u>Learners</u></b> (not yet licensed)
	Current maximum 0.02%
	Interstate variations: Applies to all states except Western Australia where 0% applies
	<b><u>Restricted</u></b> (heavy vehicles, public vehicles buses taxis etc) and dangerous / hazardous loads)
	Current maximum 0.02%
	Interstate variations yes...0%
	<b><u>Probationary</u></b> (first 1 or 2 years depending on state where licensed)
	Current maximum 0.02%
	Interstate variations Applies to all states except Western Australia where 0% applies
<b>Canada<sup>4</sup></b>	<b><u>Learners</u></b> All provinces and territories, except one, have implemented a zero tolerance level for young or novice drivers. Federally, there is no differentiation between novice or experienced drivers. A BAC of 0.08 applies equally to all drivers
<b>New Zealand</b>	<b><u>Probationary drivers</u></b> (all drivers under the age of 20) are subject to a limit of 30mg/100ml
<b>USA</b>	Varies by state. All states have “zero tolerance” laws for <b><u>underage persons (under 21)</u></b> , and the definition of “zero tolerance” ranges from 0.00 BAC to 0.02 BAC depending on the state. Nationally, drivers operating a vehicle under a Commercial Drivers License have a BAC limit of 0.04.

<sup>4</sup> TIRF has released a new report that describes best practices for graduated driver licensing (GDL) programs for new drivers in Canada. The report is intended to set standards for the development of new programs in Canada and for enhancing the effectiveness of those already in place. The research was made possible by a grant from the Insurance Bureau of Canada (IBC). <http://trafficingjuryresearch.com/whatNew/whatNew.cfm?intNewsID=198&intContactID=12>

## RANDOM BREATH TESTING

### 6. Is there a National Policy of Random Breath Testing?

<b>Yes</b>	Austria	Chile	Japan
	Belgium	Costa Rica	New Zealand
	Bulgaria	Columbia	Taiwan
	Cyprus	Honduras	
	Czech Republic		
	Denmark		
	Estonia		
	Finland		
	France		
	Germany		
	Italy		
	Luxembourg		
	Netherlands		
	Norway		
	Poland		
	Portugal		
	Slovak Republic		
	Spain		
	Sweden		
	Switzerland		
	Turkey		
<b>No</b>	Hungary	Dominican Republic	Australia (Yes in some States)
	Ireland	El Salvador	Canada (Yes in some States)
	Malta	Panama	South Africa
	UK	Mexico (Yes in some Places)	USA (Yes in some States)

#### Detailed Comments

<b>Cyprus</b>	According to the National Strategy Plan 2002-2005 for the prevention of road accidents the objective is for the Random Breath Testing to be carried out on 1 in every 5 drivers.
<b>Finland</b>	The police have an annual quota to be tested every year - in addition there are 2 – 3 testing campaigns per year.
<b>Germany</b>	<p>The police authorities frequently perform general traffic controls. If there is any suspicion of alcohol consumption, the policemen have to perform a breath test.</p> <p>With the adoption of BAC level of 0.05% in May 1998, the procedure of testing alcohol concentration by breath testing was legalised as a matter of evidence. The following thresholds were defined:</p> <ul style="list-style-type: none"> <li>- A breath alcohol level of 0.4 mg/l or more will be prosecuted like a BAC level of 0.08% more,</li> <li>- A breath alcohol level of 0.25 mg/l or more will be prosecuted like a BAC level of 0.05% or more.</li> </ul>

	Generally speaking, with a breath alcohol level of more than 0.8 g/l a blood test will be performed due to the lack of exactness of breath testing.
<b>Italy</b>	Random controls are made by the police forces. A new law 125/01 foresees an increasing/intensification of controls.
<b>Spain</b>	Random controls are performed in highways and main roads usually to control speed excess. (Random controls are performed as preventive measure; breath test is performed at offences and accident controls too) If the driver shows to have drunk without moderation, a breath test is performed. Random controls are performed in towns and cities (usually at weekends and near leisure areas) to control alcohol abuse.
<b>Sweden</b>	According to the law, the police can do Random Breath Testing on drivers. There doesn't have to be a suspicion about offence.
<b>Switzerland</b>	Random breath testing was introduced on 1 <sup>st</sup> January 2005 - the same date that the BAC limit was lowered.

<b>Brazil</b>	The police authorities may ask a driver to perform a breath test (if there is any suspicion of alcohol consumption), but the driver may refuse to perform such a test because the Brazilian Supreme Court rules that no one is obliged to provide evidence against himself.
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<b>New Zealand</b>	Preliminary breath screening procedures were established in 1969. The first national drink-drive blitzes took place in 1973 and evidential breath testing was introduced. Random stopping began in 1984 with drivers being stopped but only tested if police suspect they have been drink driving. Compulsory breath testing was introduced in 1993.
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<b>South Africa</b>	Random road blocks to check for various traffic related offences are common and this often catches drunk drivers.
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**7. If not National does it exist in any State?**

<b>Mexico</b>	Random Breath testing is performed in Mexico City, in Monterrey's Metropolitan Area (Nuevo Leon), and sometimes randomly in other cities of the country.
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<b>Australia</b>	Each State has its own policy.
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<b>Canada</b>	Each province and territory has its own policy.
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<b>USA</b>	States do not have random breath testing rules, however, all but 11 states perform Sobriety Checkpoints. These checkpoints screen all motorists travelling in a certain area, and law enforcement officers may submit any driver to a breathalyzer test if there is a suspicion of drinking.
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## ALCO-LOCKS<sup>1, 2</sup>

### 8. Are Breath Alcohol Ignition Interlock Devices being used or tested?

<b>Yes</b>	Belgium <sup>10</sup>		Australia
	Finland		
	Germany <sup>10</sup>		Canada (see note below)
	Netherlands <sup>10</sup>		
	Norway <sup>10</sup>		USA
	Sweden ( see note below)		
	Spain <sup>10</sup>		
	UK		
<b>No</b>	Austria	Columbia	Japan
	Cyprus	Costa Rica	New Zealand
	Czech Republic	Dominican Republic	
	Denmark	Mexico	
	Estonia	Panama	
	France		
	Hungary		
	Ireland		
	Italy		
	Netherlands		
	Norway		
	Poland		
	Slovak Republic		
	Switzerland		

#### Detailed Comments

**Finland** Finland passed a temporary interlock law for three years - since the 1st of July 2005. Suspension is possible to combine with interlock for one year. In 2008 there will be an evaluation of the effects of the law before it is decided whether it should be a permanent law.

**Spain** Alco-locks are being tested in bus drivers in Valladolid in a study founded by the DG TREN, European Commission. The news says that they will be tested during 1 year and that the objective is to make all kind of drivers aware of the importance of not drink-driving<sup>3</sup>.

<sup>1</sup> An alcohol interlock is a hand-held electronic breath-testing device that is wired to the ignition system of a vehicle. A vehicle fitted with an interlock will not start unless the driver passes a breath test.

<sup>2</sup> The Traffic Injury Research Foundation (TIRF) has added a new section to its website that's devoted to ignition interlocks and designed to provide current and diverse information to researchers, practitioners, and to those jurisdictions considering implementing or modifying a program. The "International Inventory of Interlock Programs" is divided into several sections, including: an interlock program inventory, proceedings from an international symposia series on interlocks, background information on interlock devices and how they function, leading research references, links to research organizations and manufacturers, and current activities in the field of interlocks. [www.trafficinjuryresearch.com/interlock/interlock.cfm](http://www.trafficinjuryresearch.com/interlock/interlock.cfm).

<sup>3</sup> There is an ongoing project on alcolocks at European level in which five Member States are involved - Belgium (the coordinator of the project is the Belgian Road Safety Institute), Germany, the Netherlands, Spain and Norway. The project was launched at the beginning of 2004 and the main objectives are to have available an in-depth qualitative field trial. Specific objectives of the project are to study the perceptions of four groups of drivers, i.e. buses and lorry drivers, recidivists and alcohol dependent patients, towards driving with an alcolock.

<b>Sweden</b>	Tests are being done by some companies which try out the Alco-locks on their company-cars. There is no law. Just their company policy.
<b>Netherlands<sup>1</sup></b>	After the completion of an European Union feasibility study the Dutch Ministry of Transport started preparations for an amendment to the Road Traffic Act which will enable alcolock implementation in 2007. The alcolock programme will be combined with counselling and driver improvement programmes.
<b>UK</b>	In August 2004 the Department for Transport awarded the contract for a trial alcohol ignition interlock program in Birmingham and Bristol to the Traffic Injury Research Foundation of Canada. The 30-month pilot project will also involve examining the practicalities and social aspects of interlock programs through an investigation of the acceptability of the interlock device to the user and the impact on the lifestyle of the user and other household members as a result of having an ignition interlock device installed in the family vehicle.
<b>Columbia</b>	It applies to all drivers without distinction
<b>Australia</b>	<p>Court Order based. Repeat offenders in most states will be able to drive only a vehicle fitted with an alcohol interlock for a period of time when they are re-licensed.</p> <p>Courts can also impose an interlock licence condition on first offenders whose offence occurred on or after the above date, where the offence involved a BAC of at least 0.15, or a non-BAC drink driving offence (driving under the influence of alcohol (DUI), refusing to provide a breath or blood sample, or refusing to stop at a breath-testing station or to cooperate in the conduct of a test)</p>
<b>Canada</b>	Alcohol Ignition Interlock Devices are reserved for repeat (i.e. second) offenders and are in place in all but two jurisdictions within Canada.
<b>New Zealand</b>	Discussions are taking place at Government level.
<b>USA</b>	This varies greatly by State. Generally, interlocks are implemented for repeat drunk driving offenders, but there are legislative proposals in several states that would implement the devices upon first arrest or first conviction.

<sup>1</sup> MPM Mathijssen (2005). "Drink driving policy and road safety in the Netherlands a retrospective analysis". Transportation Research Part E 41; 395-408.

## PENALTIES

10. Do the penalties for driving with a BAC level above the permitted maximum vary according to the BAC level?  
 11. Please state the BAC level and penalty in each circumstance.

<b>Yes</b>	Austria	Chile	Australia
	Belgium	Columbia	Japan
	Bulgaria	Costa Rica	New Zealand
	Czech Republic		South Africa
	Denmark		Taiwan
	Estonia		
	Finland		
	France		
	Germany		
	Ireland		
	Luxembourg		
	Netherlands		
	Norway		
	Poland		
	Portugal		
	Slovak Republic		
	Sweden		
	Switzerland		
	UK		
<b>No</b>	Cyprus	Brazil	USA (varies by State)
	Malta	El Salvador	
	Spain	Dominican Republic (see note below)	
	Turkey	Honduras	
		Mexico	
		Panama	

### Detailed comments:

Full details of the penalties and the BAC level at which they apply can be found in Annex 1 – Penalties Europe for Austria, Belgium, Denmark, Estonia, Finland, France, Germany, Ireland, Italy, Luxembourg, Netherlands, Norway, Poland, Portugal, Slovak Republic, Spain, Sweden, Turkey and the UK.

**Bulgaria**

<u>Level</u>	<u>Penalty</u>
0.05-0.12	Administrative sanctions (fine €50 – 150 and licence suspension for up to a year)
above 0.12	Court proceedings and imprisonment for up to one year.

**Cyprus** Penalties are up to the discretion of the court.

**Czech Republic**<sup>1</sup> According to Section 30, Article 1h and 2 of the Act No. 200/1990 on Offences, in the case of an offence of causing an accident under the influence, the licence is withdrawn for up to one year and there is a fine of CZK10,000.  
 Whether there is a fine or a prison sentence depends on the judge.

<sup>1</sup> Road Traffic Department and The Ministry of the Interior.

	Police in the Czech Republic do not have the right to withdraw a driving licence on the spot even in case of drink/drive offence.	
<b>Spain</b>	The BAC level is not a factor in determining the penalty. For more information see Annex 1: Penalties Europe.	
<b>Switzerland</b>	Cascading penalties for recidivists introduced on 1 <sup>st</sup> January 2005 at the same time that the BAC limit was lowered	
	<b><u>Level</u></b>	<b><u>Penalty</u></b>
	0.05-0.079	Written Police warning for withdrawal of licence and fine
	0.08 plus	Heavy fine depending on income or imprisonment; withdrawal of driving licence for several months, depending on frequency and circumstances (The fines are going from a minimum of CHF 1'000.-- up to 10% of the net income, depending on repetition and circumstances.)
<b>Brazil</b>	Driving with a BAC level above the permitted maximum of 0.06g/100ml is treated as a very serious offence, independently of BAC level reached. The penalty is a fine for an amount between R\$ 268.63 (€74.31) and R\$ 1,343.16 (€371.56) and driving license suspension for an unlimited period of time.	
<b>Chile</b>	<b><u>Level</u></b>	<b><u>Penalty</u></b>
	0.05-0.09	61 days in prison plus 30 days licence suspended
	up 0.1	61-560 days in prison plus until 1 year suspended
<b>Columbia</b>	<b><u>Level</u></b>	<b><u>Penalty</u></b>
	1° <0.1	The 1st level doesn't have penalty in the Transit Code
	2° 0.1 - 0.149	fine; suspension of License for 2-3 years; Community Services for 20 hours.
	3° > 0.15	fine; suspension of License for 2-10 years; Community Services for 40 hours.
<b>Costa Rica</b>	<b><u>Level</u></b>	<b><u>Penalty</u></b>
	0-0.05	None
	0.05 – 0.10	Charged with drinking under the influence (DUI), penalty of 20.000 colones (approx. \$45) and suspension of drivers license for 3 months.
	>0.1	Charged with drinking under the influence (DUI), impounding of vehicle and suspension of license for 6 months.
<b>Dominican Republic</b>	Law 241 states the following sanctions for DRUNKEN DRIVING <sup>1</sup> . - Fine ranging from 75 to 300 Dominican pesos (US\$1+RD\$30) - Prison from 1 – 3 months - Suspension of the drivers licence for a period from 6 months to 1 year. In case of recurrence: - Fine ranging from 150 to 300 Dominican pesos. - Prison from 3 – 6 months - Permanent suspension of drivers licence. If any damage or harm is caused to an individual, the driver could be subject to higher penalties, including suspension of the driver's license for a period between 1 and 2 years and prison for a period between 2 and 5 years if the victim receives a permanent injury. In case of death, cancellation of the driver license may also be imposed. Depending on the	

<sup>1</sup> The legislation does not specify the means to determine alcohol levels.

	circumstances of the accident some articles of the Penal Code may also be applicable.	
<b>El Salvador</b>	At the 0.1g/100ml level – the penalty is seizure and above that the licence is suspended.	
<b>Mexico</b>	<u><b>Level</b></u>	<u><b>Penalty</b></u>
	0.08%	Mexico City - Detention in Mexico City & fine, subject to damages caused if an accident occurred.
	0.08%	State of Nuevo Leon: the enforcement of the Law is to be applied by the regulations of the different municipalities within the State, and since the Law was put into effect by the end of 2002, presently the different municipalities are trying to harmonise their local regulations.
<b>Panama</b>	Penalties for drunk driving vary according to the recurrence of the offence:	
	<u><b>First Time Offence:</b></u>	
	- Fine: B/.150.00 to B/.300.00	
	- Conviction: 30 days incarceration	
	- License removal: 1 year	
	<u><b>Second Time Offence:</b></u>	
	- Fine: B/.300.00 to B/.600.00	
	- Conviction: 60 days incarceration	
	- License removal: 2 years	
	<u><b>Third Time Offence:</b></u>	
	- Fine: B/.500.00 to B/.1000.00	
	- Conviction: 90 days incarceration	
	- License removal: 5 years	
	Penalties for accidents resulting from drunk driving are imparted as follows:	
	<u><b>First Time Offence:</b></u>	
	- Fine: B/.500.00 to B/.1000.00	
	- Conviction: up to 60 days incarceration ( <i>depending on the level of intoxication</i> )	
	- License removal: 2 years	
	<u><b>Second Time Offence:</b></u>	
	- Fine: B/.1000.00 to B/.1500.00	
	- Conviction: 90 days incarceration	
	- License removal: 3 years	
	<u><b>Third Time Offence:</b></u>	
	- Fine: B/.1500.00 to B/.2000.00	
	- Conviction: 120 days incarceration	
	- License removal: permanent	
	For all offenders, seminars on the consequences of driving under the influence of alcohol are mandatory.	
<b>Australia</b>	Please see <b>Annex 2 – Penalties Australia</b>	
<b>Canada</b>	The penalty imposed will increase based on the number of previous impaired driving convictions and whether bodily harm or death has resulted. In addition, when sentencing, judges are required to consider a BAC level exceeding twice the Criminal Code limit as an aggravating factor in the offence. The table in <b>Annex 3 –Penalties Canada</b> outlines federal and provincial penalties.	

PENALTIES

<b>Japan</b>	0.15mg/L	Prohibit driving for 30 days At most one years penal servitude or 300,000 yen fine
	0.25mg/L	Prohibit driving for 90 days At most three years penal servitude or 500,000 yen fine
<b>New Zealand</b>	<b><u>Land Transport Act 1998</u></b> Adult drivers (over 20 years of age): <b><u>First or second Offence</u></b> -Imprisonment up to 3 months -Fine not exceeding \$4,500 -Disqualification – minimum 6 months <b><u>Third Offence</u></b> - Imprisonment up to 2 years. Fine not exceeding \$6000. - Disqualification minimum 1 year. - Drivers with twice the BAC limit have mandatory 28 day licence suspensions in addition to the above penalties. - Unlicensed driver’s vehicles seized and impounded for 28 days.  <b><u>If under 20 years of age:</u></b> <b><u>BAC reading 150-400ml</u></b> - Prison terms not exceeding 3 months - Fine not exceeding \$2,250 - Disqualification from driving for 3 months <b><u>BAC reading 400ml or over</u></b> - Adult penalties apply (see above).	
<b>South Africa</b>	There is a published maximum penalty of R120,000 and/or 6 years. Magistrates have discretion to impose a penalty between zero and the maximum.	
<b>Taiwan</b>	<b><u>Level</u></b>	<b><u>Penalty</u></b>
	0.25/mg	NT\$19,500 fine
	0.4/mg	NT\$34,000 fine
	0.55/mg	NT\$49,500 fine
<b>USA<sup>2</sup></b>	Most states impose higher and graduated penalties for “hard-core” or “high BAC” offenders – the definition of which varies from above 0.10 BAC to above 0.20 g/100ml BAC – and repeat offenders. While the generally accepted definition of high BAC is .15, the thresholds do vary by states. Likewise, the penalties vary greatly by state.	

<sup>2</sup> More Detailed Information on State Laws – From Governors Highway Safety Association, [www.ghsa.org](http://www.ghsa.org)

**12. Are there inter state differences in penalties?**

<b>Australia</b>	See <b>Annex 2 – Penalties Australia.</b>
<b>Canada</b>	Federal Criminal Code provisions apply equally in all jurisdictions. However, small variations exist with respect to non-Criminal Code sanctions applied by provinces/territories. <b>See Annex 4 Provincial/Territorial Countermeasures Initiatives - Canada.</b>
<b>South Africa</b>	Because magistrates have discretion, inter-provincial differences will be apparent.
<b>USA</b>	Each state has its own set of thresholds and penalties. Penalties include fines, license suspension and revocation, mandatory alcohol treatment, and jail.

