

DRINKING AND DRIVING IN EUROPE

An International Comparison



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INTRODUCTION

In order to further enhance the international image of the 'Forum delle Polizie Locali' held in Riva del Garda, in occasion of its third edition, the Filippo Caracciolo Foundation, Centro Studi of the automobile Club d'Italia, conducted an in-depth survey on the drinking and driving phenomenon in Europe. The initial results of the study were compiled and presented in this paper.

Through this work, the Foundation set itself the ambitious aim of assessing the way European citizens and police officers actually perceive the unresolved issue of drinking and driving. The research work involved in this survey did not, therefore, limit itself strictly to statistical or regulatory data, but tried to capture the most vivid and realistic picture of how civil society and police forces relate to the phenomenon, and of how national laws are actually interpreted and enforced. Statistical data were, nonetheless, taken into account, especially as they provide an overview of the various national contexts, which can be very helpful in making interesting comparisons.

The survey has been made possible thanks to the strong support of the European automobile clubs and the local Police Commissioners of the major capitals in Europe. The Filippo Caracciolo Foundation has purportedly prepared

and finalised an ad hoc questionnaire, which was sent to 27 automobile Clubs and 26 local police Commissioners throughout Europe.

The car fleet was taken as reference for the purpose of comparing the various data. This parameter was considered the most appropriate and fit to represent the heterogeneousness of such diverse European contexts. The possibility of assessing the issue of drinking and driving with the aid of the data on road accidents was hindered by the objective difficulty in finding up-to-date data. At the same time, utilising the population as point of reference posed the risk of underestimating the large differences that exist between the various European countries in terms of the number of existing vehicles, especially in a comparison between Eastern and Western Europe. On the other hand, the car fleet seemed most fit to measure alcohol-related road accidents, giving the right weight to all the variables (especially to differences in the number of vehicles on the road) that exist in the countries under examination.

The questionnaire was structured into three parts.

The **FIRST PART** aims to provide a brief comparison of a number of statistical indicators capable of outlining the drinking and driving phenomenon in the

various European countries. This part obviously presents the data related to the number of alcohol-related road accidents with respect to the total car fleet in the various national contexts. At a later stage, the data pertaining to the number of alcohol-related road accidents is analysed by requesting the various automobile Clubs throughout Europe to provide data related to the percentage of alcohol-related road accidents occurring at night and at week-ends, as well as data disaggregated by gender and by age group, in particular, drivers aged 28 and under. The resulting flow of data was compiled and plotted in seven graphs, which provide an interesting basis for discussion and comparison.

The **SECOND PART**, on the other hand, is structured as a true questionnaire, through which we initially requested the automobile Clubs to report on how society's perception of the drinking and driving phenomenon evolved over the past twenty years (question no 1). Subsequently, the type and nature of penalties provided for by the various legal systems to react to drinking and driving offences were analysed, requesting the necessary clarifications to compare the various reactions, given that the greatest difficulties in such cases arise specifically due to the disparate variety of regulatory frameworks that surround the punitive instruments. In order to avoid standardizing penalties which, in practice, would reveal themselves radically different one from the other, it is necessary to refrain from labeling, but, rather, carefully investigate the practical and applicative aspects characterising a given regulatory system. In this respect, some background information was required on the overall structure

of the various punitive systems – including any distinctions between penalties and administrative sanctions – and with respect to the administrative or judicial authorities in charge of imposing them. With specific reference to the issue of drinking and driving, we then decided to investigate whether, as is the case in Italy, there was a correlation between blood alcohol content and severity of punishment, keeping in mind to investigate also on the presence, if any, of penalties affecting the driver's license or involving the immobilisation of the driver's vehicle (questions no 2, 3, 4 and 5).

Moving on to the practical and applicative aspects of the survey, we first investigated on the procedures and instruments adopted by police officers to detect alcohol in the blood, and then we tackled various questions connected with the application of the related penalties. On this point, it was interesting to investigate whether the presumed infringer is subject to legal proceedings and if, in cases entailing imprisonment, the infringer would actually serve a prison sentence.

This second part of the study was then concluded by gathering the opinions of interviewed subjects on the points of strength and weakness of their system for fighting drinking and driving. The material is worthy of consideration, given that, as we will see later, what was considered a point of strength in the systems of certain countries constituted a point of weakness in our system.

Lastly, the **THIRD PART** of the survey aims to gain knowledge of the measures implemented by the European Member States examined to fight the drinking and driving phenomenon, along with the

penalties and administrative sanctions contemplated for those who violate the provisions governing the subject. In terms of prevention, in fact, a key role is played by the campaigns that have been conducted in many countries, among which Italy, with the aim to raise drivers' awareness of the hazards associated with drinking and driving. In this respect, the automobile Clubs and the local police officers that have contributed to this study were invited to report on the latest information and awareness raising campaigns conducted in their

countries. The information provided on that occasion were compiled and illustrated in the last chapter (Part 4) of this survey.

Lastly, a number of supplementary worksheets were enclosed in the last part of this study, providing a detailed description of the regulations, road accidents and campaigns in Italy, France and the UK, with the aim to provide a focus on contexts similar to ours in terms of the number of existing vehicles and culture of mobility.

Fig. 1 - Map of countries that responded to the survey



Source: *Fondazione Caracciolo, 2010 data*

PART 1

STATISTICAL ANALYSIS OF ALCOHOL-RELATED ROAD ACCIDENTS

PREMISE

Ample discussion in correspondence with the Police Commissioners and automobile Clubs of the various countries made it possible to conduct an important statistical survey on alcohol-related road accidents.

The international nature of the data that was consequently gathered allowed for an interesting comparison of the phenomenon at European level, highlighting the particular characteristics of each single country.

The survey not only presents data related to the number of alcohol-related road accidents, but also enables the authors of this paper to analyse in detail a number of important issues related to the accidents in question. It was thus possible to obtain information on the percentage of alcohol-related accidents occurring at night rather than at week-ends, whilst, with respect to subjects driving under the influence of alcohol, the gathered data included those related to the percentage of alcohol-related accidents caused by male or female drivers, and by drivers aged 28 and under.

Not all the automobile Clubs that responded to the questionnaire prepared by the Filippo Caracciolo Foundation

have provided the entire set of data requested. Consequently, there are surveys, such as that related to the number of alcohol-related road accidents, which show a comparison of the data of ten different countries, and other in-depth surveys, where the study focused on only six or seven countries.

Lastly, a basic consideration needs to be made: through a comparison of the data at international level and, at the same time, an analysis of the regulatory choices and social differences characterising the various countries, it is possible to gather significant suggestions which may help to improve anti-drinking and driving policies.

ROAD ACCIDENTS CAUSED BY DRUNK DRIVERS

From the data related to the number of road accidents emerges that the number of alcohol-related accidents in Italy is fairly low. In fact, according to the official data, in 2008, 16.6 road accidents occurred in Italy for every 100,000 existing vehicles, compared to 42.1 in Germany, 31.4 in the United Kingdom and 22.6 in Sweden. Italy was outperformed by Finland, with 8.0 accidents for every 100,000 existing vehicles.

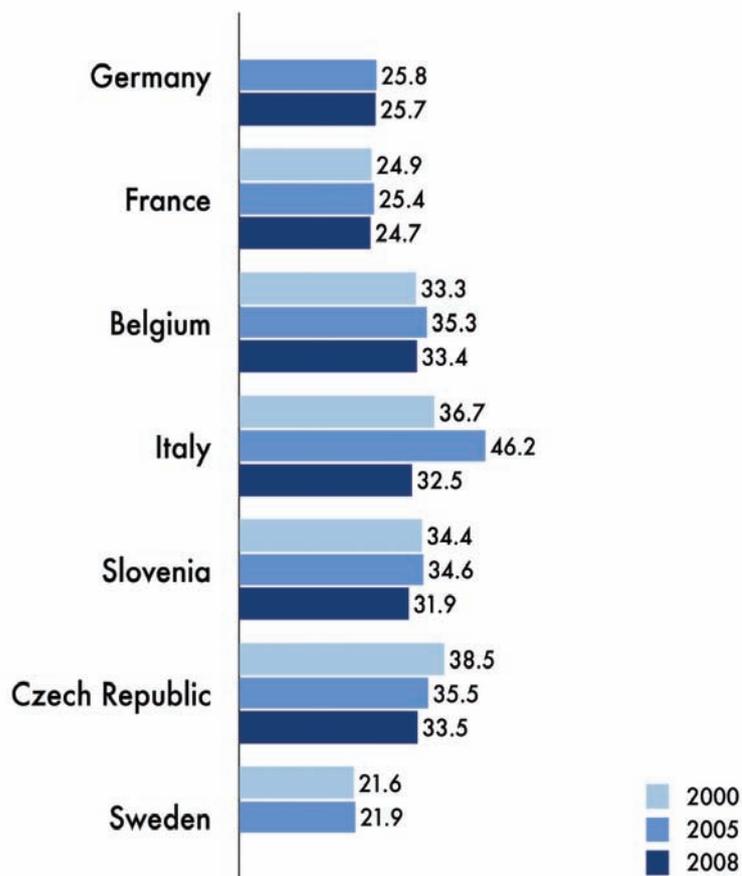
Such phenomenon, however, can be partly attributed to the data gathering method used, which can reduce or increase such percentages. Any differences may therefore reflect a critical factor in the measurements, to the extent of making a common measurement model for all countries desirable.

In this respect, an intervention by the European Union may prove decisive. In the meantime, the number of alcohol-related road accidents depends also on the different threshold considered relevant by a given regulatory system. In other words, a driver with a blood alcohol content equal to 0.3 g/l is considered to be impaired in the Czech Republic, but not in Italy, where the relevant regulatory threshold is 0.5 g/l. With reference to the trend, whilst in the majority of countries concerned by this survey (6 out of 10) the figure related to the number of road accidents is decreasing, in Italy the number of alcohol-related road accidents is growing constantly. In fact, there has been an increase from 10.1 road accidents for every 100,000 vehicles in 2000, to 11.9 accidents for every 100,000 vehicles in 2005, to 16.6 in 2008. The other three countries that

share Italy's negative trend are Belgium, which after a first increase between 2000 and 2005 registered a growth of more than 50% in 2008, Cyprus, where this figure is increasingly rising, and finally, Sweden, where such figure increased from 20.3 accidents for every 100,000 existing vehicles in 2005 to 22.6 registered in 2008.

Also in this case, however, an increase in the number of controls may have affected the total number of surveyed accidents. Among the gathered data, the most negative figures are those registered in the Czech Republic and, even more so, in Slovenia, where, although the number of alcohol-related accidents decreased from 371.6 accidents for every 100,000 vehicles in 2000 to 232 accidents always for every 100,000 vehicles in 2008, this figure remains five times higher than that of Germany, and as much as 10 times higher than that of France. Also in this case, finally, the figure is affected by the relevant threshold selected by the Czech Republic, which chose to apply penal sanctions also for driving with very low levels of blood alcohol content.

Graph 1 – Number of alcohol-related road accidents for every 100,000 existing vehicles (*)



Source: *Fondazione Caracciolo, 2010 data*

(*) In all the graphs examined, the data related to the Czech Republic and Slovenia are updated to 2009, those related to the UK to 2007.

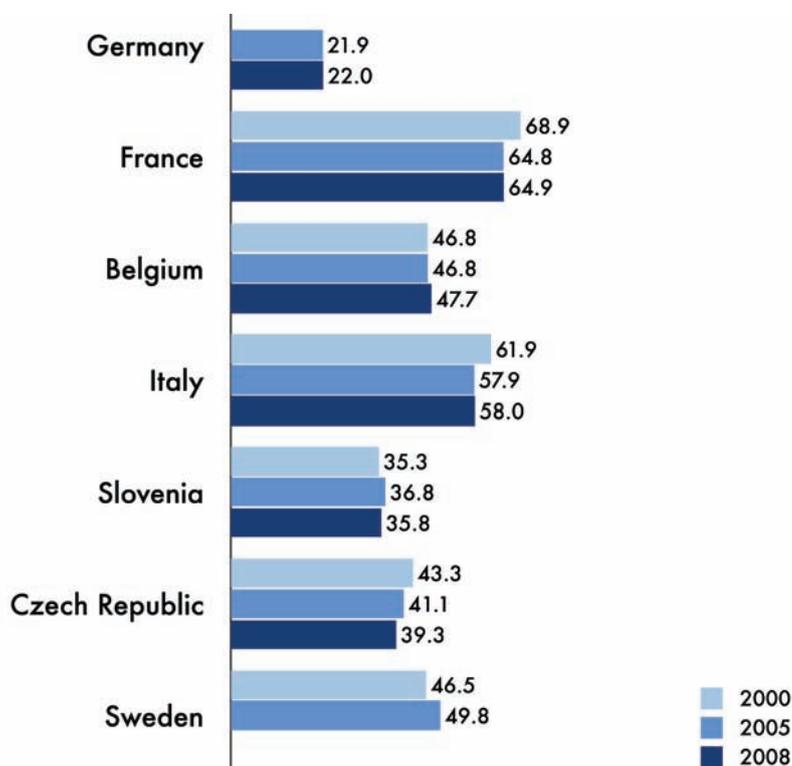
PERCENTAGE OF ROAD ACCIDENTS OCCURRED AT NIGHT

In Italy, in 2008, 58% of alcohol-related road accidents occurred between 10:00 p.m. and 7 a.m.. This figure – on the decline with respect to that registered in 2000 (62%) – is among the highest in Europe. Outperformed only by France, where, in 2008 as much as 65% of alcohol-related accidents occurred at night. Better performances were registered in Sweden (50%), Belgium (48%), Czech Republic (39%), Slovenia (36%). and especially in Germany, where only 22% of alcohol-related accidents occurred at night. The figure related to the percentage of road accidents occurring at night is all the more alarming if we bear in

mind that, between 10:00 p.m. and 7 a.m., the percentage of existing vehicles is significantly lower than during the rest of the day; nevertheless, the majority of alcohol-related accidents occur specifically at night.

The high concentration of alcohol-related road accidents during night hours seems to justify the choice made by the Italian legislator, through L. No 94 of 15 July 2009, which states that penalties inflicted on drunk drivers are to be increased from one third to half when the offence is committed after 10:00 p.m. and before 7:00 a.m. of the following morning.

Graph 2 - Percentage of alcohol-related road accidents occurred between 10:00 p.m. and 7:00 a.m.



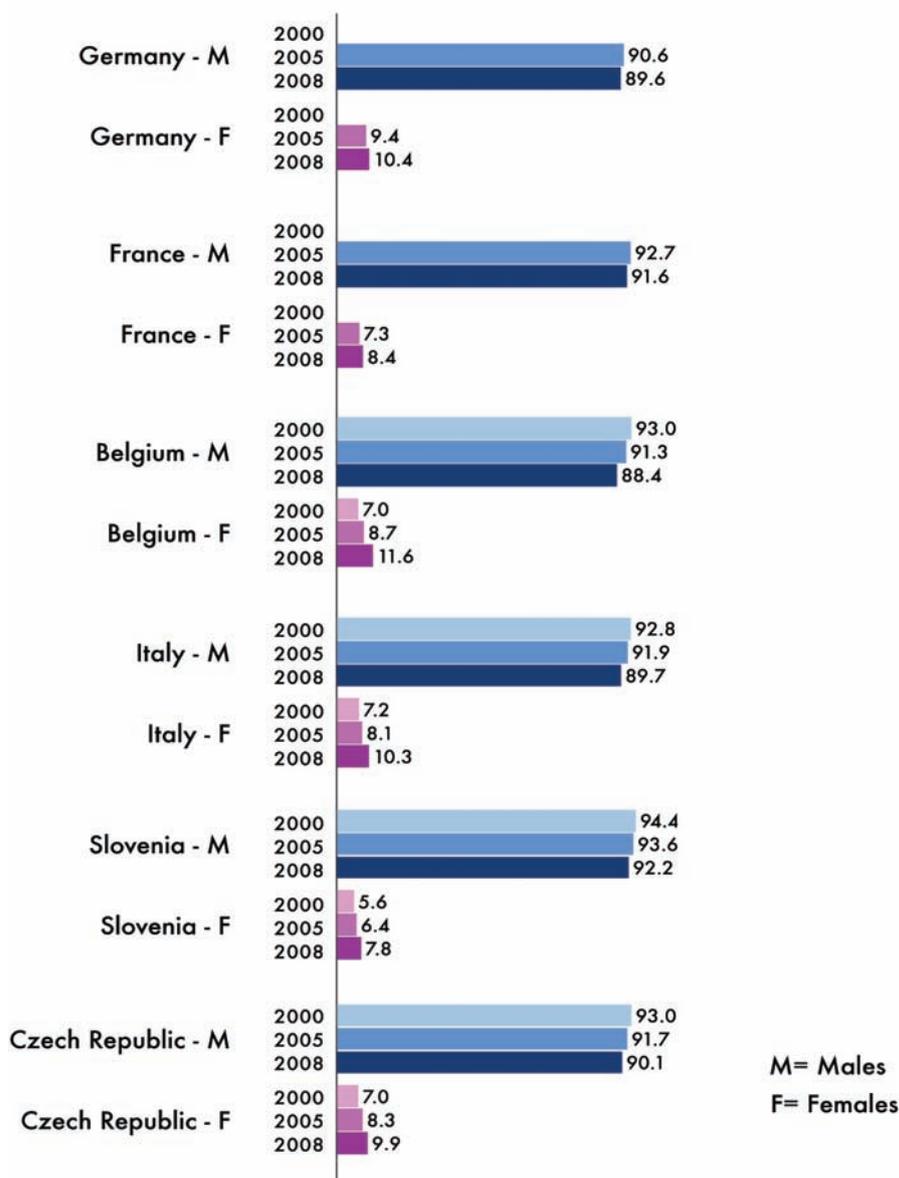
Source: *Fondazione Caracciolo, 2010 data*

PERCENTAGE OF ROAD ACCIDENTS BY GENDER

Driving after drinking is much more common among men. This detail, which certainly does not do credit to the male gender, is common throughout Europe: from Germany to Italy, from Belgium to

the Czech Republic, 9 alcohol-related accidents out of 10 are caused by male drivers, but, unfortunately, the number of women involved in alcohol-related road accidents is increasing everywhere.