## LEGISLATIVE CHANGES

13. Are there any changes to the current legislation proposed/about to be implemented?
14. Please state the proposed change and the expected date of commencement.

Yes	Bulgaria	Brazil	New Zealand
	Greece		USA (varies by State)
	Ireland		
	Malta		
	Netherlands		
	Spain		
No	Austria	Chile	Australia
	Belgium	Colombia	Canada
	Cyprus	Costa Rica	Japan
	Czech Republic	Dominican Republic	Taiwan
	Denmark	El Salvador	
	Estonia	Honduras	
	Finland	Mexico	
	France	Panama	
	Germany		
	Italy		
	Luxembourg		
	Norway		
	Poland		
	Portugal		
	Slovak Republic		
	Sweden		
	Switzerland		
	Turkey		
	UK		

### ***Background position and detail of the proposals;***

**Bulgaria** With the amendment the Bulgarian Council of Ministers proposes sanctions to be changed and to be more severe. Expected date depends on Parliament discussions and adoption – probably next year.

**EU** In January 1989 a draft EU Council directive proposed that the maximum permitted BAC should be no more than 0.05 g/100ml from 1<sup>st</sup> January 93. This was approved by Parliament on 23<sup>rd</sup> May 1989 but was not progressed.

On the 17<sup>th</sup> March 2000 the European Commission published a paper on Road Safety. This contained the decision not to make a new proposal for harmonisation of the BAC limit and the intention to submit a non legally binding Recommendation to Member States which was eventually adopted on 17<sup>th</sup> January 2001.

In April 2001 the Council of Ministers considered the Commission recommendation and the conclusions encouraged Member States “to consider carefully the various measures and especially to improve the effectiveness of enforcement.” The Commission was called upon to monitor and evaluate the effects of the Recommendation in three years and continue research into several items related to problem drinking and driving.



On 22<sup>nd</sup> October 2003, the European Commission proposed a package of measures aiming at improving road safety through a better enforcement of road safety rules. The package includes a Commission Recommendation urging EU governments to apply best practice in road safety through the Member States, including the use of automatic speed cameras, random breath testing, intensive campaigns to force seat belt use and better enforcement of existing laws.

In the explanatory memorandum it is accepted that “harmonisation of rules does not appear to be the panacea for reducing death rates”. It looked at the three main causes of fatal accidents, speeding, drink-driving and non use of seat belts, and notes that the countries that succeed better in reducing the number of deaths apparently do more to enforce the relevant rules, which results in better prevention of the infringements concerned, and consequently in fewer fatal accidents. One of the examples to illustrate this relates to drink-driving and refers to the big difference in rules between Sweden where the BAC limit is 0.02 and the UK where it is 0.08. Comparing the performance of these two Member States shows that they were the two best-performing countries.

More recently it has been estimated that “if everybody wore a seat belt, complied with the legal speed limits and did not drive under the influence of alcohol, fatalities would be cut by more than 60%”<sup>1</sup>.

<b>Finland</b>	Authorities are investigating over a five-year period whether it is possible to lower the BAC to 0.02 g/100ml as in Norway and Sweden.
<b>France</b>	<p>Latest developments since the adoption of the Law n°2003-495 of 12 June 2003</p> <p>The main measures taken during the last two years include:</p> <ul style="list-style-type: none"> <li>- improvement of control efficiency, particularly with respect to speed: widespread use of laser binoculars and automatic checks (around 1,000 radar checks planned by 2006);</li> <li>- increased penalties for speed (immediate withholding of the driving licence above 40km/h) and alcohol (withdrawal of 6 points out of 12), seatbelts (withdrawal of 3 points out of 12);</li> <li>- since 1<sup>st</sup> March 2004, probationary driving licences for the inexperienced drivers who will only have 6 points for the first three years.</li> </ul> <p>Since 30<sup>th</sup> October 2004 it is recommended to put on dipped headlights during daytime.</p> <p>The National Council for Road Safety (the Council) is considering setting up local observatories to study behaviour in relation to speed, seatbelts and alcohol. The Council has considered lowering the BAC level from 0.5 g/l to 0.2 g/l but this measure has been ruled out because it seemed more urgent to enforce the current limit, particularly with regard to chronic alcoholics.</p> <p>The French authorities are also currently examining the role of drugs, in particular cannabis, in relation to road safety.</p>
<b>Greece</b>	It is believed that the Government is reviewing the possibility of a reduction from 0.05 to 0.02 g/100ml.
<b>Ireland</b>	The Department of Transport is currently drafting legislation that will grant wider breath-testing powers to An Garda Síochána. However due to constitutional concerns it is not envisaged that the proposed legislation will include provision for the introduction of random breath testing.

<sup>1</sup> [Report on the European Safety Action Programme: Halving the number of road accident victims in the European Union by 2010: A shared responsibility \(2004/2162\(INI\)\)](#)

<b>Malta</b>	There is pressure to lower the BAC level to 0.05 g/100ml - probably in 2005.
<b>Netherlands</b>	The legal BAC limit for <b>novice or probationary</b> drivers (first five years) was lowered from 0.05 g/100ml to 0.02 g/100ml on 1 <sup>st</sup> January 2006. Consideration is being given to introduction of alco-locks in June 2008.
<b>Spain</b>	Change: Points system (similar to France's) Date of commencement: Still to be approved
<b>UK</b>	Consultation on "Combating drink driving" took place in 1998 and at that time the Government was "minded" to reduce the BAC limit from 0.08 to 0.05 g/100ml. On 20 <sup>th</sup> March 2002 Transport Minister, David Jamieson, announced that the Government had no plans, for the foreseeable future, to change the BAC limit. Instead the government are committed to stricter enforcement of the existing legislation and other factors which are considered to be more important in reducing deaths than lowering the limit. Amendments were tabled in June 2005 with respect to the current Road Safety Bill recommending that the drink drive limit be lowered.

<b>Brazil</b>	There are two major areas where changes to current legislation are proposed:- - The project proposes the BAC limit be lowered to 0.03 g/100ml; - Also, considering that the Brazilian Supreme Court ruled that no one is obliged to provide evidence against himself, discussions continue on amending the Brazilian Traffic Code, suggesting that the onus probandi should be reversed to the conductor.
<b>Mexico</b>	While not official there is a tendency or trend, tightening regulations and Laws within different cities or States in the country, towards stricter rules or laws with respect to Drinking & Driving.

<b>Canada</b>	No changes are anticipated for current impaired driving rules. But, legislation which would introduce alcoholic beverage warning labels (messaging on impaired driving, health effects and birth defects) is before a House of Commons Committee. Mothers Against Drunk Driving (MADD) has reactivated their campaign/initiative calling for a reduction in the legal BAC from .08 to .05 in Canada <sup>2</sup> – this would have the effect of creating a criminal offence for drinking and driving with a BAC as low as .05.
<b>New Zealand</b>	- 28 day licence suspension for a driver with a BAC exceeding 0.08 or breath equivalent, if the driver has a previous drink drive conviction in the past four years. - 28 day impoundment of the vehicle of a driver with a BAC exceeding 0.08 or breath equivalent, if the driver has a previous drink drive conviction in the past four years. - Any driver with a BAC of 0.13 or more will lose their licence for 28 days.  <i>Date of commencement:</i> Legislation has been drafted, but has not moved through the Parliamentary process as yet.  Proposed changes to the current legislation in New Zealand by Land Transport New Zealand, Ministry of Transport and the New Zealand Police; who were lobbying for a lowering of the BAC level from 80mg/100, to

<sup>2</sup> <http://madd.ca/english/news/pr/p05oct05.htm>

50mg/100ml, and a zero limit for drivers under 20, has not been successful, nor are these changes envisaged in the near future. A change to current legislation is unlikely to happen until after the election in 2005.

**USA**

Many states will consider other legislation regarding topics such as graduated penalties for repeat offenders, stiffer penalties for hard-core offenders, primary seat belt laws, ignition interlocks, lower BAC thresholds for repeat drunk drivers and/or drunk drivers with minors in the vehicle, and open containers. In July 2005, the U.S. Congress passed the highway funding bill, which included funding for states' drunk driving programs and funding incentives for states that enact primary seat belt laws and specific laws to address high BAC and repeat offenders.

## STATISTICS

15. Please give brief details of the trends in drink drive related accidents/fatalities over the past few years.

The most recent data available appears in the **COMPARATIVE STATISTICS TABLE** on pages 46 and 47.

### Austria

Year	2000	2001	2002	2003
Alcohol related fatalities	2,574	2,559	2,736	2,841
Alcohol related fatalities as a percentage of all fatalities		6.5%	6.3%	6.5%

In 2001 55% of all people involved in accidents under the influence of alcohol were between 15 and 34 years old and 90.9% of all were men.

### Belgium

According to the official statistics of the year 2000<sup>1</sup>, 8.5% (4,168) of all injury accidents were alcohol-related, whereas 10.2% (949) of all accidents with dead and seriously injured persons were alcohol-related. 7.7% (787) of all car drivers who got involved in an accident with at least 1 dead or seriously injured road user, were under the influence of alcohol.

A drink drive roadside survey carried out in November 2000 found 8.4% of drivers over the legal limit and the majority of them (6.7%) were well over the limit and likely to be male and driving without passengers. 69% of the drink drivers had come from bars and restaurants and 31% from home or the houses of family or friends.

### Bulgaria

During the last three years there has been an increase in cases of driving over the legal BAC limit.

### Cyprus

Since March 1990, in an effort to assess the true cause of fatal road accidents a blood, urine and eye fluid test for the tracking of alcohol were included in the post mortems carried out.

### Czech Republic Gradual decrease

1995	1998	2002	2003	2004
193	167	136	111	59

### Denmark

In general drink drive related accidents are falling. There has been a 27% reduction in alcohol related fatalities in the first quarter of 2005.

### Estonia

The number of alcohol related accidents, fatalities and injuries have all decreased dramatically since 2002.

Year	number of alcohol related accidents	Fatalities	Injured
2002	494	68	795
2003	372	40	561
2004	344	26	524

### Finland

Number of alcohol related road accidents and % of all accidents

1996	1997	1998	1999	2000
999	983	1018	994	958
13.1	13.3	14.0	13.5	13.7 %

<sup>1</sup> Belgisch Insituuat voor de Verkeersveiligheid (BIVV). Verkeersveiligheid. Jaarverslag 2000. Belgisch Insituuat voor de Verkeersveiligheid, Brussel.

	The number of alcohol related accidents has been quite stable in Finland. 0,2 per cent of the drivers tested had more than 0,05 limit. About 80 fatalities (20% of all fatalities in traffic) in 1000 are injured every year.
<b>France</b>	In 2004 the number of alcohol-related fatalities decreased by 13.5% compared to 2003. It is estimated that in 2003, 269 lives were saved thanks to improved behaviour with respect to alcohol.
<b>Germany</b>	According to the BAST <sup>1</sup> , “the positive trend that started in 1991 continued in 2004”.
<b>Ireland</b>	As data differentiating between alcohol related and non-alcohol related accidents in Ireland is not currently reported it is not possible to estimate recent drink drive related accidents trends. However data relating to road fatalities in general shows that there was a 28% decrease in road fatalities between 1997 and 2003 (472 and 340 respectively). In the same period in which this decrease occurred there was a 29% increase in registered vehicles.
<b>Italy<sup>2</sup></b>	In 2001 the total alcohol related road accidents were 2013 of which 55 fatalities; in 2002 the same data were 2189 with 73 fatalities showing an increase. But after the enforcement of the new road law the number of accidents/fatalities firstly decreased sharply, especially thanks to the increased use of seat belts, then increased again in 2003 to respectively 2596 accidents and 87 fatalities. Alcohol related road accidents represent the 1.2% of the total road accidents, while the alcohol related road deaths are 4.55 out of the total road deaths.
<b>Malta</b>	<p>Unfortunately, there are no official statistics about the number of alcohol related accidents on Maltese roads, and any quoted figures are speculative. However, it is correct to say that ‘Saturday night’ accidents are an issue. On the other hand, educational/awareness campaigns are being effective and the practice of designated drivers and use of taxis or alternative transport arrangements on weekends and festive occasions is gaining ground. The industry is perceived by the public and opinion leaders in Malta as being very proactive in promoting awareness about the hazards of drinking and driving.</p> <p>There is certainly more awareness about the issue which is leading to positive action by drivers. Before the start of drink drive campaigns on the media, there used to be road fatalities every year during the Christmas season. In recent years, the number and severity of such accidents has declined considerably.</p>
<b>Netherlands</b>	<p>The number of alcohol related fatalities has declined dramatically over the years. The percentage of car drivers under the influence of alcohol diminished in 2004 again. Last year 3.4% of all drivers that were tested had more than the legal 0.05 limit. 3.4 is the lowest level since 1975. The annual research “Driving under the influence” finds that the number of offenders has diminished since 2000. The alcohol controls are carried out in collaboration with the 25 police regions on weekend nights.</p> <p>It is likely that the decline in offenders is due to a combination of intensive enforcement and education. The <b>Bob campaign</b>, which has been in operation since 2001, plays an important role in education.<sup>3</sup></p>

<sup>1</sup> Bundesanwalt für Straßenwesen ([BAST](#))

<sup>2</sup> All the official statistics are issued by ISTAT (Italian Institute of Statistics: [www.istat.it](#)). Statistics about road accidents, fines, imprisonments are also issued by the State Police ([www.poliziadistato.it](#)) and the Polstrada (Road Police).

<sup>3</sup> Official Government press release from the Ministry of Transport dated 16<sup>th</sup> June 2005

Drink driving is responsible for approximately 25% of all serious road injuries in the Netherlands. Approximately 80% of these are caused by hardcore drinking drivers with BAC levels above 1.3g/l some of whom also use illicit drugs. Drivers with BAC levels above 1.3g/l form only 0.3% of the total driver population in the Netherlands and 20% of drivers with an illegal BAC<sup>4</sup>.

Year	Percentage over the legal limit during weekend nights	Alcohol related fatalities*
1999	210	210
2000	200	200
2001	180	180
2002	170	170
2003	170	170
2004	135	135

\*These figures are the registered fatalities. In reality the number is probably higher, i.e. in 2004 it is expected to be 225.

**Norway** Drink driving is not socially accepted in Norway. Most people accept and adapt to the regulations. Along the roads there are regularly police controls of BAC level. The trend is that there are less drivers with BAC caught in the controls. When the BAC limit was changed from 0.5 to 0.2g/100ml we experienced a strong growth in the sales of non-alcoholic beer (max 0.7 vol.% alc). At the same time, sales of light beer (2.5 vol.% alc) went down. This means that most drivers do not take any risks with low alcoholic beverages but stick to the non-alcoholic.

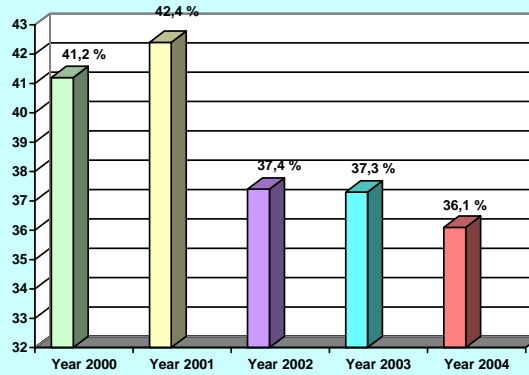
**Poland** Numbers of accidents and fatalities related with alcohol is permanently increasing.

**Portugal** According to the official statistics of the year 2002, of all car road accidents (with/without injuries) in the country, only 3.3% of car drivers were under the influence of alcohol compared with 3.2 % of car drivers for 2001.

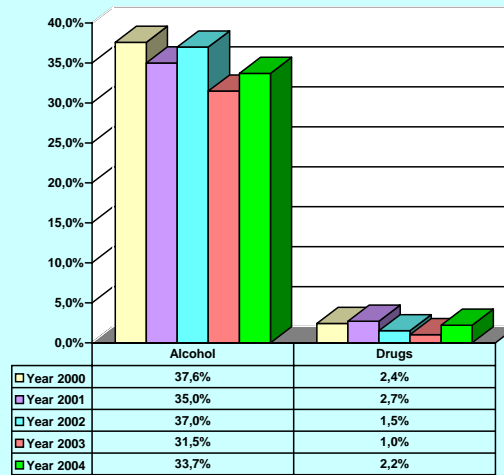
<sup>4</sup> MPM Mathijssen (2005). "Drink driving policy and road safety in the Netherlands a retrospective analysis". Transportation Research Part E 41; 395-408.

**Spain<sup>5</sup>**

**DRIVER'S FATALITIES WITH A BAC ABOVE 0.3**  
years 2000 - 2001 - 2002 - 2003 and 2004



**PEDESTRIANS' FATALITIES WITH A BAC ABOVE 0.3**  
years 2000 - 2001 - 2002 - 2003 and 2004



**Sweden**

Drinking and driving is increasing rapidly on Swedish roads. 28% of the drivers that dies in traffic have alcohol or other drugs in their blood. A rise from 18% just a couple of years ago.

**Switzerland**

The number of alcohol related traffic accidents in Switzerland is reported to have decreased slightly since the lowering of the BAC limit on January 1<sup>st</sup> 2005. The police who provided the data for the news agency survey are said to have stated that the higher fines were the most likely cause of the decline.

**Turkey**

Road accidents noticeably declined between 1999-2001.. However, statistics do not show how much of it is related to accidents due to driving under the influence of alcohol.

**UK**

Over the past two decades a mixture of improved enforcement, tougher penalties and a programme of publicity campaigns have significantly reduced the number of drink drive accidents. In the 1980s and early 1990s, the number of people killed or seriously injured in drink-drive accidents in Great Britain fell from over 9,000 to fewer than 4,000. During the past ten years, however, there has been no over-riding trend in the number killed or seriously injured despite year to year fluctuation.

<sup>5</sup> Source: Instituto De Toxicologia

Estimates for 2002 suggest that 6 per cent of all road casualties and 16 per cent of road deaths occurred when someone was driving whilst over the legal limit for alcohol. Provisional estimates for 2003 indicate a fall of 6 per cent from the previous year.

The number of people killed in drink-drive accidents fell to a low of 460 deaths in 1998, but has since risen to an estimated 560 deaths in 2003. The numbers of slight injuries in drink drive accidents have been showing a broadly rising trend since 1993 but provisional figures for 2003 suggest a fall of 5 per cent.

The total number of casualties in drink drive accidents reached their lowest level in 1993, rose slightly to 20,140 in 2002 and decreased to 19,010 (provisional) in 1993.

The distance travelled has risen so the number killed adjusted for distance travelled has declined and now stands at 1.2 per billion vehicle km.

The statistics also show that drivers under the age of thirty were more likely to be involved in drink drive accidents than older drivers and that women continue to be much less likely to be involved in drink-drive accidents than men.

Equivalent estimates of casualties in road accidents where the use of legal or illegal drugs was a contributory factor are not available, as routine accident reports do not currently record contributory factors to accidents. However, under a pilot scheme, information on contributory factors to road accidents has been collected by 15 police forces. The influence of drugs was recorded as a contributory factor in about 1% of injury accidents recorded under this pilot scheme in both 2002 and 2003.