Graph 3 - Percentage of alcohol-related road accidents by gender



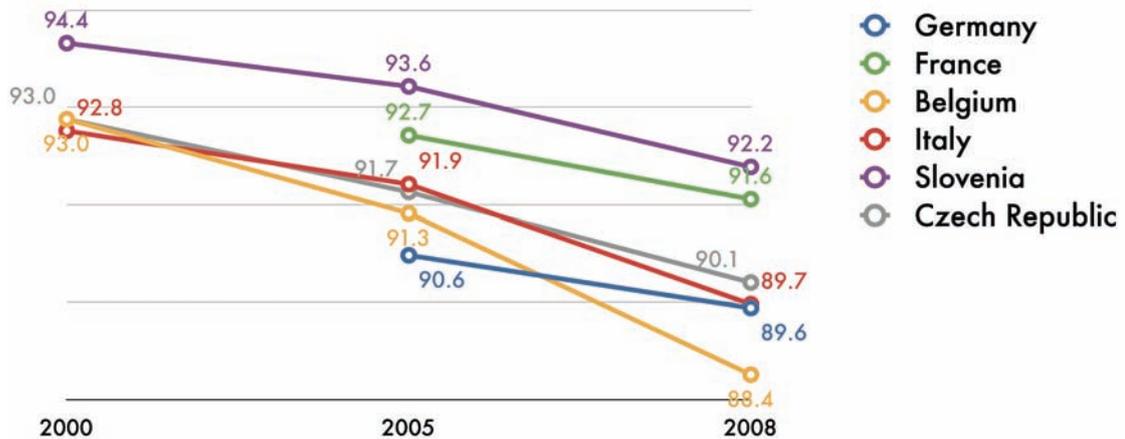
Source: Fondazione Caracciolo, 2010 data

The data registered in all the Member States that participated in the survey show that the sad record set by male drivers is slowly being eroded by (and to the detriment of) female drivers. In Belgium and Italy, the percentage of alcohol-related road accidents caused by women in 2008 reached 11.6% and 10.3% over the total, respectively, com-

pared to 7.0% and 7.2% registered in 2000, although the other Member States also registered approximately a 2 percent increase, clearly reflecting a change of the times.

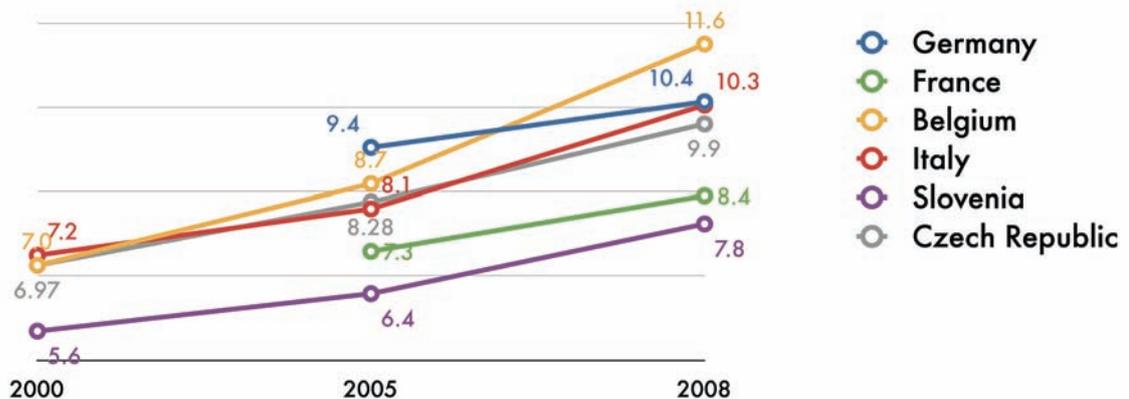
This figure is obviously accompanied by a constantly increasing number of female drivers that has been registered over the years.

Graph 4 - Evolution of percentage of alcohol-related road accidents caused by male drivers



Source: *Fondazione Caracciolo, 2010 data*

Graph 5 - Evolution of percentage of alcohol-related accidents caused by female drivers



Source: *Fondazione Caracciolo, 2010 data*

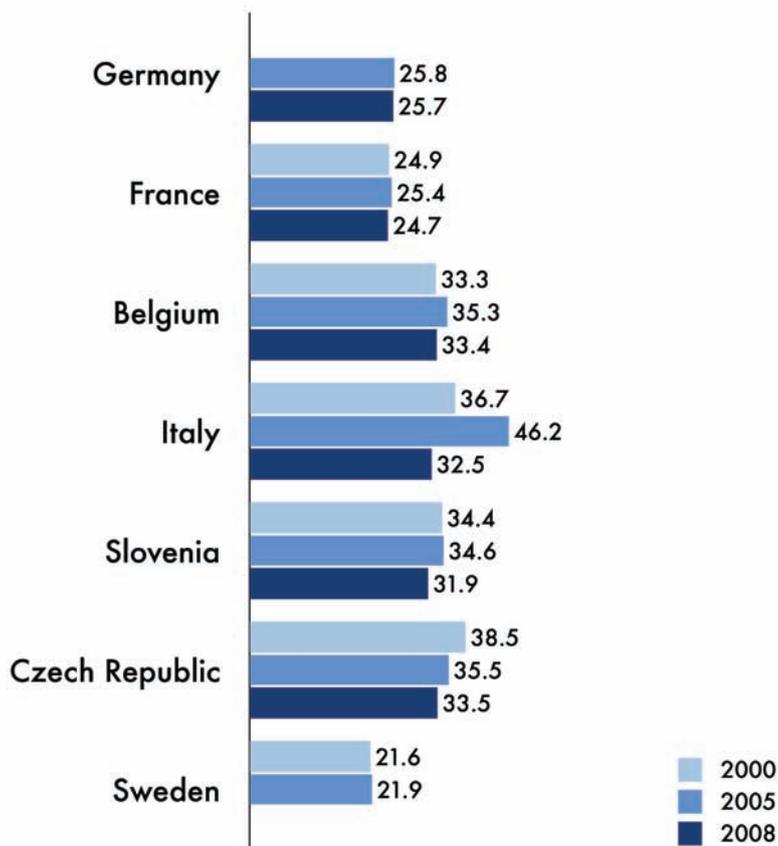
PERCENTAGE OF ROAD ACCIDENTS CAUSED BY DRIVERS AGED 28 AND UNDER

The percentage of alcohol-related road accidents in Italy, in 2005, caused by drivers aged 28 and under was 46.2%. In 2008, this percentage dropped to 32.5%, but the fact remains that drinking alcohol is very widespread among young people, who too often underestimate the dangers involved in driving under the influence of alcohol.

On a positive note, the percentage of road accidents caused by drunk drivers aged 28 and under is now decreasing,

albeit slightly, throughout Europe, following the slight increase registered between 2000 and 2005. The best performance was registered in Sweden, Germany and France, that is, the only Member States where the percentage of alcohol-related road accidents caused by drivers aged 28 and under was below the 30% threshold: namely, 21.9% in Sweden, 25.7% in Germany and 24.7% in France.

Graph 6 Percentage of alcohol-related road accidents caused by drivers aged 28 and under



Source: *Fondazione Caracciolo, 2010 data*

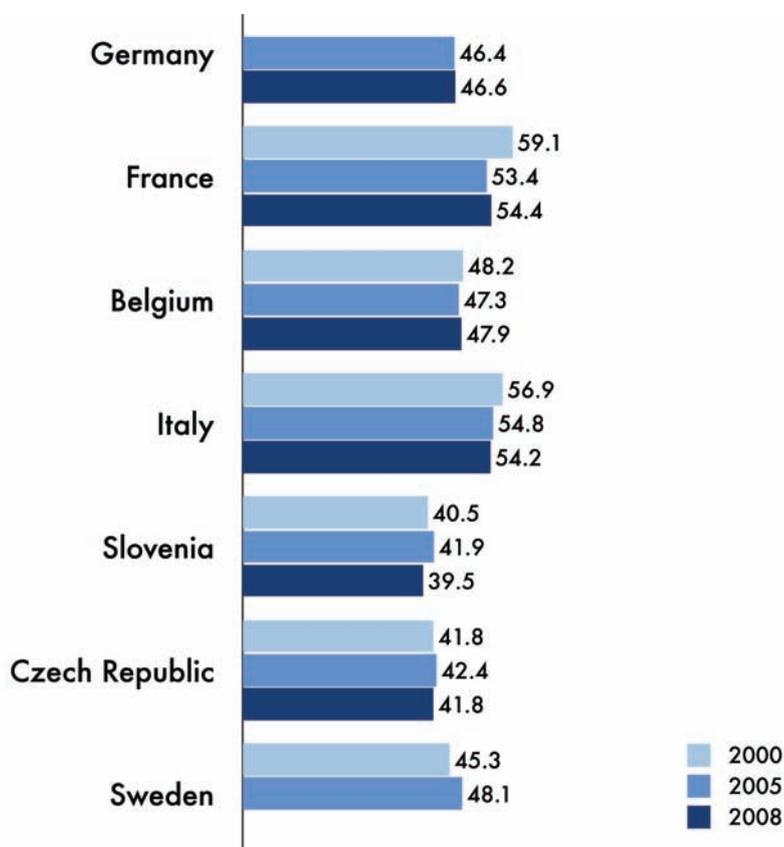
PERCENTAGE OF ROAD ACCIDENTS OCCURRED AT WEEK-ENDS

Most driving offences are committed at week-ends, rather than at night. It will suffice to bear in mind that, throughout Europe, a percentage of alcohol-related road accidents, varying between 40 and 55 percent, occurs at the week-end. This sad record goes to France, with 54.4% of alcohol-related road accidents being concentrated at week-ends, with Italy (54.2%) trailing closely behind. The citizens of Slovenia and of the Czech Republic appear to be less inclined to consider the week-end as a time to give

themselves to excesses, even if the figures related to this phenomenon remain fairly high. In Slovenia, 39.5% of alcohol-related road accidents occur at the week-end, whereas this figure rises to 41.8% in the Czech Republic.

A comparison of the data related to the various years examined does not permit to identify a specific trend, although it shows a tendency to forget that, also at week-ends, drinking and driving can cause many problems to road safety.

Graph 7 - Percentage of alcohol-related weekend road accidents



Source: *Fondazione Caracciolo, 2010 data*

PART 2

ANALYSIS OF REGULATIONS

LEGAL BLOOD ALCOHOL CONTENT LIMITS FOR THE OPERATION OF A MOTOR VEHICLE IN EUROPE

Before moving on to an analysis of the regulatory framework governing drinking and driving issues, it is necessary to provide a summary of the legal blood alcohol content limits established in each country examined. The alcohol level at which a person is considered to be legally impaired to operate a motor vehicle in the majority of European countries is 0.5 g/l. This limit is higher in Ireland, Luxembourg, Malta and the

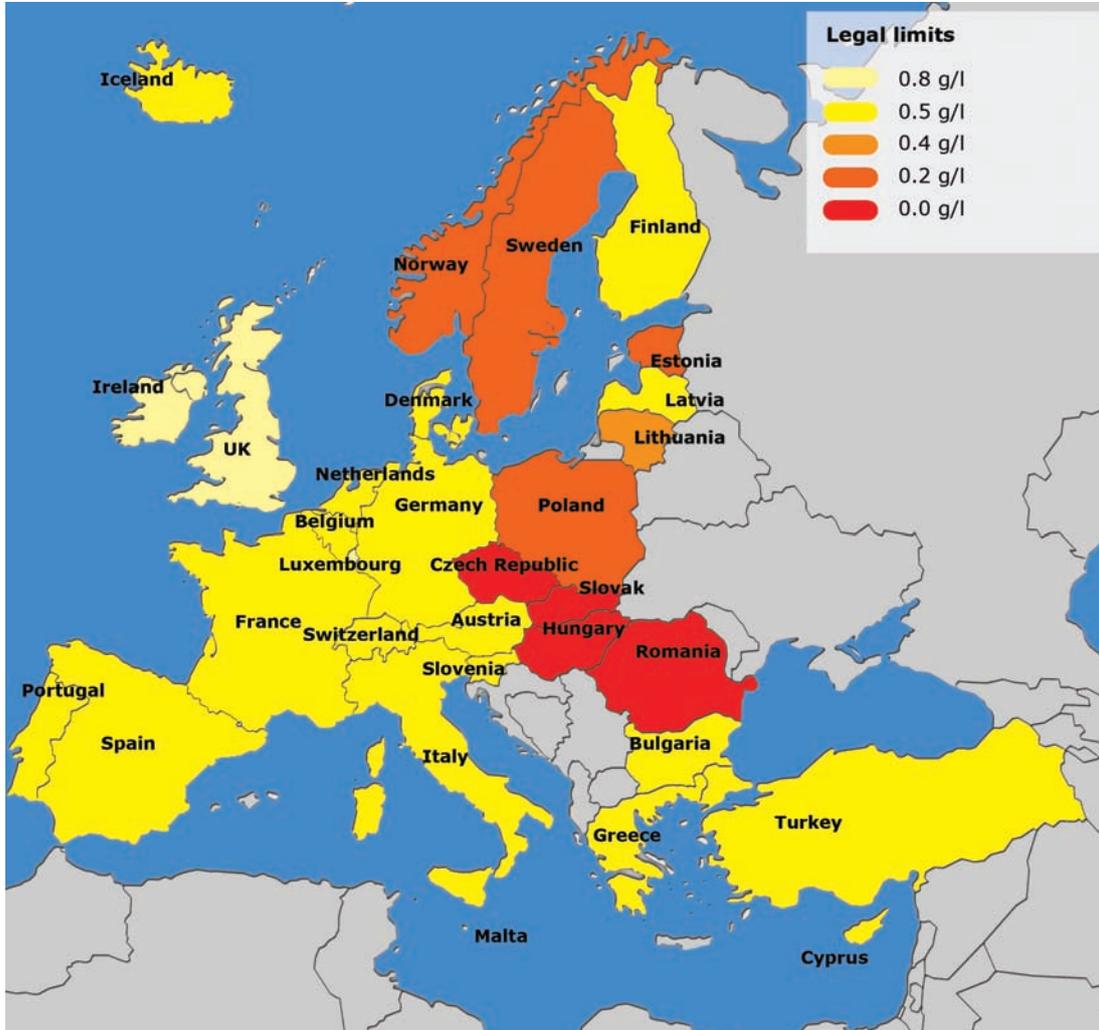
United Kingdom, where the maximum blood alcohol concentration allowed in order to operate a motor vehicle is equal to 0.8 g/l. On the other hand, many East European countries have adopted a “zero tolerance” policy. In fact, the Czech Republic, Hungary, Romania and the Slovak Republic consider it illegal to have any alcohol in your blood while driving.

Tab. 1 - Blood alcohol content limits in the various European Countries

0.0 g/l	Czech Republic, Hungary, Romania, Slovak Republic
0.2 g/l	Estonia, Norway, Poland, Sweden
0.4 g/l	Lithuania
0.5 g/l	Austria, Belgium, Bulgaria, Cyprus, Denmark, Finland, France, Germany, Greece, Iceland, Italy, Latvia, the Netherlands, Portugal, Slovenia, Spain, Switzerland, Turkey
0.8 g/l	Ireland, Luxembourg, Malta, United Kingdom

Source: *Fondazione Caracciolo, 2010 data*

Fig.2 - Map of blood alcohol content limits in the various European Countries



Source: *Fondazione Caracciolo, 2010 data*

After having provided a summary of the blood alcohol content limits within which it is legal to operate a motor vehicle in Europe, it is necessary to analyse the responses that the automobile Clubs concerned have given to the questions aimed at gaining knowledge of the regulations established to fight the drinking and driving phenomenon in the various

European countries. To get a better understanding of this study, the questions posed to the automobile Clubs were plotted in the box at the beginning of each paragraph.

At the end of the study, the questionnaire submitted to the interviewees is enclosed.

HOW IS THE DRINKING AND DRIVING PHENOMENON PERCEIVED

1) How is the issue of drinking and driving perceived in your country, and has that perception changed over the last 20 years?

Given that, as already said, the study aims to investigate the drinking and driving phenomenon and how it concretely manifests itself in society, the first question in the questionnaire aims to gain knowledge, in very general terms, of how the citizens and institutions of the countries concerned perceive the issue, and of how this perception has changed over the last twenty-year period.

Driving after drinking is perceived as a serious offence in all Member States alike, and such as to call for severe punishment.

IN FRANCE, THE REGULATIONS AGAINST DRINKING AND DRIVING HAVE EXISTED FOR THE LAST THIRTY YEARS, WHILST IN SLOVENIA A FAIR DEGREE OF TOLERANCE HAS BEEN SHOWN FOR A LONG TIME, ALTHOUGH, STARTING FROM 2008, A SHARP REVERSAL OF TREND HAS OCCURRED, also through the introduction of an ad hoc rehabilitation plan for drivers who are caught driving while under the influence of alcohol. Today, the Slovenian investment programme for road safety provides for a specific expenditure item for policies against drinking and driving, the contact person being the Minister of Health. The same Minister also promoted a number of initiatives aimed at building a network of relationships with non-Governmental organizations and other private subjects

on matters concerning road safety in relation to drinking and driving.

THE SPANISH CONTACT PERSON ALSO EXPLAINED HOW SOCIAL CONSENSUS VIS-À-VIS DRINKING AND DRIVING HAS DIMINISHED SIGNIFICANTLY OVER THE YEARS. The Spanish legislator, on his part, has taken measures to attach criminal relevance to blood alcohol contents exceeding 1.2 g/l.

Our BELGIAN CONTACT has provided specific data on how the phenomenon is perceived in his country, thanks to a survey that was conducted in 1991, 1996, 2002 and 2006 on a sample of one thousand drivers. The study shows that IN THE NINETIES, ONLY 68-71% OF INTERVIEWEES SUSTAINED THAT ALCOHOL IS ONE OF THE MAIN CAUSES OF ROAD ACCIDENTS, WHILST IN 2002 THIS FIGURE ROSE TO 89% AND, IN 2006, IT STOOD STABLY AT 84%. As regards checks, although the majority of interviewees continue to sustain that they are not sufficient, it is necessary to take account of the great efforts that were made by the Belgian authorities, given that the percentage of subjects who call for more controls has in any case decreased from 73% in 1991 to 51% in 2006. Lastly, in Belgium, consensus for more severe measures has grown: in 2002, only 41% of interviewees called for more severe punishment. In 2006, as much as 62% of them were

in favor of more severe measures and only 8.35% considered the existing penalties too harsh. THE SAME FIGURES WERE ALSO ACHIEVED IN ENGLAND, WHERE THE MAJORITY OF THE POPULATION CONDEMNED DRINKING AND DRIVING AND CALLED FOR MORE SEVERE PUNITIVE MEASURES. ALONG THOSE LINES, THE GERMAN AND AUSTRIAN CITIZENS ALSO PERCEIVED DRINKING AND DRIVING AS A SERIOUS

OFFENCE AND HAZARD. In fact, after just over ten years since the blood alcohol content limit was reduced from 0.8 to 0.5 g/l, in 1998, the Austrian authorities registered a significant decrease in the number of penalties inflicted, thus confirming the virtuous behaviour adopted by drivers.