<b>Brazil<sup>6</sup></b>	Research data collected in four major Brazilian capitals (Salvador, Recife, Curitiba e Brasília) in 1997 by <i>the Instituto de Ortopedia e Traumatologia do Hospital das Clínicas - USP</i> , from emergency rooms (1169 victims) and from coroner's offices (45 fatal victims), revealed that 33.5% of the male victims had their blood alcohol (BAC) level above 0.08g/100ml; In 2002, another study revealed that 28.9% of injury accidents registered at the emergency room of the <i>Hospital da Clínicas (FMUSP)</i> , São Paulo, were alcohol-related.
<b>Costa Rica<sup>7</sup></b>	Drink-drive fatalities reduced 14% between 2003 and 2004.
<b>Dominican Republic</b>	There are no reliable statistics on this matter
<b>El Salvador</b>	There are no official statistics available. There is a tendency to a reduction of drink drive incidents. At the moment alcohol impairment is the 6 <sup>th</sup> or 7 <sup>th</sup> cause of accidents.
<b>Honduras</b>	There has been a substantial reduction in drink related accidents and the government, with the support of private enterprise, will engage in more efficient campaigns for Christmas and Easter periods. For the Easter period in 2003 the number of road deaths per 100,000 of the population was 0.32 and the number of alcohol related road accidents per 100,000 of the population was 2.92.

<sup>6</sup> Sources: IPEA – Instituto de Pesquisas Econômicas e Aplicadas da USP Universidade de São Paulo – research on 'the social cost of alcohol', presented in December 2003. Instituto de Ortopedia e Traumatologia do Hospital das Clínicas – USP.

<sup>7</sup> No official reports are published. We have obtained our data by directly requesting them from the statistics office of the Transit Dept.



<b>Mexico</b>	Comparable statistics about alcohol-related accidents and fatalities are not available.
<b>Australia</b>	Clear fall in rates over the past 20 years, with slight levelling off in past 2 years.
<b>Canada</b>	<p>In 2002 (most recent data), the rate of police-reported impaired driving incidents decreased by 4% over the previous year. This drop is consistent with the general decrease over the last 20 years. The 2002 rate is 65% lower than the peak in 1981 (Juristat, November 2003). This decline is noteworthy in that per capita consumption for the period has changed little.</p> <p>The number of fatally injured drivers with BACs over the legal limit (&gt;80 mg%) declined from 742 in 1987 to 425 in 2002, a drop of 57 per cent. The per cent of fatally injured drivers with BACs over the legal limit fell from 43 per cent in 1987 to 29 per cent in 2002 (Traffic Injury Research Foundation, 2004).</p>
<b>Japan</b>	Alcohol related accidents decreased dramatically in 2003 following the reduction in the limit in 2002. (-3,954 cases, -19%).
<b>New Zealand<sup>8</sup></b>	<p>New Zealand traffic fatalities in 2003, were higher than 2002, with an increase from 100 fatalities to 148. 2002 saw New Zealand's lowest road toll since 1963.</p> <p>Traffic injuries have not increased in number from 2002 to 2003, with alcohol related traffic injuries remaining static at 2000. This number is considerably lower than non-alcohol related traffic injuries, with more than 12,000 recorded in 2003.</p> <p>As recently as 1990, there were 729 road deaths in New Zealand. Since then annual road deaths have dropped by 40%. In spite of a 33% increase in the number of vehicles on the road and a 19% increase in population. Also, international visitor numbers have risen in 2003 and continue to rise.</p>
<b>South Africa</b>	Statistics have only been available in the public domain in the last few years. The 2003 Road Traffic Offence Survey undertaken for the Department of Transport showed that the national daily average of people driving under the influence of alcohol had increased by about 16% in 2003. It was reported that "The blood alcohol concentration of 46,5% of all drivers killed in crashes exceeded the new legal limit of 0,05g/ml, while 9,5% consumed more than five times the legal limit of alcohol,"
<b>Taiwan<sup>9</sup></b>	Alcohol related fatalities represented 17% of the total in 2003 and slightly higher in 2004.
<b>USA<sup>10, 11, 12</sup></b>	Fatalities in alcohol-related crashes fell 2.4 percent between 2003 and 2004. Of the 16,694 persons killed in alcohol-related crashes, 86 percent were killed in crashes where at least one driver or nonoccupant had a BAC

<sup>8</sup> Source: Land Safety New Zealand

<sup>9</sup> Directorate General of Budget Accounting and Statistics Executive Yuen, Taiwan, R.O.C. and - Department of Health, Executive Yuen, Taiwan, R.O.C.

<sup>10</sup> [www.beerinstitute.org/pdfs/SoP0205.pdf](http://www.beerinstitute.org/pdfs/SoP0205.pdf)

<sup>11</sup> NHTSA (National centre for Statistics and Analysis). "Traffic Safety Facts 2004 data Overview" DOT HS 809 911 [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov).

<sup>12</sup> NHTSA (National centre for Statistics and Analysis). "Traffic Safety Facts 2004 data Alcohol" DOT HS 809 905 [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov).

<sup>14</sup> Source: National Observatory of Road Safety "Alcohol and Road Accidents"

STATISTICS

of 0.08 g/dL or higher. Overall, alcohol-related fatalities have decreased dramatically - 36% - between 2004 and 1982 when the current record-keeping system was established. In 1982, 26,173 persons were killed in alcohol-related accidents. That number dropped to 22,587 by 1990, to 17,732 in 1995, and to 17,381 in 2000. To date, the lowest number of alcohol-related fatalities was seen in 1999 when 16,571 persons were killed. 2004 is the second-lowest year on record.

## DEFINITIONS OF ALCOHOL RELATED STATISTICS

<b>Austria</b>	Austrian statistics relate to anyone involved in an accident with any alcohol in their blood. However dead people are not included because their BAC is not taken.
<b>Belgium</b>	Not all accidents are taken into consideration in the official statistics as the persons concerned cannot always perform the alcohol test (for instance because they were taken over to the hospital). As a result the accident figures are always an underestimation of the real dimensions of the problem.
<b>Czech Republic</b>	Driver - offender of accident with BAC>0.0 Pedestrian - offender of accident with BAC>0.0 (other category than drinking-driving, but also included in statistics above)
<b>Denmark</b>	A road accident is defined as being alcohol related if either a driver <b>or a pedestrian</b> has a BAC of 0.05 g/100ml. Motor vehicles: All vehicles are included (car, motorcycle, bus, scooters, vans, trucks) Travelled km: All kinds of transportation of people (motor vehicles, train, ferry, domestic flights)
<b>France<sup>14</sup></b>	When the police arrive on the scene of a road accident, they must check the alcohol levels of all drivers involved. For those killed immediately or severely injured, alcohol levels are checked by blood tests. For those unhurt or only slightly injured, a simple alcohol test is used. A blood sample may be taken to confirm the rate found in an alcohol test. Unfortunately, with a certain number of accidents, the level of alcohol in the body is not known for all drivers involved. This may be for various reasons. A blood sample was taken, but, when sending the accident report, the police did not yet have the results. It may also be possible that the driver had refused to submit to alcohol testing (fairly rare). Certain accidents are that serious that it is impossible to take a blood sample. The lack of knowledge of the results in some instances has led to the following classification: -accidents with alcohol (AAA) including accidents in which at least one of the drivers involved has alcohol in the body; -accidents without alcohol (ASA) including accidents in which all drivers involved have no alcohol in the body; -accidents with unknown alcohol levels (ATI) including accidents in which drivers have negative alcohol levels and in which the level of alcohol is unknown for at least one of the drivers. - AAA + ASA make up accidents with known levels of alcohol (ATC)
<b>Germany</b>	Alcohol related statistics in Germany relate to people over the BAC level of 0.03g/100ml.
<b>Ireland</b>	Due to the method currently employed in the collection of road fatalities in Ireland it is not possible to differentiate between alcohol related and non-alcohol related fatalities. MEAS has called for investment in appropriate data collection and analysis systems and processes to enable clearer determination of the causes of road fatalities and injuries in Ireland.
<b>Italy</b>	The statistics, referring to the law, only include the <u>driver</u> under the influence of alcohol as a drink drive fatality.
<b>Luxembourg</b>	Anyone with any alcohol in their blood

<b>Netherlands</b>	Dutch traffic act says in article 8: It is forbidden for everyone to drive a vehicle after the use of alcohol with a BAC higher than 220 microgram alcohol per litre breathed air or a BAC half a milligram alcohol per millilitre blood. NEW: apart from this article the driver of a motor vehicle for which a driving license is needed if since the date on which he has got his first driving license not yet 5 years have been passed and the first date of issue the driving license has been on or after 30 March 2002 it is forbidden to drive a car with more than 88 microgram alcohol per litre air or a BAC higher than 0,2 milligram per millilitre blood.. Apart from this the driver of a moped is not allowed to drive with a BAC like above under the age of 24 years
<b>Poland</b>	Statistics do not include pedestrians.
<b>Portugal</b>	There is no official data in Portugal.
<b>Spain</b>	The toxicological analysis made by the National institute of Toxicology includes dead drivers and pedestrians with BAC above 0.3 (that is below the legal limit of 0.5)
<b>Sweden</b>	It's about the same since our BAC limit is as low as 0.02 g/100ml.
<b>Switzerland</b>	The alcohol related statistics relate to car driving accidents with any alcohol in their blood.
<b>Turkey</b>	The official level of fatalities does not include pedestrians.
<b>UK</b>	<p>For the purposes of these drink-drive statistics a drink-drive accident is defined as being an incident on a public road in which someone is killed or injured and where one or more of the motor vehicle drivers or riders involved <i>either</i> refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), or one of the following:</p> <ul style="list-style-type: none"> <li>i, failed a roadside breath test by registering over 35 microgrammes of alcohol per 100 millilitres of breath</li> <li>ii. died and was subsequently found to have more than 80 milligrammes of alcohol per 100 millilitres of blood.</li> </ul> <p>Drink-drive fatalities / casualties are defined as <b>all road users</b> killed or injured in a drink-drive accident.</p> <p>However, not all drink-drive accidents will be detected in this way, as there are some drivers involved for whom neither of the above test results are available, even though they were over the legal limit. Therefore the Department's statistics are adjusted to allow for this in order to produce a better estimate of the number of drink-drive accidents and casualties.</p>
<b>Chile</b>	Statistics do not include drunk pedestrians and positive BAC below legal limit.
<b>Colombia</b>	Our legislation doesn't have an official definition of the drink drive fatalities. Legally, drink drive fatalities are classified as "negligent homicide".
<b>Costa Rica</b>	The statistics for all drink-drive fatalities include any accident where a positive BAC of 0.05 and above was present in any of the parties involved.
<b>Dominican Republic</b>	Official statistics do not refer specifically to alcohol related fatalities but refer to car accident fatalities in general.

<b>Honduras</b>	The statistics include only drink drive fatalities. Pedestrians are not included.
<b>Australia</b>	Official Government statistics for drink-driving do include pedestrians.
<b>Canada</b>	The Traffic Injury Research Foundation (TIRF) defines a motor vehicle fatality as any person dying within 12 months as a result of injuries sustained in a collision involving a motor vehicle. For purposes of this report, fatality information is solely for drivers, excluding pedestrians, operators of bicycles, snowmobiles, farm tractors and other non-highway vehicles.
<b>New Zealand<sup>15</sup></b>	Motor vehicle crashes are defined as “any crash that occurs on a public road and results in injury that is attributable directly or indirectly to a motor vehicle or its load. Crashes which do not occur on public roads are excluded e.g. tractor crashes on farms are not included. The crash also must involve a motor vehicle and result in death or personal injury to at least one person. A crash between a cyclist and a pedestrian, for example, would not be included even if one of the people involved was killed or injured.
<b>South Africa</b>	The definition is thought to include drivers, passengers and pedestrians involved in an accident and who test positive for alcohol. Alcohol is the only substance for which they are tested.
<b>Taiwan</b>	The total number of alcohol related deaths includes only the people who died within 24 hours of the fatal car accident.
<b>USA</b>	The National Highway Traffic Safety Administration (NHTSA) defines a fatal crash as alcohol-related or alcohol-involved if either a driver or a non-motorist (such as a pedestrian or pedal cyclist) involved in the crash is determined to have had a blood alcohol concentration (BAC) of 0.01 grams per decilitre (g/dl) or above. NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police accident report that there is evidence of alcohol present. The code does not necessarily mean that a driver or non-occupant was tested for alcohol, nor does it indicate that a crash or fatality was caused by the presence of alcohol.

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<sup>15</sup> Motor Vehicle Crashes in New Zealand 2002, Land Transport Safety Authority

**OTHER FACTORS WHICH CONTRIBUTE TO ROAD ACCIDENTS**

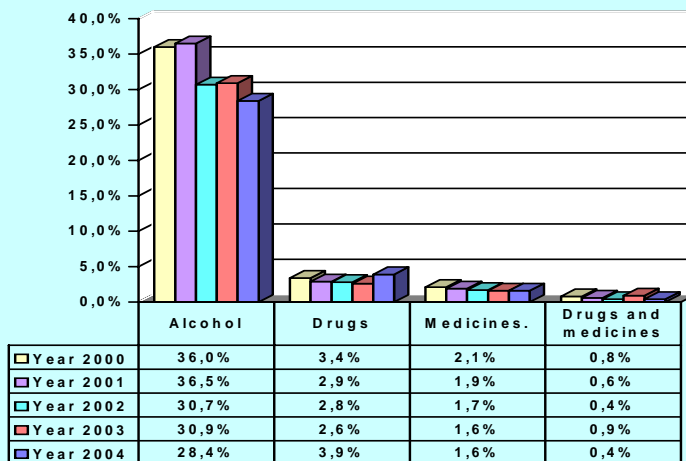
Where available please provide information regarding the contributory influence of legal or illegal drugs or fatigue on road accidents / fatalities.

**Czech Republic** Drugs or fatigue influence is also registered, but its contribution is very little (fatigue accidents about 0.5 % of all accidents, drugs accidents about 0.02% of all accidents.

**France** An official report is expected by early 2006 on the contributory influence of cannabis and other substances.

**Spain<sup>16</sup>**

**EVOLUTION YEARS 2000 - 2001 – 2002 – 2003 AND 2004  
DRIVERS CONSUMPTION**



**Switzerland** Information on other factors is not available but drugs are thought to be a major contributor.

**Netherlands** Drugs: it is forbidden to drive under the influence of any substance that impairs the driving capability. This counts for legal and illegal drugs and or medicines.  
For fatigue we have not such measures.

**UK** “Contributory factors to road accidents”<sup>17</sup>  
Five of the fifteen precipitating factors listed collectively account for over 80 per cent of accidents. These were failed to avoid vehicle or objects in carriageway (28 per cent of all accidents); loss of control of vehicle (19 per cent); failed to give way (15 per cent); pedestrian entered carriageway without due care (11 per cent); and poor turn/manoeuvre (9 per cent). Although the most frequently coded precipitating factor for all severities of accident is failed to avoid vehicle or object in carriageway, the main precipitating factor in fatal and serious accidents was loss of control of vehicle (44 per cent of fatal and 29 per cent of serious accidents).

<sup>16</sup> Source: Instituto De Toxicologia

<sup>17</sup> The results from analyses of a trial of contributory factor data collected from 1999 to 2002 are summarised in two articles available on the Department for Transport’s website. Information on contributory factors is based on the opinions of officers collecting data at the scene.

The most commonly coded contributory factors in fatal accidents were excessive speed (28 per cent); careless/thoughtless/reckless behaviour (21 per cent); inattention (18 per cent); lack of judgement of own path (17 per cent) and failed to judge other person's path or speed (16 per cent). For all severities of accidents the most frequently recorded factors were inattention (25 per cent); failed to judge other person's path or speed (23 per cent); looked but did not see (19 per cent), behaviour - careless/thoughtless/reckless (19 per cent) and failed to look (16 per cent).

Excessive speed was the most frequently cited contributory factor to fatal accidents, recorded in 28 per cent of such accidents between 1999 and 2002. This compares with 18 per cent of severe accidents and 11 per cent of slight accidents. Excessive speed was most often recorded as a contributory factor precipitated by a two-wheeled motor vehicle (21 per cent of all such accidents, and 49 per cent of fatal accidents) and least often as contributing to accidents precipitated by a heavy goods vehicle (9 per cent of all such accidents).

Among accidents precipitated by cars, the proportion to which excessive speed contributed was highest for accidents precipitated by young drivers and the proportion fell as driver age increased.

**Mexico** Speeding seems to be the principal (no. 1) cause of accidents in several cities within the country, with distractions as the second cause of accidents (not stopping in a red light, etc.) and alcohol being the 3<sup>rd</sup> or 4<sup>th</sup> cause.

**Australia** Speed and fatigue are becoming greatest road accident / fatality risk for Government and enforcement agencies. Increased targeting of these factors has commenced.

The Australian College of Road Safety has called for education on medications used for the treatment of high blood pressure, anxiety and depression, hay fever, epilepsy, giddiness, nausea and other neurological disorders as they may interfere with the ability to drive a motor vehicle (particularly in the first few days after commencing a new medication)

**Canada** Data is not readily available. However, the federal government in April 2003 introduced legislation to strengthen the enforcement of drug-impaired driving offences. The proposed legislation would allow police to conduct roadside attention tests and demand saliva, urine or blood samples if they suspect the use of drugs and driving. Refusal to comply with a demand would be a criminal offence.

**New Zealand** Drugs and alcohol are recognised as a key intervention point in the Police Statement of 2004/2005, ongoing objectives of the Road Safety Programme, in conjunction with other Government agencies, will be to implement further strategies to tackle alcohol and other drug- related problems to lower road accidents and fatalities

**USA** The National Highway Traffic Safety Administration (NHTSA) recognizes that many factors can cause or contribute to crash. These factors include, but are not limited to, drowsy driving, illicit and prescription drug use, alcohol consumption, and speeding. Of these, NHTSA has begun to focus more on speeding in recent years. NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offence or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. Speeding involvement is prevalent for drivers involved in alcohol-related crashes. In 2004, 40 percent of drivers with BAC levels of .08 g/dL or

higher who were involved in fatal crashes were speeding, compared with only 15 percent of the drivers with a BAC level of .00 g/dL or no alcohol involved in fatal crashes. Another factor contributing to highway fatalities, but not the cause of crashes, is seat belt use. In 2004, 36 percent of passenger car occupants and 38 percent of light truck occupants involved in fatal crashes were unrestrained. NHTSA estimates that if all passenger vehicle occupants over the age of 4 wore safety belts, 5,839 lives would have been saved in 2004.



## ENFORCEMENT LEVELS

16 Please give brief details of the level of enforcement and rates of conviction for driving while under the influence of alcohol or drugs.