PENALTY SYSTEM FOR DRINKING AND DRIVING OFFENSES

2) How is the penalty system in your country structured? Does it provide for administrative or penal sanctions? Which Authority is in charge of imposing such penalties?

3) What is the penalty envisaged by your system for drinking and driving, also in relation to other punitive measures envisaged therein?

4) What penalties are inflicted for drinking and driving offenses?

5) In case of drunk driving violations, does your system also provide for penalties affecting the driver's license or for the immobilisation of the driver's vehicle?

Essentially, all legal systems examined in this study adopt a variety of highly-structured punitive measures. In some countries, drinking and driving is the equivalent of our administrative act, especially with respect to the so-called state of slight drunkenness, that is, a lesser abuse of alcohol, generally falling within the 0.5 - 0.8 g/l range, whereas in other countries such offence is criminally punishable. With reference to the Italian legal system, punishment for drinking and driving offences ranges from an administrative fine to arrest,

very often also including additional penalties affecting the driver's license and entailing the immobilisation of the driver's vehicle.

THE AUSTRIAN LEGAL SYSTEM IS THE ONLY ONE, AMONG THOSE EXAMINED IN THIS STUDY, TO CONTEMPLATE ADMINISTRATIVE SANCTIONS ONLY, which are imposed by public administration bodies, without the need to refer to the courts and, hence, allowing for more rapid and simplified procedures and lesser workloads on the criminal justice system. Penalties consist in the payment

of a fine which increases the higher is the level of blood alcohol content found in the driver. Over the limit of 0.8 g/l, the driver's license is even suspended, for a period which is also proportional to the blood alcohol content. On the other hand, penalties entailing the immobilisation of the driver's vehicle are not envisaged, but there are additional measures aimed at preventing the recurrence of such offences, such as psychological tests, medical examinations and driving improvement courses.

THE SYSTEMS ADOPTED IN FRANCE AND SPAIN PROVIDE NOT ONLY THAT, THE HIGHER THE BLOOD ALCOHOL CONTENT FOUND IN THE DRIVER, THE HARSHER THE PUNISHMENT, BUT ALSO THAT A MATTER WHICH IS ORIGINALLY OF ADMINISTRATIVE RELEVANCE MAY BECOME A MATTER OF CRIMINAL RELEVANCE. Thus, as the level of blood alcohol content increases, not only the penalty increases, but also the proceedings and the competent authorities change, given that the penal relevance of the offense divests the police authorities of the power to inflict the same penalty autonomously, and the decision is deferred to the courts. The limit of blood alcohol content, however, differs in the two countries, beyond which both legal systems provide for the switch from administrative to criminal enforcement. The system in France provides for administrative penalties for blood alcohol contents falling within the range of 0.5 to 0.8 g/l, whilst the Spanish system provides for administrative sanctions for blood alcohol levels of up to 1.2 g/l. Italy is also moving in the same direction as France. In fact, bill S1720,

currently being approved by the Commissione Permanente Lavori Pubblici del Senato (N.d.T.: Permanent Public Works Commission of the Senate), without prejudice to the criminal relevance of the most serious cases, provides for the decriminalization of the offense of drinking under the influence of alcohol in case of blood alcohol contents ranging between 0.5 g/l and 0.8 g/l. Along the same lines, GERMANY ALSO PROVIDES FOR BOTH ADMINISTRATIVE AND CRIMINAL SANCTIONS. The severity of the penalty inflicted depends on the blood alcohol content found in the driver, and can range from the payment of a 200,00 euro fine to a 6 month prison sentence. THE LEGAL SYSTEMS OF ENGLAND AND BELGIUM, ON THE OTHER HAND, PROVIDE STRICTLY FOR CRIMINAL ENFORCEMENT PROCEDURES IN CASE OF DRINKING AND DRIVING OFFENSES. The anglo-saxon legal system inflicts harsher penalties the higher is the blood alcohol content found, and even more so if the offense has been committed for the second time or if the driver under the influence of alcohol has caused a road accident. In the latter case, a maximum penalty of 14 years of imprisonment is envisaged. Measures prohibiting infringers from driving and others entailing the immobilisation of the driver's vehicle are also provided for.

THE HIGHLY STRUCTURED BELGIAN SYSTEM is summarized in detail below.

Tab. 2 - Penalties for drinking and driving offenses – Belgian system

Violation	Penalty	Note
Driving with blood alcohol content ranging from 0.5 to 0.8 g/l	€ 137.50 Suspension of driver's license for 3 hours	Trial exclusively by Public Prosecutor for newly-licensed drivers
Driving with blood alcohol content ranging from 0.8 to 1.2 g/l	€ 400 Suspension of driver's license for 6 hours	Penalty to be imposed by Public Prosecutor
Driving with blood alcohol content ranging from 1.2 to 1.5 g/l	€ 550	
Driving with blood alcohol content exceeding 1.5 g/l	From € 1,100.00 to € 11,000.00 Possible confiscation of driver's license from 8 days to 5 years	Penalty to be imposed by Judge
Driving with blood alcohol content exceeding 0.8 g/l with bad conduct or road accident		
Breath test refusal	From € 137.50 to € 2,750.00 Possible confiscation of driver's license from 8 days to 5 years	
Refusal to pay penalty of € 137.50 for driving in a state of slight drunkenness		
Refusal to pay penalty for driving in a state of slight drunkenness, in the range of 0.8 to 1.5 g/l of blood alcohol content	From € 1,100.00 to € 11,000.00 Possible confiscation of driver's license from 8 days to 5 years	
Repeat infringement within three years	From € 2,200.00 to € 27,500.00 and/or arrest from 1 month to 2 years Possible confiscation of driver's license up to 5 years or revocation	
Repeat infringement for the third time	From € 4,400.00 to € 55,000.00 and/or arrest from 2 months to 2 years Possible confiscation of driver's license up to 5 years or revocation	

Source: *Touring Club Belgique, 2010*

The criminal nature of the penalties inflicted by the Belgian system submits any punitive decisions to the courts. However, the penalties for driving with

blood alcohol contents of up to 1.5 g/l are imposed by a figure equivalent to our Public Prosecutor, provided the latter's decision is not challenged by the

infringer. Other aspects of the Belgian penalty system, foreign to the Italian system, are the suspension of the driver's license (for 3 hours for blood alcohol contents ranging from 0.5 to 0.8 g/l; 5 hours for contents ranging between 0.8 and 1.5 g/l) and the lowering of the threshold beyond which additional penalties will be inflicted, not only to newly-licensed drivers but also to older drivers.

If the penalty provides for the suspension of the driver's license, the court may order the offender to take the theory or practice tests required in order to be qualified to operate a motor vehicle, or medical or psychological tests. In case of road accidents leading to injury as a result of drunk driving, the court will also order the infringer to take the appropriate driving courses and medical and psychological tests. The Belgian system does not provide for penalties entailing the immobilisation of the driver's vehicle, which can be confiscated strictly on the basis of considerations of proof. THE SYSTEMS ADOPTED IN FRANCE AND SPAIN ARE FURTHER REINFORCED BY THE PROVISION, ALONGSIDE THAT RELATED TO THE SUSPENSION OF THE DRIVER'S LICENSE, ENTAILING A REDUCTION OF DEMERIT POINTS ON THE INFRINGER'S DRIVER'S LICENSE, in the order of 6 points in France and from 4 to 6 points in Spain. For serious cases, both systems also provide for the confiscation of the vehicle with which the offense was committed. The mixed administrative and penal nature of the French and Spanish penalty systems, together with the provision entailing the reduction of demerit points on the driver's license and the confiscation of the vehicle, indicate a strong similarity to the Italian system.

Lastly, THE SLOVENIAN SYSTEM is also worthy of note. This system is also characterised by penalties which increase the higher the blood alcohol content. In this case, the range of blood alcohol content is fairly limited, and the increase in fines is considerable. Alongside these fines, infringers are also subject to a reduction of a pre-established number of demerit points on their driver's license. Also in this case, more points are taken off the higher the level of blood alcohol content found in the driver.

Tab. 3 - Penalties for drinking and driving offenses – Slovenian system

MI/Kg	Euro	Demerit Points
0.24	150	3
0.34	400	7
0.38	500	9
0.52	800	10
0.71	970	18

Source: *Auto-moto zveza Slovenije, 2010*

INSTRUMENTS FOR CHECKING BLOOD ALCOHOL CONTENT

6) What instruments are adopted by your system to assess whether an individual has been driving under the influence of alcohol?

IN AUSTRIA, AS IN ITALY, THE TRAFFIC POLICE UTILISES A RAPID TEST TO ASCERTAIN WHETHER OR NOT THE DRIVER HAS BEEN DRINKING, and if the outcome of the test is positive, a breath test is then conducted to check the related blood alcohol content. THE UNITED KINGDOM HAS ALSO ADOPTED THE SAME SYSTEM. On the other side of the Channel, moreover, the results of the rapid test can also be used as evidence in legal proceedings,

although, in case of appeal, the anglosaxon system requires a urine and blood analysis. THE TRAFFIC POLICE OF COUNTRIES SUCH AS FRANCE, GERMANY, SPAIN, BELGIUM AND SLOVENIA ALSO USE BLOOD ANALYSES AND, TO A LESSER EXTENT, BREATH TESTS.

THE PENALTY SYSTEM IN THE APPLICATION REALM

7) Does the discovery of a drunk driving offense and the imposition of the related penalty require legal proceedings? If so, how long do these proceedings last on average?

8) In the event that an abstract provision is made for imprisonment for drinking and driving violations, is such provision actually enforced?

Generally, based on the decision determining the administrative rather than penal nature of the penalty, punishment for drinking and driving offenses is inflicted by the police or, in any case, by the public administration or by the

courts, respectively.

In this respect, THE ADMINISTRATIVE NATURE OF THE AUSTRIAN SYSTEM PRECLUDES THE NEED TO START LEGAL PROCEEDINGS AND THE MATTER IS RESOLVED THROUGH A VERY SHORT

ADMINISTRATIVE PROCEDURE, given that the driver's license is normally suspended within 2 to 4 weeks, and even if the infringer files an appeal, the decision is in any case enforced within 3 to 5 months. Along these lines, THE SLOVENIAN POLICE AUTHORITIES ARE ALSO EMPOWERED TO IMPOSE PENALTIES, WITH THE EXCEPTION OF THE MORE SERIOUS CASES WHICH ARE DEFERRED TO THE COURTS.

FRANCE AND SPAIN, ON THE OTHER HAND, PROVIDE FOR THE NEED TO START LEGAL PROCEEDINGS IN CASE A CRIMINAL OFFENSE HAS BEEN COMMITTED.

IN THE LIGHT OF THE STRICTLY CRIMINAL NATURE OF THE UK AND BELGIAN SYSTEMS, ANY BREACH OF LAW IN MATTERS CONCERNING DRINKING AND DRIVING SHALL BE SUBMITTED TO THE COURTS. With respect to England, there are two types of courts: those related to small claims (Magister) and those in charge of hearing the more serious cases (Court). Drinking and driving cases are deferred to the Magister, otherwise, the more serious cases are submitted to Court. As a rule, repeat drinking and driving offenses or cases involving serious road accidents are submitted to the Courts. IN BELGIUM, SPECIAL COURTS HAVE BEEN SET UP SPECIFICALLY TO HEAR CASES CONCERNING ROAD TRAFFIC-RELATED MATTERS. These courts are called Police Courts. They are in charge of deciding on drinking and driving offenses requi-

ring the Judge's full knowledge of the facts. Generally, proceedings before these courts last from 6 months to a year. Being well aware of the recurrent dispute in Italy on the ineffectiveness of the prison sentence, it would be interesting to gain further knowledge of the other European contexts with respect to this issue.

The study consequently revealed that all EC Member States that participated in the survey provide for prison sentences, except for Austria, which, as already said, opted for a non-penal system. Belgium provides for arrest and imprisonment only in case of repeat infringements, and sources from the same country admit that such measures are rarely enforced. Prison sentences are also found in France, at the discretion of the Judge, but only in the case of repeat infringements. Prison sentences are also rarely enforced in Spain, where offenders are more often ordered to perform social work. The German system also provides for prison sentences for drinking and driving offenses with blood alcohol contents exceeding 0.8 g/l, although our local contact person did not report on whether such penalty is actually inflicted. Lastly, worthy of note is the Slovenian system, which provides for a particular form of arrest: imprisonment in this country may vary from a minimum of 6 hours to a maximum of 12.

POINTS OF STRENGTH AND WEAKNESS IN THE SYSTEM

9) In your opinion, what are the points of strength and weakness in the anti-drunk driving policy implemented in your country?

Before completing the survey on the various regulatory systems existing in the countries herein examined, it was deemed appropriate to touch on another pertinent issue, that is, the interviewees' opinion as to which are the points of strength and weakness of their system for preventing and fighting the drinking and driving phenomenon. The contact person from Austria reported that the driver's license suspension and, hence, the prohibition to drive have the advantage of making the offender reflect upon, and hence aware, to a certain extent, of the hazards involved in their behaviour. Nevertheless, it is widely recognised that the redemptive effect of such awareness may sometimes not occur, especially with regards to certain individuals, who, in fact, continue to commit the offense despite the suspension of their driver's license and the consequent prohibition to drive. Thus, the Austrian contact, although he recognises the validity of his system, which is centered on administrative measures, seems to suggest the need for further provisions to prevent the repetition of such offenses as in the case of many European countries (i.e. States which provide for prison sentences for repeat offenders). The same reasoning can be found in the response given by the Slovenian contact, who expressed the need for more severe penal sanctions for more serious drunk driving cases, especially with respect to

repeat offenders. Our French contact shows appreciation for the constant efforts made by the police in controlling road traffic to prevent, and if necessary, prohibit drinking and driving. However, he denounces an excessive use of repressive measures which, in his opinion, should be replaced by educational initiatives, which, however, he admits to be the direction in which France is progressing. Our Spanish contact is pleased with the efforts that were made in recent years to improve the existing legislation on the subject, but denounces a certain degree of inefficiency in replacing prison sentences with social work. In his opinion, it is necessary to increase the number of facilities which permit infringers to serve such alternative penalties and, especially, to provide for the streamlining of such procedures so as to prevent such measures from being time-barred. Our Belgian contact approves the collaboration that exists between the police forces and the other organizations in charge of road safety. Similarly, he sustains that the complex structure of the Belgian penalty system and the more severe measures against repeat offenders are by all means a point of strength of the same. He also expressed a positive opinion on the future prospect of lowering the blood alcohol content limit to 0.2 g/l. The negative aspect reported by the Belgian contact, on the other hand, related to the excessive amount of time

required for the completion of the proceedings, which however, far outperforms the Italian reality, as such proceedings require an average time period of twelve months.

The English Automobile Club emphasizes the credibility of its penalty system and the rapidity of the proceedings, to the effect that penalties are generally paid without much ado. This shows how the effectiveness of a penalty system is not founded so much on the degree of severity of the punishments inflicted, as

much as on their indissociable and rapid enforcement. The negative aspect of the system according to the English contact consists in the excessive scarcity of tests conducted by the police, as well as by the excessively high threshold beyond which a person is deemed impaired to operate a motor vehicle. In this respect, it must be stressed that the United Kingdom is one of the very few countries left to retain a 0.8 g/l blood alcohol content limit beyond which driving is prohibited.

BULGARIA'S PENALTY SYSTEM

At the end of the survey, a brief overview of the Bulgarian system is furnished. The idea of providing a detailed analysis of the system at issue separately, came up as a result of the need to treat the characteristics of the Bulgarian system in a uniform manner. As in the case of the majority of the European countries, Bulgaria opted for a varying penalty system based on the driver's blood alcohol content, which can be verified by the national traffic Police of the East European country through the use of breath tests and clinical examinations alike.

If the blood alcohol content falls within the range of 0.5 g/l to 1.2 g/l, only an administrative penalty is inflicted; whilst, in cases where the 1.2 g/l limit is exceeded, the offense has penal relevance. More precisely, in case of drinking and driving with blood alcohol content lower than 1.2 g/l, the law provides for the payment of an administrative fine ranging from 200 to 500 Leva (equivalent to approx. 100 and 250 euro, respectively), as well as for the suspension of the driver's license from 1 to 12 months. On equal blood alcohol content, such penalty increases in the event that the driver is caught driving a public means of transport or a vehicle transporting hazardous substances, as well as in the case where the latter has obtained a driver's license in the last 2 year period. For blood alcohol contents exceeding 1.2 g/l, on the other hand, prison sentences are enforced up to one year in addition to the suspension of the driver's license. In the latter case, the penalty is established and inflicted following the completion of court proceedings. The particular aspect of this system consists in the possibility of being arrested. In fact, if the police authorities find a blood alcohol content exceeding 1.2 g/l, they are authorized to arrest the driver immediately. The prison sentence has proven to be highly effective. Furthermore, the proceedings to which drunken drivers are subjected are completed within a two-month period. This, evidently, is another point of strength of the system under examination, which combines effective penalties with their prompt enforcement.

PART 3

ANTI-DRINK DRIVING INITIATIVES

AUSTRIA

In order to disseminate and imbue citizens with the principle according to which drivers must not drive motor vehicles while under the influence of alcohol, Austria has made wide use of the images and means of mass communication. Through video broadcasting and press, radio and television cam-

paigns, it aims to raise the awareness of public opinion of the negative consequences of drinking and driving. In doing that, a key contribution was made by the German automobile Clubs and by the Austrian Beer Associations.