<b>Austria</b>	RBT is only used occasionally.
<b>Belgium<sup>1</sup></b>	RBT is used frequently and enforcement is high. A press release issued by the Belgian Minister for Mobility and the IBSR presented final figures from the end of year controls, on the basis of police figures. The controls had taken place between 3 <sup>rd</sup> December 2004 – 17 January 2005 and showed that in that period there were 153,651 Random Breath Tests (55% more than previous year) and less positive results: 6,457 drivers (4.2% less than previous year) This shows that for the 2 <sup>nd</sup> consecutive year, less drunk drivers have therefore been recorded during the New Year period. The most striking element is the considerable increase in the number of checks, especially since the objective before the campaign was to carry out 100,000 checks.”
<b>Bulgaria</b>	In 2004 there were 6164 court proceedings against drivers whose BAC level has been over 0.12.
<b>Denmark</b>	RBT is used by the police. Enforcement levels rise in December and the Summer. There are approximately 11,500 convictions – around 70% of them are fines.
<b>EU</b>	Member States adopt very different enforcement regimes designed to suit their own legal, cultural, social and traffic conditions. In some countries, for example France there is a policy of mass breath testing (6,000,000 test per year). In the UK, where the population is similar there are fewer more targeted tests.
<b>Finland</b>	RBT is used frequently. Fairly high level of enforcement.
<b>France</b>	Checks on alcohol consumption substantially increased during the past 10 years since their number went from 6.2 million preventive tests in 1994 to 7.7 million in 2003. With the arrival of the automatic check-penalty and the installation of the first automatic radars at the beginning of November, speed checks which, for the same level of traffic, were reduced by 30% between 1993 and 2002, increased substantially in 2003. However, the probability of being penalised is low: if one drives for an hour at more than 10 km per hour above the permitted speed limit, it is about 1 out of 2,000.
<b>Ireland<sup>2</sup></b>	While there are no specific drink driving checks, Gardaí, when conducting insurance, tax and speeding checks, may form the view that a driver is under the influence of alcohol. If a Garda does form such a view he/she can then arrest a driver for drink driving. In 2003 there were 11,344 drink driving related arrests made by Gardaí with 3,060 convictions.
<b>Italy</b>	The levels of enforcement are very low. The road police has been supplied with ethilometres but in insufficient quantities. Therefore controls of the

<sup>1</sup> [www.ibsr.be/main/Actualiteit/Persberichten/PersberichtenDetail.shtml?detail=713425975&language=f](http://www.ibsr.be/main/Actualiteit/Persberichten/PersberichtenDetail.shtml?detail=713425975&language=f)

<sup>2</sup> Sources: Medical Bureau of Road Safety – Annual Report. Department of Forensic Medicine, University College Dublin, Ireland.  
Road Accident Facts’ (Annual Report). The National Roads Authority, Ireland.  
MEAS Designated Driver Awareness Campaign Survey. (January 2004).

	BAC level are seldom made with the exception of some areas where discotheques are more widespread (Emilia Romagna).
<b>Malta</b>	The level of enforcement is very low. There are only a handful of convictions on drink drive accusations, and these are mainly foreigners. The Sense group has been asking for much stricter controls on driving under the influence of alcohol.
<b>Netherlands<sup>1</sup></b>	Level of enforcement has been fixed on the police capacity that was available in 2002. It remains unchanged. It is unknown how much that is. Rates of conviction unknown
<b>Norway</b>	The number of sanctions for driving under the influence of alcohol and/or drugs as a percentage of all sanctions for traffic misdemeanours is 2.4% in 1997, the same number as per 10,000 inhabitants over the age of 18 was 13.
<b>Spain</b>	RBT is used frequently. Penalties are those previously mentioned (point 11).
<b>Sweden</b>	RBT is used frequently and overall enforcement has high priority.
<b>UK</b>	<p>The UK is one of the few countries that rely almost entirely on reactive enforcement. Unless a driver is involved in an accident, commits a moving traffic offence or the police have reasonable grounds for suspicion they cannot require a breath test. A person who refuses to provide a breath test is guilty of an offence, unless there is a reasonable excuse. A high breath testing rate is acknowledged to have a deterrent effect upon potential drink drivers, although research shows that a lower number of carefully targeted tests can identify a large proportion of drink drivers. The incidence of testing drivers and riders committing moving traffic offences is not known. All drivers involved in an accident are now tested. The number of screening breath tests performed in England and Wales each year peaked in 1998 at 815,000 and was 570,000 in 2002. The proportion which are positive, or refused, has been fairly steady at about 13% but rose to 16% in 2001 and 18 in 2002. See the table below.</p> <p>The number of persons convicted of drinking and driving annually in Great Britain was decreasing and reached a low of just under 83,000 in 2000. In 2003 the figure has risen to over 91,000 of which only 11.5% were female.</p>

**SCREENING BREATH TESTS IN ENGLAND AND WALES**

Year	Total Number Of tests thousands	Number positive or refused thousands	Percentage positive or refused
1992	531.1	87.8	17
1993	599.6	89.4	15
1994	678.5	93.3	14
1995	702.7	94.4	13
1996	781.1	100.5	13
1997	800.3	103.5	13
1998	815.5	102.3	13
1999	764.5	94.1	12
2000	714.8	94.6	13
2001	623.9	99.5	16
2002	570.0	104.0	18

<sup>1</sup> Source: Statistics Netherlands. Statistical Yearbook 1998

<b>Brazil</b>	The overall level of enforcement is low.
<b>Costa Rica</b>	No statistics are available.
<b>Honduras</b>	Very low level of enforcement and rates of convictions. The law is written but the population is not informed. This situation creates a vague knowledge on the subject even from Police officials which contributes to a lack of punishment on Alcohol related accidents. In addition, the fees imposed for drunken driving are very low which reduces the deterrent factor.
<b>Mexico</b>	The enforcement of the Law for driving under the influence of alcohol or drugs is very variable and subjective, and so are rates of conviction.

<b>Australia</b>	Random breath testing operates in all States in support of anti drink driving legislation. Drivers may be breath tested after traffic accidents, and approximately 72% of drivers are being breath tested nationally after an accident. The States do not keep statistics in relation to random breath testing, rather statistics are held in relation to arrests and vehicle accidents where alcohol is involved. Not all States make drink driving arrest statistics available. Where States do release these statistics, some 20% to 25% of arrests relate to drink driving, and all but a handful are successfully prosecuted.
<b>Canada</b>	Impaired driving is covered under the Criminal Code and is regarded as a serious offence. In 2001/2002 almost three-quarters (73%) of the cases involving impaired driving resulted in a conviction. This compares to a conviction rate 60% for all Criminal Code offences, 50% for violent crimes and 62% for property crimes. A prison sentence was ordered in 14% of impaired driving convictions in adult courts and 77% of impaired driving cases fines were imposed as the most serious sentence. Over the past decade provincial jurisdictions have introduced and/or amended certain acts and regulations to reduce the incidence of impaired driving. In most jurisdictions a BAC as low as 0.05g/100ml (in one instance 0.04g/100ml) will result in an immediate roadside suspension in some instances up to three months. Provinces are increasingly requiring offenders to pay all costs relating to their arrest and rehabilitation. Ignition interlock systems and requirements have been introduced in some jurisdictions. Research compiled by the Traffic Injury Research Foundation (TIRF) shows hard core drinking drivers (repeat offenders) cause most drinking-and-driving related deaths and this is a key area of concern among authorities.
<b>New Zealand</b>	Year end December 2003, there were 24,744 drink drive offences and infringements, which equals 0.617% of the total population <sup>2</sup> .
<b>South Africa</b>	According to the government's expert in this area (Dr Johan van der Spuy, recently retired from the Medical Research Council), the capacity to enforce the legislation with the BAC at 0.08g/100ml is very limited because of lack of resources. He has estimated that barely 20% of potential offenders are screened. For this reason he argued against reducing the BAC limit before increasing capacity to effectively enforce the higher level.

<sup>2</sup> Source: The New Zealand Police/ Statistical Information/ Annual Report

**USA** Approximately 1.4 million drivers were arrested in 2003 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 135 licensed drivers in the United States. 2004 data is not yet available.

## ADDITIONAL INFORMATION

17. Please append or cite references for any research or official reports on the subject of drink drive or road safety in your country.

<b>Bulgaria</b>	The bulletins and web site of the Bulgarian Ministry of Internal Affairs – <a href="http://www.mvr.bg">www.mvr.bg</a> ; The bulletins and web site of the National Institute of Statistics – <a href="http://www.nsi.bg">www.nsi.bg</a> .
<b>Czech Republic</b>	<a href="http://www.driveandstayalive.com">www.driveandstayalive.com</a>  Permissible Level of Alcohol in the Blood'. The Organisation for Economic Co-operation and Development ('OECD') <a href="http://www1.oecd.org/cem/topics/safety/Alcohol.pdf">www1.oecd.org/cem/topics/safety/Alcohol.pdf</a>  United Nations Economic Commission for Europe. 'Collection and Dissemination of Information on National Requirements Concerning Road Safety (28 Jan., 2003) Table 6.  International Center for Alcohol Policies (correct as at <u>May, 2002</u> ) [ibid], <a href="http://www.icap.org/publications/report11.html">www.icap.org/publications/report11.html</a>  OECD -- <u>Permissible Level of Alcohol in the Blood</u> , <a href="http://www1.oecd.org/cem/topics/safety/Alcohol.pdf">www1.oecd.org/cem/topics/safety/Alcohol.pdf</a>  <u>Drinking and Driving</u> , from the Institute of Alcohol Studies, December 2004, <a href="http://www.ias.org.uk/factsheets/drink-driving.pdf">www.ias.org.uk/factsheets/drink-driving.pdf</a>  <u>Czech Republic Transport Research Centre -</u> <a href="http://www.cdv.cz/english/index.htm">www.cdv.cz/english/index.htm</a>
<b>Denmark</b>	A. The annual report from the National Police: <a href="http://www.politi.dk/NR/rdonlyres/BD81A93C-6B5C-4A1B-884B-EFCF516D25A8/0/aarsrapport_2004.pdf">www.politi.dk/NR/rdonlyres/BD81A93C-6B5C-4A1B-884B-EFCF516D25A8/0/aarsrapport_2004.pdf</a> B. The Danish Road Safety Council's Annual Report <a href="http://www.rfsf.dk/db/files/aarsberetning_2004.pdf">www.rfsf.dk/db/files/aarsberetning_2004.pdf</a>
<b>Europe</b>	<a href="#">Making our drivers and roads safer</a> a report from SATRE (Social Attitudes to Road Traffic Risk in Europe).
<b>France</b>	National Observatory of Road Safety: <a href="#">Recent developments</a>
<b>Ireland</b>	- Medical Bureau of Road Safety – Annual Report. Department of Forensic Medicine, University College Dublin, Ireland. - 'Road Accident Facts' (Annual Report). The National Roads Authority, Ireland. - MEAS Designated Driver Awareness Campaign Survey. (January 2004).
<b>Netherlands</b>	MPM Mathijssen (2005). "Drink driving policy and road safety in the Netherlands a retrospective analysis". Transportation Research Part E 41; 395-408. <a href="mailto:rene.mathijssen@swov.nl">rene.mathijssen@swov.nl</a>

	<a href="mailto:Servicedesk@avv.rws.minvenw.nl">Servicedesk@avv.rws.minvenw.nl</a>
<b>Spain</b>	<a href="http://www.dgt.es">www.dgt.es</a> - Dirección General de Tráfico (National Traffic Authority) <a href="http://www.mju.es/toxicologia">www.mju.es/toxicologia</a> Instituto Nacional de Toxicología (National Toxicology Institute) <a href="http://www.msc.es/pnd/index.htm">www.msc.es/pnd/index.htm</a> Plan Nacional sobre Drogas (National Drug Plan)
<b>Switzerland</b>	<a href="http://www.bfu.ch">www.bfu.ch</a> (road accident reports)
<b>UK</b>	<a href="#">Department for Transport Road Accident Statistics.</a> <a href="#">Road Casualties in Great Britain 2003: Annual Report.</a>
<b>Costa Rica</b>	Statistics from COSEVI (Roadway Security Council)
<b>Panama</b>	Reglamento de Tránsito de la República de Panamá ( <i>Panamanian Transit Regulation</i> ) conformed by Executive Decree No. 160 (June 7, 1993).
<b>Australia</b>	Australian Transport Safety Bureau – Road Statistics – Crash Rates Australian College of Road Safety.
<b>Canada</b>	Provincial/Territorial Countermeasure Initiatives <i>Criminal Code</i> Penalties for Impaired Driving Offences Statistics Canada (Canadian Centre on Justice Statistics). Juristat, November 2003. Transport Canada. Collision Statistics 2002. Traffic Injury Research Foundation (TIRF). Alcohol Crash Problems in Canada 2002. Report prepared for the Canadian Council of Motor Transport Administrators (CCMTA) and Transport Canada.
<b>New Zealand</b>	All figures are obtained from the Land Transport Safety Authority, (now called Land Transport New Zealand, and the New Zealand Police.
<b>Taiwan</b>	- Directorate General of Budget Accounting and Statistics Executive Yuen, Taiwan, R.O.C. - Department of Health, Executive Yuen, Taiwan, R.O.C.

**18. Please append details, including dates, of additional legislation which is likely to affect drink drive fatality statistics e.g. seat belt legislation.**

<b>Cyprus</b>	Seat belts in the front seats have been obligatory since 01/07/1987. Seat belts in the back seats have been obligatory since 01/07/2001. Other information: Cyprus has 7,206 km. of road and 465,367 licensed vehicles. During 2002 1,160 persons were charged with drinking & driving 2 of which were imprisoned, 1,137 were fined and/or had their driving licenses suspended and 21 were either put under supervision, guarantee or were acquitted.
<b>Czech Republic</b>	Drink Drive is governed by the Law No 361/2000.
<b>Denmark</b>	Seat belt legislation is compulsory. The law can be found her (in Danish): <a href="http://www.retsinfo.dk/GETDOCI/ACCN/A20010071229-REGL">www.retsinfo.dk/ GETDOCI /ACCN/A20010071229-REGL</a>
<b>France</b>	National Observatory of Road Safety: <a href="#">General Summary for the year 2004</a>

<b>Ireland</b>	<p>As outlined in Q 14 above, the Dept Transport is drafting legislation that will grant wider breath-testing powers to An Garda Siochána.</p> <p>In November 2004 the Minister for Justice, Equality and Law Reform announced the establishment of a dedicated Traffic Corps within the Garda Siochána. The Garda Traffic Corp is headed by an Assistant Garda Commissioner, has its own dedicated staff and a ring-fenced budget. The current number of 500 members of An Garda Siochána dedicated to the enforcement of road traffic law is expected to rise to 1,200 in the next two years.</p> <p>The Minister also published a Strategic Review of Traffic Policing (in Ireland), which is intended to be a blueprint for a transformation in the enforcement of road traffic law. The document is viewed as a step forward in the enforcement of road traffic law and promotion of road safety.</p>
<b>Columbia</b>	<p>All the legislation is included in the Transit Code: Law 769- 2002. You can find the law in: <a href="http://www.mintransporte.gov.co">www.mintransporte.gov.co</a>. It's an official web.</p>
<b>Costa Rica</b>	<p>Seat belt use was made mandatory by a Supreme Court decision in 2002.</p>
<b>El Salvador</b>	<p>There is a proposal for legislation to prohibit alcohol consumption in gas stations (convenience stores).</p>
<b>Panama</b>	<p><b>Law 9 (April 16, 1993):</b> <i>By which it is mandatory the use of seat belts in moving transport vehicles"</i></p> <p><b>Executive Decree No.299 (April 29, 1992):</b> <i>By which advertising and propaganda for alcoholic beverages, cigarettes and tobacco is regulated</i></p>
<b>Canada</b>	<p>While not related to drinking driving fatalities, all levels of government are now concerned about the increased risk posed by the use of cellular phones while driving. A number of provincial and territorial governments have conducted research, and most or all are monitoring the situation. In 2003, the province of Newfoundland implemented a ban on cell phone use by drivers (passenger use is permitted). Transport Canada is conducting research on the impact of cellular phones on driving as well as monitoring public attitudes. Recent surveys suggest that many drivers recognize the increased risk associated with using cellular phones while driving and that a large proportion of the public supports some restriction on their use.</p>
<b>New Zealand</b>	<p>The direction for policies to make New Zealand roads safer will be on-going by Land Transport New Zealand, The New Zealand Police and other Government agencies. These road safety objectives will focus around the Government document Road Safety to 2010, which was first implemented in 2000.</p> <p>Targeted action areas include:</p> <ul style="list-style-type: none"> <li>- New and better targeted education initiatives</li> <li>- Dealing with serious offenders</li> <li>- Combating drink driving</li> <li>- Reducing speed</li> <li>- Encouraging the use of safety belts</li> </ul>
<b>South Africa</b>	<p>Seat belt legislation has been in place for some time. No new legislation is expected apart from that envisaged in the 1996 Act and expanded on in the plan to 2005<sup>3</sup>.</p>

<sup>3</sup> [www.transport.gov.za/projects/arrive/](http://www.transport.gov.za/projects/arrive/)

*ENFORCEMENT LEVELS*

**USA**

22 states and the District of Columbia currently have Primary Belt Laws in effect. This means that in those states, law enforcement officers can stop and ticket a driver for non-use of a safety belt. In 27 states, the belt law is secondary, meaning that a driver must be stopped for another offense and then may be ticketed for non-use of a safety belt. One state has no adult safety belt use law. In 2006, several states will consider passage of primary safety belt laws. These efforts will be bolstered by the incentive of federal grants for states which pass these primary laws.







**19. Please state the Industry position on drinking/driving.**

<b>Austria</b>	Road safety is a matter of absolute priority for the Austrian Brewers Association. Any measure destined to improve it has to be supported and the issue of “Drinking and Driving” has to be viewed critically. The control of the existing BAC level by the police is of utmost importance and education and information campaigns about the risks of alcohol abuse are essential.
<b>Belgium</b>	Everyone is familiar with the scale and the effect of the BOB-campaigns for improved road safety and prevention of “drink-driving”. It is far less widely-known that the Belgian brewers provide more than half the budget of the BOB campaigns. But there is more: Belgian brewers have already been investing for 10 years in effective prevention, because abuse of their product is something they want to deter. In 1992, a specific association – ‘the Arnoldus Group’ - was founded at the instigation of the brewers’ federation, with the aim of contributing to curbing any alcohol abuse in society, and promoting “sensible” beer consumption. In 1995, the brewing industry’s concern about the consequences of alcohol abuse on the roads led to a long-term BOB-partnership between the Arnoldus Group and the Belgian Road Safety Institute. Since then, every Belgian franc of the IBSR budget for “drink-driving” campaigns has been matched by a Belgian franc from the Belgian brewers. Even today, the Belgian brewers finance at least 50% of the overall budget for the BOB campaigns.
<b>Bulgaria</b>	<p>The Union of Brewers in Bulgaria (UBB) is the representative organization of the brewing industry in the country. At the beginning of 2005 all brewers – members of the Union adopted and undersign a common Code of Responsible Commercial Communications and Ethical Standards. As a member of the European family of brewers, UBB puts to practice the attainments of the self-regulatory system of The Brewers of Europe. As well UBB upholds the priorities rooted in the international principles of responsible commercial communications of alcoholic beverages known as The Amsterdam Group (TAG) Common Standards.</p> <p>By endorsing this Code of Responsible Commercial Communications and Ethical Standards, we not only contribute effectively to the education of a culture of moderate beer consumption, but we also express our confidence that by observing the norms of self-regulation, socially important goals can be attained, part of which is D&amp;D policy. As a priority of the social responsibility of the industry the Code consists special regulations, connected with drinking and driving:</p> <p><b>“III. DRIVING AND MACHINE OPERATION</b></p> <ul style="list-style-type: none"> <li>- <i>Commercial communications about beer should not directly or indirectly associate consumption with the act of driving vehicles of any kind;</i></li> <li>- <i>Commercial communications about beer should not associate consumption with the operation of potentially dangerous machinery or with the performance of potentially hazardous activities.”</i></li> </ul>
<b>Czech Republic</b>	The “Initiative of responsible brewers” - The five major beer producers associated in this initiative (IZP) fully supports the state regulation – Czech law restricts driving after consuming any alcohol beverage that raises the blood alcohol level. IZP has identified this

problem together with underage drinking as the most serious. IZP wants to help to improve the situation by supporting information and educational campaigns and programs.

**Pižeňský Prazdroj** strictly disagrees with drinking&driving. We support current legislative status defining 0% of blood alcohol content (BAC) and welcome strict enforcement. Pižeňský Prazdroj has introduced a self-regulatory code (drinking&driving issue is part of it). Pižeňský Prazdroj takes an active part in promoting responsible use of alcohol within Czech brewing industry and beer market (founding member of Responsible Brewers Initiative, member of Czech Advertising Standards Authority).

**The royal brewery of Krušovice** - Our company itself and also within the scope of the membership of RBI (Responsible Brewers Initiative) considers the impaired driving as a dangerous factor that escalates the transport hazard.

We consider the current form of the Czech law, unambiguously prescribing, that a driver is not allowed to consume any alcoholic beverage, as well-grounded and effective.

**Czech Republic Transport Research Centre** - There is not an overall strategy of industry towards drinking/driving. The activities are scattered and exist mainly with cooperation with special projects, for instance The Designated Driver Campaign (EUROBOB). The initiatives in this field are: Forum of Responsible Consumption of Alcohol and Initiative of responsible brewers.

**Denmark** It is of great importance to the Danish Brewers association to help prevent drunk driving and this is done through the organisation GODA and their cooperation with National bodies.

**Estonia** The Estonian Association of Brewers deprecates drinking when driving.

**EU** Key points from The Brewers of Europe Position  
The Brewers of Europe wishes to express its strong opposition to drinking and driving, and full support to measures and initiatives targeted at the problem. The brewing industry recognises the role it can play in deterring drivers from drink driving and has therefore taken a leading role in developing and co-funding initiatives and campaigns designed to deter people from drinking and driving. Drink drive campaigning is an example of an effective targeted harm minimisation technique.

It is essential that rules are enforced and that breaches thereof are sanctioned, and The Brewers of Europe supports active enforcement of existing laws. It is equally crucial that awareness campaigns and initiatives discourage people drinking and driving. The Brewers of Europe fully concurs with the Commission's view, as expressed in the Commission Recommendation on enforcement in the field of road safety<sup>1</sup> of 22<sup>nd</sup> October 2003, that enforcement proves more efficient if combined with information to the public.

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<sup>1</sup> 2004/345/EC

<b>France<sup>2</sup></b>	<p>Entreprise &amp; Prévention was created in 1990 following the observation that, while most consumers had a responsible attitude to alcohol, a minority was subject to excessive consumption, causing risk for the individual and others. Membership includes the main companies in the wine, beer and spirits sector.</p> <p>Its mission: fighting against alcohol abuse and for <b>reasonable consumption</b> based on risk control.</p> <p><b>Four targets</b></p> <ul style="list-style-type: none"><li>- Help to fight against excessive alcohol consumption and its social consequences,</li><li>- Promote self-discipline in the profession while using applicable legislation in a responsible manner,</li><li>- Working in partnership with public authorities and professional actors,</li><li>- Represent a source of proposals in terms of prevention within public authorities.</li></ul>
<b>Germany</b>	<p>The German brewers are firmly convinced that drinking and driving do not fit together. This message is part of their commercial communications as well as the voluntary self-regulation of the alcoholic drinks industries. The German brewers accept their responsibility as producers of an alcoholic beverage, but they are convinced that prohibitions and penalties are not effective in this field where mostly young adults and young drivers are concerned. What they think is more effective are preventive campaigns which give information on drink driving and its consequences, the legal regulations and – of course – the dangers of driving under the influence of alcohol. This may lead to more acceptance and in consequence, to a change of behaviour.</p>
<b>Ireland</b>	<p>The MEAS Board<sup>3</sup> does not condone drink driving and endorses all initiatives undertaken to address the issue.</p>
<b>Italy</b>	<p>The brewing industry has a sensitive position on drinking and driving and is making efforts to implement the enforcement of the “designated drivers”.</p>
<b>Luxembourg</b>	<p>The industry campaigns for the responsible and moderate drinking of alcohol.</p>
<b>Malta</b>	<p>The industry supports measures to reduce drink driving accidents. It has recently met the parliamentary secretary for social policy and asked for the introduction of random breath testing. Currently, the authorities can only stop a driver if there are clear indications that the driver is not driving properly.</p>
<b>Netherlands</b>	<p>The Dutch Brewers Association view is do not drink and drive It supports information campaigns. Many such campaigns in the Netherlands are carried out by STIVA, the Dutch Social Aspects Organisation which is part funded by brewers.</p>

<sup>2</sup> Source: Entreprise et Prévention web site

<sup>3</sup> MEAS (The Mature Enjoyment of Alcohol in Society Limited) is a Drinks Industry initiative to combat alcohol abuse and misuse

<b>Poland</b>	Beer is a special product; its irresponsible consumption may cause socially negative consequences. We educate consumer groups exposed to the consequences. Drivers and young people are the most vulnerable groups and we indicate strongly that the consumption of alcohol is not acceptable before or whilst driving a vehicle. It is unsafe and unwise.
<b>Portugal</b>	The industry campaigns for the responsible and moderate drinking of alcohol.
<b>South Africa</b>	The brewing industry position is “Don’t drink and drive”.
<b>Spain</b>	The Brewers of Spain are totally against drinking and driving and, through our campaign “La Carretera te pide SIN” (The Road Demands you to be Alcohol Free), recommend beer drinkers who are going to drive to choose Alcohol Free Beer.
<b>Sweden</b>	The Swedish Brewers Association does not have any specific position regarding this question and accepts the stipulated regulations.
<b>Switzerland</b>	The view of the brewing industry in Switzerland is that drinking and driving behaviour is the subject of the responsibility of the individual. The legal BAC limit is 0.05 and this has to be accepted.
<b>Turkey</b>	The industry supports responsible beer consumption. The position has been made clear through public statements.
<b>UK</b>	The UK brewing industry supports the efforts of the authorities to enforce the law regarding drivers who are over the limit and believes that the best way of tackling the problem is by using measures targeted at those who drink and drive when well over the legal limit. It supports stronger enforcement of existing laws and the introduction of random breath testing.
<b>Brazil</b>	The Brazilian brewing industry campaigns for the responsible and moderate drinking of alcohol.
<b>Columbia</b>	Industry supports the policies about restrictions for drinking/driving.
<b>Costa Rica</b>	The brewing industry did not oppose the 0.5% regulation. It strongly advocates preventive measures against drinking/driving.
<b>Dominican Republic</b>	ADOFACE ( Asociación Dominicana de Fabricantes de Cervezas) promotes not drinking and driving.
<b>El Salvador</b>	The brewing industry in El Salvador supports the initiatives that prevent the abuse of alcohol by drivers. It focuses its action in preventive education programs. It supports the Vice-minister of Transport in its activities, as much logistic as in mass media.
<b>Honduras</b>	The brewing industry in Honduras is against drinking and driving and promotes sensible and moderate alcohol consumption.
<b>Mexico</b>	The industry fully supports legislation and rules to against Drinking & Driving.

<b>Panama</b>	Besides mandatory requirements of self regulation, the alcohol industry in Panama does not actively promote or participate in alcohol awareness or abuse minimization campaigns.
<b>Australia</b>	The industry promotes social responsibility in terms of drinking and activities such as driving motor vehicles.
<b>Canada</b>	<p>The Brewers Association of Canada (BAC) supports maintaining the current criminal code provision for impairment at the current level of 0.08 per cent. A reduction of the legal limit to 0.05 would not be effective in addressing the problem of the repeat drinking driving offender. Rather BAC recommends that:</p> <ul style="list-style-type: none"><li>- the focus of government on the real problem - the hard core, repeat offender.</li><li>- penalties tiered to ensure that the hard core drinking drivers are dealt with appropriately.</li><li>- empowerment of police to allow immediate licence suspension.</li></ul>
<b>Japan</b>	<p>The Japanese Brewers Association does not run campaigns due to the strict law in Japan but is planning to launch a series of ads encouraging the public to drink in a moderate and responsible manner and avoid drink / driving.</p> <p>One company is advertising to encourage / educate about sensible and responsible drinking and not drink / driving.</p>
<b>New Zealand</b>	The Industry position on drinking/driving is that brewers accept that drink driving occurs and is particularly prevalent amongst 'hard core' drink drivers. From July 1992 to July 2001, 46% of all drivers convicted of being over the legal BAC are recorded as being repeat offenders (John Bailey) – thus, the industry favours targeted high-impact anti-drink drive campaigns.
<b>Taiwan</b>	Both European and North American brewing companies are supporting the idea of anti drink & driving and undertaking actions on anti D&D campaign since year 2000. However, a major player, named Taiwan Tobacco & Liquor Company, hasn't yet joined TBAF.
<b>USA</b>	The Beer Institute and its member brewers and suppliers strongly oppose drunk driving and work diligently to help prevent it. With respect to legislative proposals to address drunk driving, the beer industry supports proposals that effectively and directly target drunk drivers and that do not impose unnecessary or unfair constraints on brewers, distributors, retailers or consumers. Proposals that would lower the overall level of beer consumption, for example, would do nothing to reduce drunk driving. They would, however, reduce the many benefits that our economy, society and consumers derive from responsible drinking. On the other hand, proposals to create a program of graduated penalties that impose stiffer penalties on repeat offenders and those who drive at very high BAC levels, proposals that effectively prevent repeat offenders from driving by use of ignition interlocks or vehicle immobilization, and proposals that provide effective treatment of those with alcohol abuse problems are all examples of approaches that can and do work to prevent drunk driving and that the beer industry supports.

20. Please list brewing Industry activity in this area, including initiatives run by individual companies. Please include details of any evaluation of these initiatives, for example in terms of audience awareness or behavioural change.

<b>Austria</b>	<p>Initiatives undertaken by the Austrian Brewers Association include:-</p> <ul style="list-style-type: none"> <li>- an educational video tape, "X-periment", about the dangers of drinking and driving for young people. Made in co-operation with ÖAMTC (Austrian Automobile Touring Club) and the Amsterdam Group.</li> <li>- a "White paper" on beer.</li> <li>- the internet game ZERO – a joint project of the Austrian Brewers Association and the ÖAMTC - launched in October 2001. The game shows, in an entertaining way that drinking and driving are not compatible.</li> </ul> <p>The production of alcohol free beer and low alcohol beer by various brewers is a contribution to road safety.</p>
<b>Belgium</b>	<p>In 1995 a campaign was launched jointly by The Group Arnoldus (the Social Aspects Organisation of the Belgian Brewers Association) and the Belgian Road Safety Institute to help make people aware of the dangers of drinking and driving. This campaign is called the Belgian Bob campaign and involves a character called BOB who is someone who does not drink and drive and can be relied on to drive other people home safely after they have been consuming alcohol. It has been a very successful initiative. There has been a measurable reduction in fatalities during the period which the campaign has been running (down 17% between 1994 and 1998) which cannot be put down to other measures. The public show good awareness of the campaign (97% in 2002) and many have been a BOB (36% in 2001) or have been driven by one (43% in 2001). In 2001 the European Commission announced that it would co-finance a Euro-BOB campaign in Belgium, France, Greece, Luxembourg, The Netherlands, Denmark, Ireland and Spain in a move to share this good practice across Europe. This co-funding has continued and in 2004 and 2005 with now 13 countries participating.</p>
<b>Bulgaria</b>	<p><b>UBB – Bulgarian Brewers Association</b></p> <p>In co-operation with the Road Police Department of the Ministry of Internal Affairs UBB prepared a statistical report on drinking and driving. The presentation is connected with the importance of adopting self regulation rules in all involved branches in order to express brewers concern' about the potential danger of drinking and driving.</p> <p><b>Kamenitza PLC (InBev PLC)</b></p> <p>In late 2003 - 2004 a campaign was promoted to inform the public about the advantages of non-alcoholic beer as a part of responsible drinking and driving policy. The leaflets, posters, stickers etc. were spread at petrol stations, shops, parking areas, etc.</p> <p><b>DIAGEO</b></p> <p>In coordination with the Ministry of Internal Affairs and KAT/Road Control Dept, Diageo Bulgaria launched a don't drink and drive campaign to inform the public about the potential danger of drinking and driving. The message was communicated using leaflets, posters,</p>

stickers, radio, TV, at petrol stations, with taxi drivers, in bars and clubs, in shops and on billboards (2004).

#### **Czech Republic “Initiative of responsible brewers”**

1, Some of the members of IZP support financially the state campaign against drinking/driving.

2, IZP members are developing an information campaign for drivers.

3, IZP members are working on a project “SMS – messaging” (drivers can receive the information on their alcohol/blood incidence based on inputs – sex, weight, number of drinks, time etc.

**Plzeňský Prazdroj** closely cooperates with Czech Road Office (Besip, part of Ministry of Transport) in promoting responsible use of alcoholic drinks. Plzeňský Prazdroj has become a traditional partner of Besip’s activities. In the year of 2002 and 2003 we have supported a strong media campaign “Do not open the car when you drink”. The campaign included TV ads, posters, prints, screenboards at the petrol stations toilets, postcards). Currently we are discussing the implementation of the “Designated Driver Concept” in the Czech Republic.

**Plzeňský Prazdroj** also co-participated at the alcohol-prevention action in Ostrava “Smart driver knows...”, organized by a local media station and the Police. The Police undertook alcohol checks and other standard police controls. If there was no problem, then the driver received a gift. The action took place 4 days (a day each week) and was accompanied by very strong media coverage.

**Pražské Pivovary**, a.s. [Interbrew] and Plzensky Prazdroj a.s. (SAB Miller) participated in a campaign organised by BESIP, the Coordination Council of the Ministry of Transport for Road Safety. The campaign, which featured billboards and posters during November, December and January 2003 / 4, was called “Nepijte, když řídíte!” (= “Don’t drink, when driving!”). The striking posters featured cartoon situations in which a drink driver came to grief and the billboards showed cars being wrecked by bottle openers.

**Brewery Eggenberg**, a.s., Český Krumlov - Our activity on this problem are realised by the Czech Beer and Malt Association.

**The Royal Brewery of Krušovice (RBI)**- Advertising activities of our company strictly avoid all kind of relationships between our products and driving – directly or indirectly. Our product portfolio also includes non-alcoholic beer that we actively promote as an alternative to regular beer. The RBI actively participates in reinforcing the publicity campaign of the Ministry of Transport of the Czech Republic.

**Czech Republic Transport Research Centre** - Within the Designated Driver Campaign there is cooperation with the *Czech Forum of Responsible Consumption of Alcohol* and the *Initiative of responsible brewers*. The results; evaluation, audience awareness or change of behaviour are not available yet, since the project will start this summer (2005).

#### **Denmark**

The Danish Brewers Association does all its preventative work in this area, through GODA the Danish Social Aspects Organisation. GODA



runs information campaigns which are mainly focused on young people and people who have just obtained their driving licence Website [www.goda.dk](http://www.goda.dk).

**Again this year GODA has focused on drink driving with the campaign TEAM PLAYER. TEAMPLAYER is a designated driver campaign. The key message will be delivered by a group of team players who will visit a large number of locations in Denmark during summer 2005. TEAM PLAYER is a collaboration between GODA, The Danish Road Safety Council. The campaign is financially supported by the EU Commission. For more information on TEAM PLAYER please visit [www.holdspiller.dk](http://www.holdspiller.dk)**

**Estonia**

No extra activity in this area.

**EU**

In 2005 The Brewers of Europe has signed up to the European Road Safety Charter (ERSC), an initiative of the European Commission designed to reduce the number of road casualties by 2010, and whereby signatories make their own commitments. The Brewers of Europe has made the following commitments:

in order to demonstrate the support of the European brewing sector for effective measures designed to tackle drink-driving:

**a**, Publication, end 2005, and promotion of the updated "European Brewing Sector Initiatives to Combat Misuse". This publication will contain an important chapter on campaigns and educational material to deter people from drinking and driving. It will be distributed to a wide range of European stakeholders (including MEPs) and, via our national association members, to national stakeholders. In 2006 we will collect feedback regarding the publication, and another update to the publication, or contribution to the updated "Worldwide Brewing Alliance Global Social Responsibility Initiatives", will be made in 2007/2008.

**b**, European contribution to the annual "Worldwide Brewing Alliance Drink Drive Report". This publication contains an important chapter on campaigns and educational material to deter people from drinking and driving. This is distributed to the World Health Organisation, to key stakeholders at European level, and to our Member associations for use at national level.

**c**, Continue to raise the awareness of our Membership (currently 18 EU national brewers' associations), and that of other national brewers' associations in Europe, to the Charter. We will encourage those associations that are eligible to do so to sign up to the Charter, with the aim of getting as many to sign up as possible.

**d**, Include a specific item, on exchange of best practice in the field of tackling drinking and driving, at The Brewers of Europe's "Beer & Society" committee meetings, which take place three times per year.