Tab. 4 - Anti-drinking and driving campaigns in Austria

Title	Description	Target groups
Don't drink and drive	Broadcasting of videos against drinking and driving, promoted by the German automobile Clubs (ADAC, OAMTC), Austrian beer associations and the European Federation for road safety.	Young drivers, students, novice drivers, young soldiers and young people who carry out social work in lieu of military service.
The sober driver "Trockenfahrer"	Broadcasting of videos providing information on the influence of alcohol on driving performance, as well as videos portraying the general context in which young drivers find themselves behind the wheel (i.e. parties). These videos are also promoted by German automobile Clubs and by Austrian beer associations.	Young drivers, students, novice drivers, young soldiers and young people who carry out social work in lieu of military service
Setting a limit to drinking before driving to avoid accidents. "Alkohol am Steuer, konnten Sie damit leben?"	Press, radio and television campaign with commercials against drinking and driving. Campaign curated by the Austrian Ministry of Transportation in collaboration with OAMTC.	Young drivers and students

Source: *Osterreichischer Automobil*, 2010

FRANCE

France has launched several prevention campaigns addressing specific targets. A lack of broad action against the consumption of alcohol is offset by a high concentration of efforts aimed at preventing the negative consequences affecting road safety. More precisely, the French initiatives are aimed at establishing a balance between drinking alcohol and road safety. This occurs by attaching importance to the so-called designated

driver, calling for an accurate check of the blood alcohol content prior to driving a vehicle and, finally, promoting social control of the driver's sobriety. This approach appears to be consistent with a legislation which, in fact, does not absolutely prohibit alcohol consumption, but sets certain limits to driving.

Tab. 5 - Anti-drinking and driving campaigns in France

Title	Description	Target groups
Don't let people drive after drinking, a few words can save lives	The aim of the campaign was to raise the awareness of road users so that they may prevent drivers from driving after drinking, thus posing a risk for themselves and for others. People are encouraged to change their dangerous habits for accident-prevention purposes. The instruments used are television and radio commercials, as well as a website.	All citizens
Sam, only sober drivers drive	This awareness-raising campaign was founded on the belief that the majority of young drivers consume large amounts of alcohol before driving, thus underestimating the influence that this may have on their driving abilities. The campaign invites young drivers to organize themselves beforehand, designating a sober driver from among them, i.e. Sam, who is able to drive their friends home after the party. The instruments used are television and radio commercials, as well as a website.	Young people aged between 18 and 25
Breathe into it, so you know	This campaign encourages individuals to observe the maximum limit to be allowed to drive, namely 0.5 g/l of blood alcohol content. "Breathe into it, so you know" is a campaign aimed at promoting the use of breath tests to ascertain whether, after a drink or two, one is still allowed to drive. The instruments used are television and radio commercials, as well as a website.	All drivers

Source: Automobile Club Association Français des Automobilistes, 2010

FINLAND

Finland has placed emphasis on breath test controls, during which information is provided on the issue of drinking and driving. The initiatives that have been implemented so far consist in increasing the number of breath tests conducted during certain periods of the year. In so

doing, emphasis is placed on improving road blocks during periods of intense traffic (Christmas and summer weekends) and on reminding drivers that driving with blood alcohol contents exceeding the legal limits is prohibited.

Tab. 6 - Campaigns against drinking and driving in Finland

Title	Description	Target groups
Drink driving campaign	This campaign is conducted twice a year for a seven-day period. Its aim is to increase the number of breath test controls conducted.	All vehicle drivers
Drink driving campaign	Campaign promoted on a regular basis during specific periods such as Christmas and summer weekends. Consists in strict controls using the breath test. Also, information is provided on drinking and driving before and during the control procedures.	All vehicle drivers

Source: *Helsingin kihlakunnan poliisilaitos, 2010*

MALTA

Malta assigns the key role in fighting drinking and driving to the police: that is, in terms of prevention, and not, as one may think, of repression. Police officers are invited as speakers at radio and television programs with the aim to educate drivers on correct behaviour. By

exploiting the authoritativeness enjoyed by the police in this country, Malta thus tries to disseminate the culture of observance and respect for the road safety regulations. This reveals a double purpose, the other being the establishment of a closer relationship between police

and citizens. The police, in fact, should not be seen as a repressive body, ready and willing to punish, but rather, as a

protection body. It protects road users from incorrect and dangerous behaviours.

Tab. 7 - Campaign against drinking and driving in Malta

Title	Description	Target groups
Don't drink and drive	This campaign is promoted by the Health Department in collaboration with the Transport Authorities and the Police. Police officers frequently appear on radio and television shows. The aim of these appearances is to educate drivers to correct their illegal driving habits. The interviews are frequently also published on daily newspapers.	All drivers

Source: Malta Police General Headquarters, 2010

CYPRUS

Cyprus is waging a war against drinking and driving on two fronts: through repression, by means of increasing the number of check points during three different periods of the year, and through prevention, by broadcasting radio and

television commercials. The aim is to raise the awareness of public opinion on the importance of being sober while driving and, at the same time, to combat dangerous behaviours.

Tab. 8 - Campaigns against drinking and driving in Cyprus

Title	Description	Target groups
Controls on drinking and driving	Repression campaigns lasting two weeks each are promoted three times a year. In these periods, road checks are intensified. At the same time, progress advertising campaigns are launched through radio and television announcements.	All vehicle drivers

Source: Cyprus Police Headquarters, 2010

SPAIN**Tab. 9 - Anti-drinking and driving campaigns in Spain**

Title	Description	Target groups
The benefit of safety in the city	Campaign consisting in a day of reflection from the pedestrian's point of view, but also from that of the driver, on incorrect driving behaviours.	People aged 65 years and over
Driving awareness in universities	This campaign shows images and documents at universities in order to raise users' awareness of the negative consequences of drinking and driving	University students aged from 19 to 25 years
Driving sober	Between 4 p.m. and 7 a.m. police patrols equipped with breath test instruments are set up. The number of road blocks depends on the day of the week. Their positioning, on the other hand, depends on two factors: the number and the place of the accidents that involved drunk drivers, and the number of positive tests obtained during the preventive checks. These measures are revised every two months.	Targeted toward all subjects who drive a vehicle during specified hours.
At any age but with no alcohol	In this campaign, a person warns middle-aged adults – who often sustain to be alcohol-proof – of the dangers associated with drinking and driving. The initiative avails itself of the collaboration of accident victims, in an attempt to draw the attention of citizens on the effects of driving after drinking. During this campaign, the number of road checks is also increased and information booklets are distributed	All drivers but, in particular, middle-aged adults
We are all involved in the issue and its resolution, don't let drunk people drive!	The main objective of this campaign is to involve the society (friends, family, acquaintances, etc.) in preventing drinking and driving. A general appeal is made to prevent people under the influence of alcohol from driving. Furthermore, the campaign provides for an intensification of road checks.	Everyone, drivers and non-drivers, but in particular, those sitting next to a drunken driver
Don't drive after drinking and don't let others do the same	This awareness-raising campaign against drinking and driving is conducted during specific periods of the year, such as Christmas. In that period, in fact, alongside an increase of road traffic, there is also an increase in alcohol consumption. The campaign also provides for an intensification of road checks.	The population at large

Source: *Reial Automobil Club de Espana e Cuerpo de Policia Municipal de Madrid, 2010*

The Spanish automobile Club reports of six prevention and repression campaigns against drinking and driving conducted in Spain. It is noteworthy that the mes-

sage is often customised according to the road user's age. One of the reported campaigns, in fact, was addressed to people aged 65 and over, a second to

young University students, and a third to middle-aged adults. With reference to the latter category, it is interesting to note that the Spanish authorities aim to avoid an underestimation of the issue, that is, that the drivers at issue are erroneously led to believe that they are immune, and that the ominous events of drinking and driving are, all in all, issues which do not concern us. Worthy of note is the study that is conducted in order to

deploy police forces along the roads, in an attempt to concentrate their efforts in the high accident density areas, and where the prevention tests have indicated a frequent abuse of drinking and driving cases. As in the case of France illustrated above, Spain also invests resources in social control: who better to prevent drunken drivers from driving than friends and relatives.

SLOVENIA

Slovenia promotes both prevention and repression of drinking and driving cases. Prevention is pursued by raising the awareness of the population to a life devoid of alcohol through appropriate messages disseminated through mass communication means. Thus, the Slovenian initiative seems to actually set itself additional objectives other than merely fighting drinking and driving, given that

it seemingly aims to reduce the amount of alcoholic beverages consumed, and not only with specific reference to the effects that alcohol can have on road safety. Repression, on the other hand, is pursued through various checks set up in places where alcoholic beverages are consumed and sold and by means of intensifying police road checks.