**e**, Further promote the European Road Safety Charter and other relevant DG TREN instruments (e.g. the "Euro-Bob" campaign, the CARE database) to a wide range of stakeholders, including relevant divisions of the European Institutions, non-governmental organisations and, via our national association members, to national stakeholders. This will be done especially in relevant submissions, informal meetings or official European Commission stakeholder meetings in the context of any upcoming proposals for a Community strategy to reduce alcohol-related harm. We will also cite (for example, in the relevant submissions of The Brewers of Europe and in stakeholder

	<p>meetings) the Charter as a best practice example, which could be used as a model for other charters in the context of the fight against inappropriate alcohol consumption.</p>
<b>Finland</b>	<p>The Finnish brewing industry does not actively campaign against drinking and driving due to the very high amount of public money invested in road safety campaigns carried out by organisations like the Road Safety Association.</p>
<b>France<sup>1</sup></b>	<p>Entreprise &amp; Prévention launches and supports preventive action, mainly with youngsters. The association has developed a set of actions aimed at 15-25 year olds in the context of the "Soif de Vivre" (Hungry for life) programme and "Conducteur désigné" (name the driver) operations.</p> <p>Since 1999, Entreprise &amp; Prévention has worked with <i>la Sécurité routière</i> (Road Safety department, Ministry of Transport) to promote the slogan "the person who drives doesn't drink" with the general public. This partnership has led to the launch of campaigns in locations where alcohol is consumed (discos and bars) and where this age group hang out (schools, university campuses...) as well as awareness campaigns for the general public. In parallel, Entreprise &amp; Prévention and the Road Safety department of the Ministry of Transport have launched a trial programme in Seine-et-Marne in order to validate this approach and the effectiveness of this action before a general launch at national level.</p> <p>Encouraging results</p> <p>Encouraged by the positive results obtained both in terms of organisation and outcome in initial trials in France, the Road Safety department and Entreprise &amp; Prévention chose to repeat tests in 2003 by developing a long-term programme easily applicable at national level. The main target of reducing road deaths has been successfully reached: no young person from Seine-et-Marne (15-24 year old) was killed on the roads of the Department between February and June 2003 due to alcohol.</p> <p>In 2004 Entreprise &amp; Prévention distributed 800,000 breathalysers in discos and launched an SMS competition. These actions were developed as part of the "C KI KI CONDUIT" campaign nation-wide. Another action currently awaiting accreditation is the development of electronic sobriety check points to be made available in the on-trade.</p> <p>Entreprise &amp; Prévention is also one of the first signatories of the European Road Safety Charter.</p>
<b>Germany</b>	<p><b>1. <a href="http://www.night-rider.com">www.night-rider.com</a> (from 2000 to January 2005)</b></p> <p>An Internet platform for young adults and young drivers - The main goal is to decrease the number of so-called "leisure time accidents/disco – accidents", meaning the often very severe, even fatal accidents happening on weekends, often on the way back home from a discotheque or other leisure time activities, due to the consumption of alcohol. Night-Rider offers information mixed with entertainment – without the "raised finger". The main attraction of the site is an online game where the young drivers can virtually experience the negative consequences of alcohol consumption has on</p>

<sup>1</sup> Source: [Entreprise et Prévention](http://www.entreprise-et-prevention.com)

their ability to drive a car. The slogan “Bring'em home. It's your mission” shows what the driver has to do: after a nice night at the disco, he has to get his friends back home safe and sound – meaning without drinking any alcohol. His motivation is: by taking over this responsibility, he wins the respect of his friends and proves his reliability. The main message is: you can make a night of it any time you want to – except when you are the designated driver!

2. [www.dontdrinkanddrive.de](http://www.dontdrinkanddrive.de)

The alcohol industries took this over from the DIFA-Forum at the end of 2004, this is why the Night-Rider project was stopped in 2005. It is also a campaign for young people at parties and in discos. It also provides an Internet platform with the same messages and target groups as Night-Rider, but this time it is financed and organised by ALL the alcohol industries in Germany (beer, wine, spirits, sparkling wine).

**Ireland**

On becoming operational in January 2003, MEAS identified the development of specific initiatives to reduce the incidence of drink driving in Ireland as one of its core objectives.

In December 2003 MEAS launched the first phase of its ‘Drive Straight and Designate’ national awareness campaign. The campaign calls on the public, when out for a drink, to designate a member of their group to refrain from drinking alcohol during the evening so he/she can drive the group home safely. Subsequent phases of the campaign were undertaken in the lead up to St. Patrick’s Day 2004 and 2005, and Christmas 2004. Indeed very significant political support was secured for the MEAS 2004 ‘Drive Straight and Designate’ Christmas campaign. This expression of support was captured in a photograph of An Taoiseach, Mr. Bertie Ahern and other party leaders and reproduced in the 03 December 2004 edition of the Irish Times.

To date MEAS has commissioned two pieces of research to evaluate its ‘Drive Straight and Designate’ campaign. A qualitative benchmark study in January 2004 was followed up by a similar piece of research in January, 2005 (n = 1,121 and 1,211 respectively).

The benchmark study and the subsequent follow up study indicate that the campaign may be having some impact on the public conscience. This impact can be measured from both the public awareness of campaign initiatives being undertaken to promote the concept and the public’s use of designated drivers as a means to get home safely after a night out.

From a public awareness perspective there has been an increase from 51.9% in 2004 to 57.9% in 2005 in the number of respondents who believe that they have heard or seen advertisements encouraging use of a designated driver. From a behavioural point of view, there has been an increase in the number of respondents who reported using a designated driver as a means to get home, 27% in 2005 compared to 24% in 2004

**Italy**

**Video “young people alcohol and driving”** in collaboration with ACI (Italian Automobile Club) and FEDERVINI (Wine Producers) co-financed by the DG Traffic of the European Commission and the Amsterdam Group (2001).

	<p><b>European Project “Designated Driver”</b> aimed at spreading the practice of choosing a “non drinker driver” who drives home his/her friends (2005 – in progress).</p> <p><b>Heineken TV advertising campaign “Pensaci”</b> (think of it) for the prevention of drunk driving (2004 and 2005). A short TV spot features a blind person who is misguided by a Labrador having licked the contents of a bottle of beer which was spilt on the terrace of a bar. The message which concludes the spot is: “If you drink and drive you are a danger to others too. Think about it”.</p>
<b>Luxembourg</b>	<p>The Brewers Association of Luxembourg undertakes campaigns for moderate drinking and has a gentleman’s (voluntary) agreement not to promote alcohol in the vicinity of schools hospitals etc.</p>
<b>Malta</b>	<p>The Sense Group has taken various initiatives to raise awareness about the hazards of drinking and driving. These have included:</p> <ul style="list-style-type: none"><li>- Media campaigns highlighting the message not to drink and drive, particularly during the Christmas season.</li><li>- Raising awareness about the BAC limits and how they translate into units of alcohol.</li><li>- Promoting the designated driver concept with the slogan: ‘Who will be the Leader tonight?’</li></ul>
<b>Poland</b>	<p>A Nationwide educational campaign was launched in 1998 by two big beer producers. This included TV spots + billboards featuring a well known Polish rally driver. The key message is – don't drink and drive and advertising encouraging responsible behaviour.</p>
<b>Netherlands</b>	<p><b>CBK – Dutch Brewers’ Association</b></p> <p>The Dutch Brewers play an active role in the Bob style designated driver campaign. Each year (since 2001) they fund initiatives taken by the Dutch road safety organisation (3VO) in this campaign. They have distributed in 2005 amongst their clients (café’s) 5 mio coasters.</p> <p>Many drink drive campaigns in the Netherlands are carried out by <b>STIVA</b>, the Dutch Social Aspects Organisation which is part funded by brewers. STIVA is a partner in Bob, it participates in the Platform Alcohol and Traffic (PAV) an advisory committee for the Ministry of Traffic and in “The Test” an anti drink/drive video, subsidised by the EU. This is an <i>Amsterdam Group</i> initiative (also covering Germany, Ireland and the UK) in co-operation with <i>ANWB, the Royal Dutch Automobile Club</i>.</p> <p>The evaluation of the Bob campaign can be found in a report of the AVV Transport Research Centre that will be ready in December (in Dutch, only English summary) or in reports of the Dutch Rijksvoorlichtingsdienst. The importance of the Bob campaign was referred to in a Ministry of Transport press release in June 2005 in connection with the decline in drink / drive offenders – see Q 15.</p> <p><b>Heineken</b></p> <p>“Neem je verantwoordelijkheid” (“Take your responsibility”). A one-page advertisement in the main Dutch newspapers, asking people not to drink/drive. It is issued three times a year (carnival, exams and end</p>

	<p>of year). The message is also conveyed via the back-side of the Heineken trucks.</p>
<b>Spain</b>	<p>In 1999 The Spanish Brewers Association produced a video about alcohol and young people, which was distributed to 5000 driving schools throughout the country. <b>“Young people, alcohol and driving”</b> shows the effects of alcohol intake on driving by testing volunteers. Run in co-operation with ADIGRAM (Association of Distributors and Industries of Major Beverage Brands) and RACE (Royal Automobile Club Spain).</p> <p><b>Young people, alcohol and Driving.</b> A study carried out by Carlos III University in co-operation with the Spanish Royal Automobile Club. 4000 young people from five Spanish regions were surveyed to determine the different attitudes and behaviours concerning alcohol consumption and driving.</p> <p>- Since 1995, The Brewers of Spain are committed by their <b>Self Regulation Code</b> not to link messages of drinking and driving in advertising, not to advertise in motor media and not to sponsor motor events.</p> <p>Since 2001 <b>La Carretera te pide Sin</b> (The Road Demands you to be Alcohol Free) is run. Its aim is to make drivers and learners aware that it is not appropriate to drink and drive; to suggest our consumers that they take Non-Alcoholic Beer as an alternative before driving; to make consumers of beer aware that responsibility is the key word, because sometimes even moderate drinking is too much. It is an on-going social awareness campaign. Carried out with the co-operation of the National Traffic Authority (DGT. Ministry of Internal Affairs), the National Federation of Driving Schools (CNAE), the Royal Automobile Club of Spain (RACE), The Royal Automobile Club of Catalonia, the Spanish Association of Petrol Suppliers (AOP), the Spanish Highway Association (AEC), the Motorist Aid Association (ADA), the Automobile Safety Institute Foundation, and another automobile club: Comisariado Europeo del Automóvil (CEA).</p> <p>During 2004, the campaign reached an audience of 54,963,811. 315 news were monitored and the equivalent advertising value was 535,000 €.</p>
<b>Switzerland</b>	<p>The Swiss Brewery Association is distributing promise-calculators in the size of a credit-card in cooperation with the Swiss Gastronomy Association and the Federal Office of Health.</p>
<b>UK</b>	<p>The BBPA has a 45 year record of drinking and driving campaigns in pubs, clubs and off licences. Activity before 1999 was mainly focused on fairly short term campaigns aimed at getting the message to consumers at point of sale with beer mats, posters, etc. for a specific period, such as Christmas or the holiday season.</p> <p>- As part of a longer term initiative between 1999 and 2002 BBPA produced three good practice guides for pub owners and licensees and held regular meetings for co-ordinators within member companies.</p> <p>- The BBPA funded a research project into repeat drink drivers (the hard core) which built on an earlier pilot study. The work was carried</p>

out with the help and approval of the Department of Transport. The results confirmed the presence of a number of "hot buttons" which may influence this difficult group. It is hoped that this information will now be used to target campaigns specifically at this group.

- In 2000/2001 the BBPA ran a competition for young people. They were asked to design a new and effective message to deter 16 to 25 year olds from drinking and driving.

- Since then the BBPA has put its weight behind the Portman Group campaigns (see below) and actively encourages its members to take part.

- The Portman Group has run anti drink-drive campaigns since 1990. Its current campaign encourages the notion of appointing a designated (non drinking) driver. The UK's biggest ever DESignated driver campaign, "**I'll be Des**", is reaching millions of people with this simple message: always **designate** a non-drinking driver when you're out drinking.

- **Des** is aimed particularly at 18-40 year old male drivers who are the group most at risk of being involved, injured or killed in a drink-drive accident. However, the campaign message is relevant to all people regardless of age or sex. Since its launch with support from professional football in October 2000, **Des** has gone from strength to strength, winning prestigious Prince Michael International Road Safety awards in 1997 and 2001 and enjoying wide support from local and central Government, the EC and a range of road safety organisations including the RAC.

- Packed in prominently branded bags, the **Des** resource packs are available to Road Safety and police officers right across the UK, with British Forces overseas adopting the campaign to promote safe driving initiatives and practices. The BBPA's support ensures that pubs and clubs nationwide can get hold of a Licensee Pack to encourage designated drivers in their premises.

- The campaign is regularly evaluated among "gatekeepers" i.e. licensees and Road Safety Officers and results have been consistently good. A small scale evaluation of public awareness of the **Des** campaign in 2005 showed the following results:-

: The **Des** scheme needs more promotion. – only half (50%) of respondents had heard of the scheme.

: Men were more likely to have heard of the **Des** scheme than women (61% vs 40%) but are more ready to take their car out with them and more likely to drink alcohol when acting as the **Des** (only 39% of men claim not to have drunk alcohol whilst being **Des** compared with 78% of women).

: Communicating the concept of the **Des** shouldn't be too hard – more than 9 in 10 (97%) respondents who hadn't heard of the scheme correctly identified that it was a person who volunteers to be the driver for the evening and doesn't drink

: Getting people to participate in the scheme may be harder - only a quarter of respondents frequently volunteer to be the **Des** whilst out with their mates.

## Brazil

The Brazilian brewing industry has been active in communicating messages on specific responsible use issues, such as drinking and driving. The campaigns include television and magazines messages, outdoor advertising, posters in retail outlets, and a variety of support materials, such as stickers and brochures. The industry has also

	<p>collaborated with Road Safety Authorities by donating more than 14,000 breath alcohol testers in 2003.</p>
<b>Chile</b>	<p><b>Compañía Cervecerías Unidas S.A.</b>, runs a campaign called "Be Responsible on Our National Holidays", in cooperation with the Carabineros, Chile's national police force. The campaign features an information booklet with recommendations for safe behaviour by drivers and pedestrians on national holidays. The brochure includes traffic accident statistics and their consequences, as well as concrete examples of responsible alcohol consumption. This booklet is distributed by Carabineros at tollbooths and highway rest stops, as well as being handed out personally by police officers during preventive campaigns, for example at large public celebrations. In addition, to broaden the reach of this message, CCU also distributes the pamphlet in the communities surrounding its three breweries, in Santiago, Antofagasta and Temuco.</p>
<b>Columbia</b>	<p>We have a communication and marketing committee that evaluate the advertisement in relationship not to drink and drive. Our publicity includes legends about risks in excess liquor consumption.</p>
<b>Costa Rica</b>	<p>The brewing industry is the clear national leader in prevention efforts. It introduced the Designated Driver program in 2001. Presently, its Designated Driver media campaign (TV, radio, billboards) is the only major effort concerning drinking/driving in the country. The campaign has been endorsed and partially supported by the Ministry of Transportation and the State-owned National Insurance Company. Research has shown a significant reduction in the drink-drive habits of consumers and drivers. Statistics show that <u>50.4%</u> of the population recognizes the Designated Driver program's great impact in raising their level of awareness on the subject; <u>61.9%</u> of the general public also identify the program as a source of positive change in their drink-drive habits. The numbers show that the Designated Driver campaigns are well identified and remembered.</p>
<b>Dominican Republic</b>	<p>There is an ongoing preventative campaign promoting responsible driving sponsored by <b>Cervecería Nacional Dominicana</b> and endorsed by a Government Department – Comisión Nacional de Emergencias. The campaign is based on the message "<b>Si Tomas el Guia". Es Una Sabia Decisión. (If you drink, he she drives: a clever decision)</b> It is implemented through billboards, street back-light devices, magazines and radio messages. This has been running since 2003 and runs special campaigns over the Christmas and Easter holidays.</p>
<b>El Salvador</b>	<ol style="list-style-type: none"><li>1. Program Talking about Alcohol: education Program for young people that is implemented in the schools. It has enjoyed ample acceptance on the part of teachers, students and parents. It has a special chapter on drinking and driving.</li><li>2, Support for the Vice-ministry of Transport in its campaign to detect drunk drivers in highways and streets - Donation of equipment of high technology. This program of the Vice-ministry has had an important impact in the reduction of drink / drive accidents and is widely known</li></ol>

	by the population.						
<b>Honduras</b>	<p>The industry has run two recent campaigns:</p> <p>1, Designated Driver for Easter 2003 in coalition with National Police. Results: A 32% reduction in Traffic Accidents from the year before. A 34% reduction of alcohol related police detentions from the year before.</p> <p>2, Stop Drinking and Driving Campaign for Christmas 2002 in coalition with National Police. Results: A 28% reduction in Traffic Accidents from the year before.</p>						
<b>Mexico</b>	<p><b>Cervecería Cuauhtemoc Moctezuma</b> has sponsored the Designated Driver program in 7 cities of the country since 1993, with the following results:</p> <p>REGISTERED DESIGNATED DRIVERS</p> <table border="0"> <tr> <td>2002:</td> <td>4,189</td> </tr> <tr> <td>2003:</td> <td>8,447, +101.6%</td> </tr> <tr> <td>2004:</td> <td>13,629, +61%</td> </tr> </table> <p><b>Femsa Cerveza</b> has sponsored the Mexican Designated Driver programme since 1995 and runs the campaign in cities throughout Mexico.</p>	2002:	4,189	2003:	8,447, +101.6%	2004:	13,629, +61%
2002:	4,189						
2003:	8,447, +101.6%						
2004:	13,629, +61%						
<b>Panama</b>	No campaigns have been launched in this regard.						

<b>Australia</b>	<p>At the industry level:</p> <ul style="list-style-type: none"> <li>- Responsible Service of Alcohol – training of service staff;</li> <li>- Advertising Code of Practice – pre-vetting and self regulation of alcohol advertising; and</li> <li>- Rethinking Drinking – aimed at youth consumption.</li> </ul> <p>.....</p> <p>At the individual company level:</p> <ul style="list-style-type: none"> <li>- New images on labels to clearly identify the number of standard drinks (alcohol units) contained within;</li> <li>- New logo's on labels with various social responsibilities messages, eg "enjoy responsibility"; and</li> <li>- Social responsibility messages being shown, or run with alcohol advertising in print and electronic media.</li> </ul> <p>.....</p> <p>The Rethinking Drinking program has been evaluated. Please see the Youth Research Centre, Faculty of Education, University of Melbourne <a href="http://www.edfac.unimelb.edu.au">www.edfac.unimelb.edu.au</a></p>
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<b>Canada</b>	<p>The Canadian brewing industry has been active for decades in communicating messages on specific responsible use issues, such as drinking and driving. The campaigns include television and radio messages, outdoor advertising print advertising, posters in retail outlets, and a variety of support materials, such as brochures, buttons, refrigerator magnets - anything to raise awareness of the issue. Other activities include close co-operation with: "Young drivers of Canada" – a student driver training video for new drivers; funding support for research on traffic safety by the Traffic Injury Research Foundation;</p>
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	<p>and support for the continuing campaigns by the Canada Safety Council to discourage drink driving.</p> <p><b>Labatt Breweries</b> and <b>Molson Breweries</b> run several drink/drive campaigns.</p> <ul style="list-style-type: none"> <li>- Labatt recently formed a partnership with “310-Ride”, a second national toll-free number designed to help ensure Canadians who may be drinking can get home safely.</li> <li>- The “Labatt Road Scholarship collision avoidance program” has helped thousands of young Canadians understand the <i>one-second advantage</i>, a moment’s warning in times of crisis on Canadian roadways that can be taken away if the driver is impaired.</li> <li>- Labatt sponsor numerous regional taxi and transit programs designed to promote alternatives to driving after drinking.</li> <li>- Molson’s Don’t drink and drive program was launched in 1989 as part of their responsible use program.</li> <li>- Molson formed a partnership with Taxiguy Inc. in January 1999. Taxiguy is one more alternative that helps people plan ahead. By calling Taxiguy’s toll free number people in need of a ride are able to get a taxicab in select cities across Canada.</li> </ul>
<b>Japan</b>	<p>The brewing company advertisements mentioned above have acquired awards from the Japanese Newspaper Publishers and Editors Association for its performance as the most useful advertisements for public readers.</p> <p><b>Asahi Breweries Ltd</b>, run a campaign called “Attention Customers: Drink Moderately, Please”. Information is included in the “Mini Manual of Beer” and pamphlets for visitors to breweries. Visitors who have driven to visitor centres are asked to wear a special badge to ensure that they are served soft drinks in the tasting corners and discourage them from drinking and driving.</p>
<b>New Zealand</b>	<p>The Beer Wine and Spirit Council (BWSC) and its members actively supports educational programmes around the issue of drinking and driving. The Council works in partnership with the Alcohol Advisory Council of New Zealand (ALAC), Accident Compensation Corporation (ACC), Land Transport New Zealand and the New Zealand Police.</p>
<b>South Africa</b>	<p><b>SABMiller</b>, runs “Think before you drink, before you drive”, a comprehensive advertising campaign advising on the dangers of drinking and driving over Easter and the Festive Season in South Africa. The campaign, representing an investment over the years of many millions of rand, uses television, radio, mobile and static billboards, posters, pamphlets and coasters to promote the message. All the advertisements indicate SABMiller’s support for the Government’s “Arrive Alive” campaign, which the company has also funded directly.</p>
<b>Taiwan</b>	<p>The Taiwan Beverage Alcohol Forum (TBAF), the Social Aspects Organisation in Taiwan runs two drink drive campaigns:-</p> <p>1, “Anti Drink/Drive Campaign”. TBAF focuses on combating drink/drive and it promotes anti drink/drive messages throughout Taiwan. It has placed 100 advertisements on large billboards at locations throughout Taiwan, produced posters &amp; taxi stickers in partnership with taxis and runs joint activities with a local radio station</p>

broadcasting in English. Posters and videos are downloadable from the website [www.tbaf.org.tw](http://www.tbaf.org.tw)

2, "Let the sober person drive". A poster campaign carried by Taipei City buses around Chinese New year to remind drivers and their passengers of the dangers of drinking and driving. In partnership with the Taipei City Government Traffic Department since 2001.

These have successfully achieved public awareness but this has not impacted on the drink-drive statistics.

TBAF has successfully raised the anti drink & drive public awareness via various campaigns run continually for five years. 17744 cases of drink and drive incidents were reported in Taipei in 2004. Nationwide the total was 88824 in the same year. Drink/drive accidents were involved in a lower injury rate of 2 cases in Taipei year 2004 compare to 3 injury cases year 2003 while the nationwide statistics show an increase over the same period.

## USA

The Beer Institute and many US brewers campaign actively against drinking and driving and examples of their initiatives are listed below.

### **Alert Cab**

This program fights drunk driving by bringing together local wholesalers, cab companies, and retail establishments to provide free or reduced-fare cab rides to bar and restaurant patrons.

### **Designated Driver**

These programs promote the **use** of designated drivers at stadiums, arenas, bars, restaurants, and home parties. Consumers typically receive free non-alcohol beverages or discounts on food from bars or restaurants in exchange for being named the designated driver in a group.

### **Drive Sober**

The "Drive Sober" message was developed to help reduce impaired driving. This message emphasizes the importance of driving sober or designating a sober driver before celebrating:-

### **1-800-TAXICAB**

Brewers offer consumers a national taxi dispatch service and give consumers an easy-to-remember number when planning safe or alternative transportation. Radio spots, point of sale, and packaging materials promote the 1-800-TAXICAB service.

### **Free Rides®**

Free Rides® provide free public transportation on popular holidays such as New Year's Eve and St. Patrick's Day. This community service helps keep roads safe by encouraging people to use public transit when returning from holiday celebrations. Brewers team with public transit companies, law enforcement, and community organizations to provide this program.

### **Keys to Responsibility**

This program helps retailers, distributors, community groups, and others promote transportation alternatives and responsible decision-making by legal drinking age consumers by providing tools needed to develop and implement successful community-based safe ride home and designated driver programs to help prevent drunk driving.

### **National Commission Against Drunk Driving (NCADD)**

This organization is dedicated to reducing drunk driving by fostering consensus and cooperation among the corporate sector, state and federal governments, and advocacy groups. Beer Institute represents its members in this organization.

### **Safecall™**

This program provides retail establishments with an effective, non-confrontational tool to help patrons who did not consume alcohol responsibly to get home safely. Safecall partnered with 1-800-TAXICAB, North America's foremost network of top-quality taxicab companies, to enhance the program by offering a simple, toll-free number.

### **National Safe Boating Council**

The National Safe Boating Council is the foremost coalition for the advancement and promotion of safer boating through education. Brewers sponsor the prestigious Boating Education Advancement Awards, established by the National Safe Boating Council, to recognize outstanding boating safety programs.

### **Safe Boating**

This program, supported by the National Safe Boating Council, reminds boaters, water skiers, and other water recreation enthusiasts to be responsible on the water in all activities. The program includes billboard and print advertisements, as well as consumer materials that offer tips on hypothermia, safety equipment, distress signals, and responsible drinking.

### **Safe Ride Home @**

This program promotes the use of designated drivers at bars, restaurants, and home parties. Consumers typically receive free non-alcohol beverages or discounts on food from an establishment in exchange for being the designated driver in a group.

### **soberRide™**

Alternative transportation programs like soberRide help keep local roads safe from impaired drivers during the traditionally high-risk holiday periods. The program encourages and supports making responsible choices by providing safe alternative transportation to the public.

### **Server/Selling Training Programs**

#### **TEAM – Techniques for Effective Alcohol Management Coalition**

In 1985, a group of concerned business executives and government officials came together and formed the TEAM Coalition to provide a safer, more enjoyable entertainment atmosphere, with more effective alcohol management in public assembly facilities and stronger highway safety issues concerning attendance to events.

#### **TIPS – Training in Intervention Procedures for Servers of Alcohol**

Developed by Dr. Morris Chafetz, founding director of the National Institute on Alcohol Abuse and Alcoholism, TIPS trains servers and sellers of alcohol beverages in techniques for serving alcohol responsibly by properly checking IDs, preventing drunk driving and avoiding other alcohol abuse situations. The industry is responsible for training nearly 250 servers per day in TIPS techniques throughout the year.

## Annex 1: Penalties Europe

### Austria

<b>BAC</b>	<b>0.05 to 0.079</b>	<b>0.08 to 0.119</b>	<b>0.12 - 0.159</b>	<b>&gt;0.16 or when specimen refused</b>
<b>First Offence</b>				
Endorsement	EURO 218 - EURO	EURO 581 -	EURO 872 - EURO	EURO 1,163 - EURO
Fine	3,623	EURO 3,623	4,360	5,814
Suspension	None for first offence.	4 weeks	3 months minimum	4 months minimum
Imprisonment	None			
Other	Rehabilitation can be offered	Criminal record	Obligatory Training Course	Obligatory Training Course
		Insurance penalty	Criminal record	Additional traffic psychology exam
			Insurance penalty	Obligatory Medical Examination
				Criminal record
				Insurance penalty
<b>Second Offence within 12 months</b>				
		<b>or accident</b>	<b>or accident</b>	<b>or accident</b>
Endorsement	EURO 218 - EURO			
Fine	3,623			
Suspension	3 weeks minimum	3 months minimum	more than 3 months	considerably longer
Imprisonment	None			
Other				
<b>Third Offence within 12 months</b>				
Endorsement	EURO 218 - EURO			
Fine	3,623			
Suspension	4 weeks MINIMUM			
Imprisonment	None			
Other	Criminal record			
	Insurance penalty			

There are also special regulations for BACs between 0.11 and 0.49 for defined groups of drivers

**Belgium<sup>1</sup>**

<b>BAC</b>	$\geq 0,22 < 0,35 \text{ mg/l AAE}$ ( $\geq 0,5 < 0,8 \text{ ‰}$ )	$\geq 0,35 < 0,50 \text{ mg/l AAE}$ ( $\geq 0,8 < 1,2 \text{ ‰}$ )	$\geq 0,50 < 0,65 \text{ mg/l AAE}$ ( $\geq 1,2 < 1,5 \text{ ‰}$ )	$\geq 0,65 \text{ mg/l AAE}$ ( $\geq 1,5 \text{ ‰}$ )
Endorsement				
Fine	123,95 €	371,84 €	495,79 €	No
Prohibition to drive	3 hours (immediate)	minimum 6 hours (immediate) followed by further test. If still over 0.08 8days to five years according to BAC	minimum 6 hours (immediate) followed by further test. If still over 0.08 8days to five years according to BAC	minimum 6 hours (immediate) followed by further test. If still over 0.08 8days to five years according to BAC Yes where behaviour on the road is dangerous and
licence withdrawal (15 days)	no	Yes where behaviour on the road is dangerous 15 days to 6 months in case of judicial pursuit	Yes where behaviour on the road is dangerous 15 days to 6 months in case of judicial pursuit	always over a BAC of 0.70mg/l 15 days to 6 months in case of judicial pursuit
Imprisonment		judicial pursuit in case of non payment or dangerous behaviour	judicial pursuit in case of non payment or dangerous behaviour	judicial pursuit
Other	judicial pursuit in case of non payment	cause of accident with casualties sanctions envisaged include heavy fines or longer withdrawal of driving licence	cause of accident with casualties sanctions envisaged include heavy fines or longer withdrawal of driving licence	judicial pursuit in all cases sanctions envisaged include heavy fines or longer withdrawal of driving licence

**Intoxication**

Endorsement	
Fine	No
Suspension	minimum 6 hours (immediate) followed by further test. If still over 0.08 8days to five years according to BAC
Imprisonment	
Other	judicial pursuit in all cases sanctions envisaged include heavy fines or longer withdrawal of driving licence

**Refusal of breath test, breath analysis or blood test without good reason**

Endorsement	
Fine	619,73 €
Suspension	minimum 6 hours (immediate) followed by further test. If still over 0.08 8days to five years according to BAC
Imprisonment	15 days to 6 months in case of judicial pursuit
Other	judicial pursuit in case of non payment or dangerous behaviour or cause of accident with casualties sanctions envisaged include heavy fines or longer withdrawal of driving licence

<sup>1</sup> Source: www.bob.be "La note"

**Denmark<sup>2</sup>**

<b>BAC</b>	<b>0.051 to 0.12</b>	<b>0.12 to 0.2</b>	<b>&gt;0.2</b>
<b>First Offence</b>			
Endorsement			
Fine	Net wages x BAC level Conditional <sup>3</sup> unless new driver in which case full suspension	Net wages x BAC level	Net wages x BAC level
Suspension		Unconditional <sup>4</sup> – minimum 3 years	Unconditional – minimum 3 years
Imprisonment			20 days
Other	Re test Alcohol and Traffic Course (10 hours) paid by driver	re-test Alcohol and Traffic Course (10 hours) paid by driver	re-test Alcohol and Traffic Course (10 hours) paid by driver

**For second and subsequent offences the punishment is more severe**

Note: A re-rest means that you have to take a theoretical driving test as well as a practical driving test with the police to regain your licence

**Estonia**

<b>BAC</b>	<b>0.02 to 0.049</b>	<b>&gt;0.05</b>
Endorsement		
Fine	Up to €193	Up to €1154
Suspension		3 months

**Repeated offence (2 or more violations)**

Endorsement	
Fine	Up to €1154
Suspension	Up to 3 years
Imprisonment	Up to 3 years
Other	Launch of criminal investigation

**Finland**

<b>BAC</b>	<b>0.05 to 0.12</b>	<b>&gt;0.12</b>
Endorsement	none	none
Fine	yes depends on income	yes depends on income
Suspension	About 6 months	About 1 year
Imprisonment	minimum six months	Up to 2 years
Other		

## Basic penalty

- if first time, only a fine
- if very aggravated case, prison

<sup>2</sup> Source: The Danish Police, Lov om aendring af straffeloven L41 af 13. Oktober 1999, and GODA,

<sup>3</sup> Conditional means the driver may keep his licence but has to pass a new drivers test (practical and theoretical) within 3 months.

<sup>4</sup> For an unconditional suspension the driver loses his licence and the right to drive. After the period he has to pass a drivers test and remain on trial for a period (eg 5 years). (During the trial period offence of any rule will lead to unconditional suspension for a minimum of six months)

**France<sup>5</sup>****BAC 0.05 to 0.079 >0.08 or inebriated or refused sample**

Endorsement	6 points	6 points
Fine	135 €	4,500 €
Suspension*	3 years	or withdrawal for 3 years (without respite or "permis blanc" - licence subject to certain conditions, particularly for professionals)
Imprisonment		2 years
Other**		immobilisation of vehicle

**Repeated offence or inebriated or refusal to accept a blood test**

Endorsement		6 points
Fine		9,000 €
Suspension*		automatic three year withdrawal of licence
Imprisonment		4 years
Other**		immobilisation or confiscation of vehicle

**Driving under the influence of drugs or alcohol**

Endorsement		6 points
Fine		9,000 €
Suspension*		three year withdrawal of licence
Imprisonment		3 years
Other**		immobilisation or confiscation of vehicle

**Causing while inebriated of accidental injury with total incapacity to work for three months or less**

Endorsement		6 points
Fine		45,000 €
Suspension*		Suspension for 10 years (withot respite or "permis blanc" )
Imprisonment		3 years
Other**		immobilisation or confiscation of vehicle

**Causing while inebriated of accidental injury with total incapacity to work for three months or more**

Endorsement		6 points
Fine		75,000 €
Suspension*		Automatic suspension or withdrawal for 10 years (without respite or "permis blanc" )
Imprisonment		5 years
Other**		immobilisation or confiscation of vehicle

\* This is the maximum limit, the judge may decide to reduce the length of the penalty as deemed appropriate

\*\* Immobilisation or confiscation of the vehicle may not be combined with prison sentences or fines.

<sup>5</sup> Source: Ministry of Equipment, Transport, Housing, Tourism and Sea - Road circulation and Safety Division

**Germany<sup>6</sup>**

<b>BAC</b>	<b>0.030 to 0.109</b>	<b>0.050 to 0.109</b>	<b>&gt;0.110</b>
<b>First offence No injuries caused and no signs of unsteadiness</b>			
Endorsement*		4	Decision by court about
Fine		500 to 1,500 DM	penalty or imprisonment and
Suspension		1 - 3 months	about driving permission
			or suspension of driving
Imprisonment			licence
Other		Administrative offence	Criminal offence
<b>Second offence No injuries caused</b>			
Endorsement*		7	
Fine		1,000 to 3,000 DM	
Suspension		3 months	
Imprisonment			
Other		Administrative offence	
<b>Third offence No injuries caused</b>			
Endorsement*		7	
Fine		1,500 to 3,000 DM	
Suspension		6 months	
Imprisonment			
Other		Administrative offence	
<b>In the event of unsteadiness or an accident</b>			
Endorsement*		7	
Fine		one to three months salary OR imprisonment	
Suspension		between 6 months and 5 years	
Imprisonment		up to 5 years	
Other		Criminal offence	

Penalties vary according to the BAC level as well as according to the state of the driver. It depends on signs of impairment in driving the driver might show.

<sup>6</sup> [www.verkehrsportal.de/verkehrsrecht/promille](http://www.verkehrsportal.de/verkehrsrecht/promille) and [www.strafzettel.de](http://www.strafzettel.de)



**Ireland<sup>7</sup>**

<b>BAC</b>	<b>0.08 to 0.10</b>	<b>0.10 to 0.15</b>	<b>&gt;0.15</b>	<b>Refusal*</b>
<b>First offence</b>				
Endorsement				
Fine				
Suspension/ disqualification	3 months	1 year	2 years	2 years
Imprisonment				
Other				
<b>Second or subsequent offence</b>				
Endorsement				
Fine				
Suspension	6 months	2 years	4 years	4 years
Imprisonment				
Other				

\* Also applies to Drunk Driving where a person is convicted of the offence of being under the influence to such an extent as to "be incapable of having proper control of the vehicle".

**Italy**

<b>BAC</b>	<b>0.05 to 0.149</b>	<b>&gt; 0.15</b>
Endorsement	10 points subtracted from an initial 20	10 points subtracted from an initial 20
Fine	From 328 to 1312 Euro	
Suspension	15 days to 3 months 1 to 6 months if the driver had already been involved in alcohol related accidents in the same year Bus or truck over 3.5 tons weight drivers: licence revoked	15 days to 3 months or extension until a medical text excludes chronic addiction
Imprisonment	In case the driver causes a fatality or somebody being seriously injured	

**Luxembourg**

<b>BAC</b>	<b>0 to 0.08</b>	<b>0.08 to 0.12</b>	<b>&gt;0.12</b>
	Not an offence	Penalty	Sent to tribunal

**Netherlands**

<b>BAC</b>	<b>0.054 to 0.079</b>	<b>0.080 to 0.129</b>	<b>0.130 to 0.179</b>
Endorsement			
Fine	€190	€220	€650
Suspension			6 months
Imprisonment			
Other			Mandatory three day course about alcohol and traffic

<sup>7</sup> Source: Department of Transport, Ireland.

**Norway**

<b>BAC</b>	<b>0.02 to 0.05</b>	<b>0.05 to 0.1</b>	<b>0.1 to 0.15</b>	<b>&gt;0.15</b>
Endorsement	YES, depending on The level between			
Fine*	0.02 and 0.05	YES	YES	YES
Suspension		YES	YES	YES
Imprisonment		suspended	Suspended or unconditional	unconditional
Other				
* The fine will increase as the BAC get higher				

**Poland**

<b>BAC</b>	<b>0.02 to 0.05</b>	<b>&gt;0.05</b>
Endorsement		
Fine	YES	YES
Suspension		YES
Imprisonment		YES

**Portugal**

<b>BAC</b>	<b>&gt;0.05 to &lt; 0.08</b>	<b>&gt;0.080 to 0.119</b>	<b>&gt;0.12</b>
Endorsement			
Fine	240 - 1200 €	360 - 1800 €	
Suspension	1 to 12 months	2 months to 2 years	3 months to 3 years up to 1 year or prison suspension up to 4 months
Imprisonment			

**Slovak Republic**

<b>BAC</b>	<b>&lt; 0.08</b>	<b>&gt;0.08</b>
Endorsement		
Fine	YES	YES (15,000SK)
Suspension	3 months	6 months

**Spain (All penalties are in force except endorsement)****Administrative offence**

<b>BAC</b>	<b>0.5(0.3 for learners and professional drivers) gr/l in blood</b> <b>0.25(0.15 for learners and professional drivers) mg/l in breath</b>	
Endorsement*	> 0.25 (0.15 learners & professionals) <u>mg/l in breath</u>	4 points
	> 0.5 (0.3 learners & professionals) <u>mg/l in breath</u>	6 points
Fine	From 301 to 600 €	
Suspension	From one to three months	

\* when the new system enters into force, not later than 20<sup>th</sup> June 2006

**Criminal offence (driving under the influence of alcoholic beverages)\***

Imprisonment from 3 to 6 months or a fine from 6 to 12 months, plus suspension of the driving licence from 1 to 4 years. The fine is calculated on a range of 2 to 400 € per day, that is, depending on the circumstances the minimum might account to 360€ and the maximum to 144,000 €.

\*In case damage is produced to things or people, these penalties would change.

**Sweden**

<b>BAC</b>	<b>0.01 to 0.099</b>	<b>&gt;0.10</b>
Endorsement		
Fine	varies according to income very high fines OR at least 12 months above	
Suspension *	0.05	at least 12 months 1 month to 2 years according to BAC level and circumstances
Imprisonment	possible 2 months	Sentences commonly served at home with electronic surveillance
	possible community service, probational sentence or different types of treatment	More and more conditional sentences with treatment and rehabilitation possible community service
Other		

**Repeated offences**

Endorsement	
Fine	larger fines
Suspension *	
Imprisonment	longer prison terms – maximum 2 years

**Causing a fatal accident**

Imprisonment	longer prison terms – maximum 6 years
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\* License suspension or revocation is not part of the penal system but is a road safety action. To suspend the drivers license is looked upon as a measure of precaution, rather than a penalty. The main policy is to call back (suspend) the drivers license for every case of drinking and driving. The suspension might vary between 1-36 months. If suspended for more than 12 months, the driver must do the driving test once again.

**Turkey****BAC****First offence \***Suspension **6 months****Second offence \***Suspension **2 years****Third offence \***Suspension **2 years**  
**Psychological treatment by a medical doctor**

Other

**Driving under the influence of drugs or alcohol \***Suspension **YES**Imprisonment **YES****\* Drunk drivers are subject to suspension even if they do not cause accidents****UK**

	<b>0 to 0.08**</b>	<b>0.08 to 0.125</b>	<b>0.126 - 0.16</b>	<b>0.161 - 0.195</b>	<b>0.196 - 0.229 *</b>	<b>0.230 - 0.264</b>	<b>0.265 - 0.3</b>	<b>&gt;0.301</b>
Endorsement	3 - 11	3 - 11	3 - 11	3 - 11	3 - 11	3 - 11	3 - 11	3 - 11
Fine	Variable	£180 - £1080	£240 - £1140	£300 - £1800	up to £5000 and or penalty	up to £5000 and or penalty	up to £5000 and or penalty	up to £5000 and or penalty
Suspension / disqualification	12 months	12 months	18 months	24 months	24 months	30 months	30 months	36 months
Imprisonment	-	-	-	-	community penalty considered	community penalty considered	community penalty considered	community penalty considered
Other								

**refusing to give a specimen**

Endorsement 4 - 11

Fine £240 - £1440

Suspension 36 months

Imprisonment considered

Other

\* Offenders with BAC above 0.2 g/100ml, those convicted of two offences within 10 years and those who refuse to provide an evidential specimen are subject to the provisions of the High Risk Offender Scheme.

Courts now have the power to offer any drink drive offender the opportunity of attending a rehabilitation course.

\*\* There are also penalties for driving with a BAC below the legal limit if found to be unfit to drive.

## Annex 2: Penalties Australia<sup>1</sup>

### Northern Territory

Offence	Penalty 1st Offence	Penalty 2nd or Subsequent Offences
1. Driving offence of .05 and under 0.08. <i>Traffic Act 1996 Section 19(6)</i> <i>Traffic Regulations 1995</i> Regulation 86 & 90 Schedule 1	Traffic Infringement Notice can be issued of \$100 fine Up to \$500 or imprisonment for 3 months	\$750 or imprisonment for 6 months
2. Driving offence of .08 and under 0.15 <i>Traffic Act 1996 Section 19(2)(3), 20(A), 39</i>	Up to \$750 or imprisonment for 6 months Suspension of licence for 6 months	Immediate suspension of licence for 12 months \$2,000 or imprisonment for 12 months
3. Driving offence of 0.15 or above. <i>Traffic Act 1996 Section 19(2)(3), 20(A), 39</i>	Immediate suspension of licence Up to \$1,000 or imprisonment for 12 months	Immediate suspension of licence If an offence follows a prior offence within 3 years then licence suspension could be in force for 5 years \$2,000 or imprisonment for 12 months
4. Driving with alcohol present in a person's blood (applies to learners, those under 18 years of age, P-plate drivers, drivers without a licence and drivers of large vehicles eg, bus or truck exceeding 15 tonnes) <i>Traffic Act 1996 Section 19(4)(5)(8)(9)</i> <i>Traffic Regulations 1995</i>	Up to \$500 or imprisonment for 3 months	\$750 or imprisonment for 6 months
5. Refusing a preliminary breath test or a breathalyser test or refusing to stop at a random breath test station. <i>Traffic Act 1996 Section 20, 20(A), 39</i> <i>Traffic Regulations 1995 Part XVII</i>	Immediate suspension of licence Up to \$1,000 or imprisonment for 12 months	Immediate suspension of licence \$2,000 or imprisonment for 12 months
6. Culpable driving while under the influence of liquor or a drug. (Drink drivers involved in an accident where someone is killed) <i>Criminal Code Act 1997 Section 154</i> <i>(2)(3)(4) Traffic Regulations 1995</i>	Cause grievous bodily harm - 7 years imprisonment Cause death - 10 years imprisonment Under the influence of an intoxicating substance can lead to a further 4 years of imprisonment	

<sup>1</sup> As reproduced on police websites

## Western Australia

## Driving in excess of 0.05 per cent of alcohol in the blood or more

Percentage of alcohol in blood		Penalty
≥ 0.05% but < 0.06%	Min: Max: Disq:	\$250 \$500 3 months
≥ 0.06% but < 0.07%	Min: Max: Disq:	\$300 \$500 3 months
≥ 0.07% but < 0.08%	Min: Max: Disq:	\$350 \$500 3 months

Note: ≥ signifies greater than or equal to  
< signifies less than

An infringement notice (\$100) may be issued for a first offence of Excess 0.05 per cent blood alcohol content (BAC). Subsequent offences may result in a court appearance.

## Driving in excess of 0.08 per cent of alcohol in the blood or more

Percentage of alcohol in blood		1st offence	2nd offence	Subsequent offence
≥ 0.08% but < 0.09%	Min: Max: Disq:	\$400 \$1500 3 months	\$800 \$1500 6 months	\$800 \$1500 6 months
≥ 0.09% but < 0.10%	Min: Max: Disq:	\$500 \$1500 3 months	\$800 \$1500 6 months	\$800 \$1500 7 months
≥ 0.10% but < 0.11%	Min: Max: Disq:	\$500 \$1500 4 months	\$1000 \$1500 6 months	\$1000 \$1500 8 months
≥ 0.11% but < 0.12%	Min: Max: Disq:	\$600 \$1500 4 months	\$1000 \$1500 7 months	\$1000 \$1500 9 months
≥ 0.12% but < 0.13%	Min: Max: Disq:	\$600 \$1500 5 months	\$1200 \$1500 8 months	\$1200 \$1500 10 months
≥ 0.13% but < 0.14%	Min: Max: Disq:	\$700 \$1500 5 months	\$1200 \$1500 10 months	\$1200 \$1500 12 months
≥ 0.14% but < 0.15%	Min: Max: Disq:	\$700 \$1500 6 months	\$1200 \$1500 12 months	\$1200 \$1500 14 months

Note: ≥ signifies greater than or equal to  
< signifies less than

**Driving in excess of 0.15 per cent of alcohol in the blood or more**

Percentage of alcohol in blood		1st offence	2nd offence	Subsequent offence
≥ 0.15%	Min: Max: Prison: Disq:	\$800 \$2500 <6 months	\$1500 \$3500 or ≤6 months <2 years	\$2000 \$5000 or ≤18 months permanently

Note: ≥ signifies greater than or equal to  
 ≤ signifies less than or equal to  
 < signifies less than

**Driving in excess of 0.02 per cent of alcohol in the blood or more**

Probationary drivers who are charged with having a blood alcohol level of 0.02 per cent or more are likely to have their drivers licence cancelled for three months by the Courts. At the end of the cancellation, the driver will have to resit the full theory and practical driving test to be granted their drivers licence back.

Other drivers who may be subject to a 0.02 per cent blood alcohol limit are:

- Extraordinary drivers licence holders;
- Drivers disqualified from driving because of a medical condition, stipulated under section 48 of the *Road Traffic Act 1974*;
- Drivers currently serving a suspension or cancellation of their drivers licence for a drink driving related offence;
- Drivers whose licences were cancelled/disqualified for some drink driving offences and incur a subsequent offence are restricted as to their blood alcohol level for a period of three years from the date of expiry of their current cancellation/disqualification; and
- People who are learner drivers, or do not hold or have never held a drivers licence in any state of Australia or any other country.

Penalties - A fine of between \$100 - \$300 and licence disqualification for 3 months.

## South Australia

### Penalties for driving with the prescribed concentration of alcohol

There are very severe penalties for drink driving. Penalties for driving with the prescribed concentration of alcohol are divided into three categories according to the amount of alcohol found in your blood. If you have previous convictions for drink driving then you can expect an even more severe sentence. The message of society is clear: drink driving will not be treated lightly in South Australia.

**Category 1 (above 0.05, but below .08).** This offence attracts a fine of \$700. **Category 2 (above 0.08, but below 0.15).** A first offence will attract a fine between \$500 and \$900 and the suspension of a licence for six months or more. A second offence will attract a fine of between \$700 and \$1200 and the suspension of a licence for a period of six months or more. Any subsequent offences will attract fines of between \$1100 and \$1800 and the suspension of a licence for a period of two years or more. **Category 3 (above 0.15).** The penalties are generally more severe than those for category 2 offences. An example of this severity is a fine of between \$1200 and \$1500 and the suspension of a licence for three years or more for a second offence.

### Penalties for driving under the influence of alcohol or drugs

There is a separate offence in South Australia known as driving under the influence of alcohol or a drug. The police will usually proceed with a prosecution under this provision as well as the provision relating to the prescribed concentration of alcohol (*see above*). This provision does not depend on a reading showing a prescribed concentration of alcohol. Rather the offence is proved if the court is satisfied that you were under the influence of a drug or any combination of drugs. Police evidence will obviously be a critical factor and they will rely upon factors such as: the way in which you drove the vehicle, your appearance, unsteadiness, glazed eyes etc. A **first offence** under this provision will lead to a fine of between \$700 and \$1200, or imprisonment for a maximum of 3 months, and disqualification of your licence for at least 12 months. A **second offence and subsequent offence** will result in a fine of between \$1500 and \$2500, or imprisonment for 6 months, and disqualification from driving for at least three years.

It is important to note that there is provision in South Australia to disqualify you from driving until further order from the court if you re-offend within three years. This depends on various reports presented to the court.



**Australian Capital Territory**

<b>Blood alcohol level</b>	<b>Penalty</b>	<b>Minimum disqualification period</b>	<b>Default disqualification period</b>
Level 1 0.02 grams or more but less than .05 grams	First offence - Fine not exceeding \$500 Repeat offence - Fine not exceeding \$1000	First offence - 1 month Repeat offence - 3 months	First offence - 3 months Repeat offence - 12 months
Level 2 0.05 grams or more but less than .08 grams	First offence - Fine not exceeding \$500 Repeat offence - Fine not exceeding \$1000	First offence - 2 months Repeat offence - 3 months	First offence - 6 months Repeat offence - 12 months
Level 3 0.08 grams or more but less than .15 grams	First offence- Fine not exceeding \$1000 or imprisonment for a period not exceeding 6 months, or both Repeat offence - Fine not exceeding \$1000 or imprisonment for a period not exceeding 6 months, or both	First offence - 3 months Repeat offence - 6 months	First offence - 12 months Repeat offence - 3 years
Level 4 0.15 grams or more	First offence- Fine not exceeding \$1500 or imprisonment for a period not exceeding 9 months, or both Repeat offence - Fine not exceeding \$2000 or imprisonment for a period not exceeding 12 months, or both	First offence - 6 months	Repeat offence - 12 months

## New South Wales

This is a list of some of the more serious offences:

PCA and other drug and alcohol-related offences		Penalties	First offence	Second or subsequent offence
High range PCA (BAC .15 and higher); Refuse a breath analysis; Hinder or obstruct taking of a blood sample; Wilfully alter the concentration of alcohol in the blood		Maximum court-imposed fine	\$3,300	\$5,500
		Maximum gaol term	18 months	2 years
		Disqualification - minimum	12 months	2 years
		Disqualification - maximum	Unlimited	Unlimited
		Disqualification - in the absence of a specific court order	3 years	5 years
		Immediate licence suspension	Yes	Yes
-----				
Mid range PCA (BAC .08 to less than .15)	Maximum court-imposed fine		\$2,200	\$3,300
		Maximum gaol term	9 months	12 months
		Disqualification - minimum	6 months	12 months
		Disqualification - maximum	Unlimited	Unlimited
		Disqualification - in the absence of a specific court order	12 months	3 years
		Immediate licence suspension	Yes	Yes
		-----		
Low range PCA (BAC .05 to less than .08)	Maximum court-imposed fine		\$1,100	\$2,200
		Maximum gaol term	Not applicable	Not applicable
		Disqualification - minimum	3 months	6 months
		Disqualification - maximum	6 months	Unlimited
		Disqualification - in the absence of a specific court order	6 months	12 months
-----				
Special range PCA (BAC .02 to less than .05)	Maximum court-imposed fine		\$1,100	\$2,200

		Maximum gaol term	Not applicable	Not applicable
		Disqualification - minimum	3 months	6 months
		Disqualification - maximum	6 months	Unlimited
		Disqualification - in the absence of a specific court order	6 months	12 months
-----				
Novice range PCA (BAC zero to less than .02)	Maximum court-imposed fine		\$1,100	\$2,200
		Maximum gaol term	Not applicable	Not applicable
		Disqualification - minimum	3 months	6 months
		Disqualification - maximum	6 months	Unlimited
		Disqualification - in the absence of a specific court order	6 months	12 months
-----				
Drive under the influence	Maximum court-imposed fine		\$2,200	\$3,300
		Maximum gaol term	9 months	12 months
		Disqualification - minimum	6 months	12 months
		Disqualification - maximum	Unlimited	Unlimited
		Disqualification - in the absence of a specific court order	12 months	3 years
-----				
Refuse a drug test; Wilfully alter the amount of a drug in the blood or urine	Maximum court-imposed fine		\$3,300	\$5,500
		Maximum gaol term	18 months	24 months
		Disqualification - minimum	6 months	12 months
		Disqualification - maximum	Unlimited	Unlimited
		Disqualification - in the absence of a specific court order	3 years	5 years

## Victoria

Offences for driving under the influence of alcohol are divided into two categories: (a) those who drive or are in control of a vehicle while under the influence of alcohol or any other drug; and (b) those who drive a vehicle with the prescribed concentration of alcohol (ie. 0.00 or 0.05), who refuse to submit to a breath test, or who have been tested within three hours of driving a vehicle and been found to have the prescribed concentration of alcohol.

(a) A person who drives a motor vehicle while under the influence of alcohol or any other drug

and is incapable of having proper control of the vehicle is liable to a fine of \$2500 or imprisonment for three months. For a subsequent offence the defendant is liable to imprisonment for 12 months.

(b) A person guilty of driving with the prescribed concentration of alcohol is liable to a fine of \$1200 for a first offence; or \$2500 or three months imprisonment for a subsequent offence.

Depending on the gravity of the offence a person guilty of drink driving will also be disqualified from driving for a maximum period that may be in excess of four years. A first offence, for example, of driving under the influence of alcohol or any other drug (*see (a) above*) will mean that a court *must* disqualify a driver for a period of not less than two years. Furthermore there is provision for the immediate suspension of a driver's licence or permit in certain serious circumstances after a driver has been charged by the police and until such time as the charge is determined in court.

## Annex 3: Penalties Canada

### ***Criminal Code Penalties for Impaired Driving Offences\****

Offence		Penalties		
		Prohibition from Driving (Mandatory)*	Fine**	Jail**
**Driving While Impaired BAC Over .08 (refusal to provide sample)	1st Offence: Summary	12 to 36 months	\$600 to \$2000	0 to 6 months
	1st Offence: Indictment	12 to 36 months	\$600 no maximum	0 to 60 months
	2nd Offence: Summary	24 to 60 months	up to \$2000	14 days to 6 months
	2nd Offence: Indictment	24 to 60 months	no maximum	14 days to 60 months
	3rd Offence: Summary	36 months to lifetime ban	up to \$2000	90 days to 6 months
	3rd Offence: Indictment		no maximum	90 days to 60 months
Impaired Driving Causing Bodily Harm	Indictment	up to 10 years	no maximum	up to 10 years
Impaired Driving Causing Death	Indictment	up to lifetime	no maximum	up to life imprisonment

\* The *Criminal Code's* driving prohibition is distinct from any driver licence suspension that a province/territory may impose. Under the *Criminal Code*, an offender may be authorized to drive during the remainder of the prohibition period, provided the offender is registered in a provincial/territorial ignition interlock device program. The start date may be set by a judge as follows:

- 1<sup>st</sup> offence - after at least 3 months of the driving prohibition has been served;
- 2<sup>nd</sup> offence - after at least 6 months of the driving prohibition has been served;
- 3<sup>rd</sup> offence - after at least 12 months of the driving prohibition has been served.

\*\* Mandatory penalties in addition to prohibition from driving are as follows:

- 1<sup>st</sup> offence - \$600 minimum fine;
- 2<sup>nd</sup> offence - minimum 14 days imprisonment;
- 3<sup>rd</sup> offence - minimum 90 days imprisonment.

## Annex 4: Provincial/Territorial Countermeasures Initiatives - Canada

### Provincial/Territorial Countermeasure Initiatives

Province/ Territory	Roadside Licence Action	BAC (mg%)	Young Driver BAC	Pre- Conviction Licence Action	Licence Suspension (months)			Ignition Interlock Program
					1st Offence	2nd Offence	3rd Offence	
NL	24 hrs	50	zero <sup>a</sup>	3 month suspension	12	36	60	Yes
PEI	24 hrs	50	zero	3 month suspension	12	36	60	No
NS	24 hrs	50	zero <sup>a</sup>	3 month suspension	12	36	indefinite <sup>c</sup>	Yes
NB	24 hrs	50	zero <sup>a</sup>	-	12	36	60	No
QC	-	80	zero <sup>a</sup>	30 day suspension	12	36	60	Yes
ON	12 hrs	50	zero <sup>a</sup>	3 month suspension	12	36	lifetime <sup>c</sup>	Yes
MB	24 hrs	50	zero <sup>a</sup>	3 month suspension	12 <sup>e</sup> 60 <sup>i</sup>	60 <sup>e</sup> 120 <sup>f</sup>	120 <sup>g</sup> lifetime <sup>f</sup>	Yes
SK	24 hrs	40	zero <sup>a</sup>	3 month suspension	12	36	60	Yes
AB	24 hrs	50	zero	3 month suspension	12	36	60	Yes
BC	24 hrs <sup>i</sup>	50	zero <sup>a</sup>	3 month prohibition	12	36	indefinite <sup>c</sup>	Yes <sup>h</sup>
YT	24 hrs	80	zero <sup>a</sup>	3 month prohibition	12	36	indefinite	Yes
NT	12-24 hrs	50	-	<sup>h</sup>	12	24	36	No

a. Includes all novice drivers.

b. Licence action in this category exists for novice drivers only.

c. Reducible to 10 years.

d. Given Royal Assent December 3, 1998.

e. Category "A" offences only (driving while impaired, driving over .08, refusal to provide sample). Greater penalties exist in this category for Failure to Provide a Breath Sample.

f. Category "B" offences only (driving while impaired causing death or bodily harm).

g. Fourth offence = lifetime ban.

h. Pending.

i. Figures listed in this column represent only minimum penalties.

j. A 24-hour vehicle impoundment now accompanies the 24-hour roadside suspension.

\* Countermeasure initiatives are subject to change without notice.