Tab. 10 - Anti-drinking and driving campaigns in Slovenia

Title	Description	Target groups
Alcohol kills innocent people	The aim of this campaign is to promote a lifestyle devoid of alcohol. The campaign includes public debates on alcohol abuse fighting policies, as well as the distribution of posters and the broadcasting of videos in favor of prevention. A number of checks are also carried out on the part of the control authorities in the places where alcohol is sold and intensified road checks are carried out by traffic police to prevent drinking and driving. Non-institutional subjects also participate in the campaign with specific actions and projects.	The population at large

Source: *Auto-moto zveza Slovenije, 2010*

BELGIUM

Tab. 11 - Anti-drinking and driving campaigns in Belgium

Title	Description	Target groups
"No Bob, no party!"	This campaign aims to promote a positive image of the designated driver: thanks to the latter, it is absolutely safe to go to a party and return home. Bob is the person you can rely on at all times! He takes charge not only of your car keys, but also of other people's lives. The tone of voice in the commercials is sympathetic and intentionally prudent in avoiding making judgments. For the initiative, advertising billboards, flyers, radio commercials and websites were used. The main message that this campaign wants to convey is that designated drivers are an integral part of the party. The prevention campaign is accompanied by an intensification of road checks by police.	All drivers
How can you thank Bob?	With a touch of humour, this campaign suggests a possible way of thanking all designated drivers. After all, it is thanks to them that people can go to parties and return home in absolute safety. The billboard advertisements suggest three different ways to thank Bob: with a good breakfast in bed, a kilo of candy, or by lending him your credit card. The tone used is playful and devoid of moralism.	All drivers
How will Bob win the car?	Bob takes charge not only of the car keys, but also of people's lives. Hence, all designated drivers, like Bob, deserve a prize. This is the idea of a competition through which designated drivers can win a prize, such as bicycles, cameras and even a car.	All drivers

Source: *Touring Club Belgique, 2010*

As early as 1995, as part of its fight against drinking and driving, the Belgian Institute for road safety (IBSR-BIVV Institute) launched its first campaign aimed at encouraging people who commute by car to designate someone who abstains from drinking under any circumstances and takes the responsibility of driving all travel companions home. The designated driver was nicknamed Bob. Since 1995, the campaign in favor of Bob was repeated every year in collaboration with the beer producers associations. Thus, the prevention campaign entered the places in which the largest volumes of alcoholic beverages

are consumed. Alongside the use of television and radio commercials, the culture of the designated driver is promoted directly through pubs, bars and restaurants throughout the country. In these places, a Bob keychain is offered as a gift to all those who volunteer not to consume alcoholic beverages and undertake to drive their friends home. The campaign's creative approach in favor of Bob changes from year to year, but the basic ingredients remain the same: the concept of designated driver, the party and the promotion of safe conduct. The prevention campaign is always accompanied by an intensification of

road checks carried out by the police, especially at the times and places where drinking and driving offenses are most likely to occur (weekends, night clubs, and secondary roads, which are often taken specifically to avoid police controls). This integrated approach is one of the major factors that contributed to the initiative's success. Starting from 2001, the idea of "Bob", the designated driver, was adopted also by other EU Member States with the support of the European

Commission, under the name of "Lince" in Spain, "Designated Dessie" in Ireland, "Capitaine de soirée" or "Capitaine Sam" in France, "Stooder med Stil" in Denmark, "Bob" in the Netherlands and Greece, and "Joker" in Portugal. The figure of designated driver became a widely recognised trademark reaping a fair degree of success in all the countries in which it was introduced.

SUPPLEMENTARY WORKSHEET

DRINKING AND DRIVING IN FRANCE

NORMATIVA

DRINKING AND DRIVING

Drinking and driving is regulated by the Highway Code which provides for five different cases:

1) If the driver of a public transport vehicle has a blood alcohol content at least equal to 0.20 g/l and lower than 0.80 g/l or if the concentration of alcohol in his breath is at least equal to 0.10 mg/l and lower than 0.40 mg/l (Art. R. 234-1 of the Highway Code).

2) If the driver has a blood alcohol content at least equal to 0.50 g/l and lower than 0.80 g/l or if the concentration of alcohol in his breath is at least equal to 0.25 mg/l and lower than 0.40 mg/l (Art. R. 234-1).

In these two initial cases, the offense will be punished as follows:

- a “fourth class” fine: 135 euro penalty (90 euro if paid immediately);
- a 6 demerit point reduction on the driver’s license;
- suspension of the driver’s license for a maximum period of 3 years. This suspension, however, can be limited to

periods outside the driver’s work hours (Art. R. 234-1);

- immobilisation of the vehicle to be decided by the Mayor or judicial police officer having jurisdiction (Art. R. 234-1 of the Highway Code which refers to Articles from L. 325-1 to L. 325-3 of the same Code);

3) If the driver has a blood alcohol content at least equal to 0.80 g/l or if the concentration of alcohol in his breath is at least equal to 0.40 mg/l;

4) If the driver is clearly driving under the influence of alcohol;

5) If the driver refuses to take the breath test.

In these three latter cases, the offense will be punished as follows:

- a fine in the amount of maximum 4,500 euro
- prison sentence for a maximum of 2 years;
- a 6 demerit point reduction on the driver’s license;
- additional penalties (Art. L. 234-2 of the Highway Code):
 - A. suspension of the driver’s license for

a maximum period of 3 years. This suspension cannot be limited to periods outside the driver's work hours and cannot be the subject of a (also partial) deferment;

B. revocation of the driver's license with the prohibition to repeat the exam for a 5-year period;

C. impairment to drive certain motor vehicles for a maximum period of 5 years;

D. obligation to follow a road safety awareness-raising course;

E. penalty on a day-fine basis;

F. confiscation of the vehicle (Art. 131-6 of the Penal Code).

In some cases, the penalties outlined above may be subject to an aggravation:

- in case of homicide by negligence: a fine of 90,000 euro, 6 years imprisonment, automatic cancellation of the driver's license and prohibition to apply for a new one for a period of 5 years; obligation to follow road safety awareness-raising course; social work (1); penalty on an hour-fine basis; confiscation of vehicle;

- in case of death caused by negligence with negligent offense of a specific safety obligation: fine of 150,000 euro; 10 years imprisonment; automatic cancellation of driver's license and prohibition to apply for a new one for a period of 5 years;

obligation to follow a road safety awareness-raising course; social work; penalty on a day-fine basis;

confiscation of vehicle;

C. in case of injury caused by negligence

involving total temporary disability less than 3 months: fine of 30,000 euro; 2 years of imprisonment; 6 demerit point reduction on the driver's license;

Suspension of driver's license for a 3 year period or automatic cancellation of driver's license and prohibition to apply for a new one for a period of 5 years and/or impairment to operate specific motor vehicles for a 5 year period; obligation to follow a road safety awareness-raising course; social work; penalty on a day-fine basis; confiscation of vehicle.

MEASUREMENT OF BLOOD ALCOHOL CONTENT

The measurement of blood alcohol content can be performed strictly by a judicial police officer or by a judicial police agent under the control of a judicial police officer (Art. L. 234-9 of the Highway Code).

The measurement is performed in two stages: first, a *dépistage* operation (French term meaning search of facts, of non-evident causes) and, then, a check of the first stage.

THE DÉPISTAGE is performed with the aid of a device called "éthylotest", also widely known as "alcootest". There are two types: those belonging to category A are disposable; those belonging to category B are electronic and can be used several times.

A *dépistage* test can be performed only in cases expressly provided for by the Highway Code:

- the driver appears to be drunk (see

(1) In France the "travail d'intérêt général" is a criminal sanction consisting in non-remunerated work to be carried out at an association, local administration or public office.

below);

- the driver appears to have committed a speeding or non-use of seatbelts or helmet violation (Art. L 234-3 of the Highway Code);
- the driver appears to have committed a violation of the Highway Code punished with the additional penalty of suspension of the driver's license;
- the driver was involved in a road accident in which damage or no damage was caused to persons.

There are also instances in which, outside the cases expressly provided for, it is in any case possible to perform a *dépi-stage*:

- at the Public Prosecutor's special request;
- at the initiative of a judicial police officer
- by police agents at the special request and under the responsibility of a judicial police officer.

A DÉPISTAGE CAN BE CHECKED both with the aid of a breath test and through a laboratory blood analysis:

- If the check is performed using a breath test, the latter must be approved and must have been checked at least one year before it was recorded.

The driver may request a second check of the *dépi-stage* to confirm the first one;

- If a blood analysis is performed, this must be done within not more than 6 hours after the violation was committed. The blood sample must be divided into two separate phials, labeled and sealed by the judicial police officer or agent. The second phial must be kept for at least 9 months. The driver has the right to obtain a second opinion provided it is requested within 5 days from the date on

which the results of the blood analysis were communicated to him. In the event that this request is not made or was made beyond the pre-established time-limit, the results of the first blood analysis will no longer be disputable.

DRIVING IN AN OBVIOUS STATE OF INTOXICATION

Driving in an obvious state of intoxication is the equivalent of a situation in which it appears clearly evident, and hence without the need to perform a breath test, that the driver is driving under the influence of alcohol. This case is provided for and penalized by Art. L. 234-1 of the Highway Code.

The unequivocal signs of intoxication at the time of the arrest (by the police), the fact that the driver was speeding and zigzagging across the lanes, the fact that he had a strong odor of alcohol on his breath, that he made senseless comments or that he was unable to blow into the breath test device also provided sufficient evidence before the various courts that dealt with such cases of his obvious state of intoxication.

If the police report contains such evidence, the driver will be prosecuted and sentenced even if the breath test was incorrectly performed. In fact, Art. L. 234-1 provides for the right to prosecute a driver both in case of a positive breath test, and – also in lack of such a test – in the case of an obvious state of intoxication.

STATISTICS ON DRINKING AND DRIVING

At the end of 2008, the total number of breath tests performed to ascertain drinking and driving violations was 11,743,065. This figure can be broken down as follows:

- DÉPISTAGE OPERATIONS PERFORMED AS A RESULT OF AN ACCIDENT (involving casualties, with damage to persons or to things only): 365,218

Compared to 2007, such operations declined by 2.2% (from 373,534).

Tests yielding positive results have decreased by 4.4%, from 31,395 to 29,998.

These results confirm a reduction, in 2008, in the number of accidents involving damage to persons (-9.7%), casualties (-7.5%) and injuries (-11.2%)

- PREVENTIVE DÉPISTAGE OPERATIONS: 9,486,945

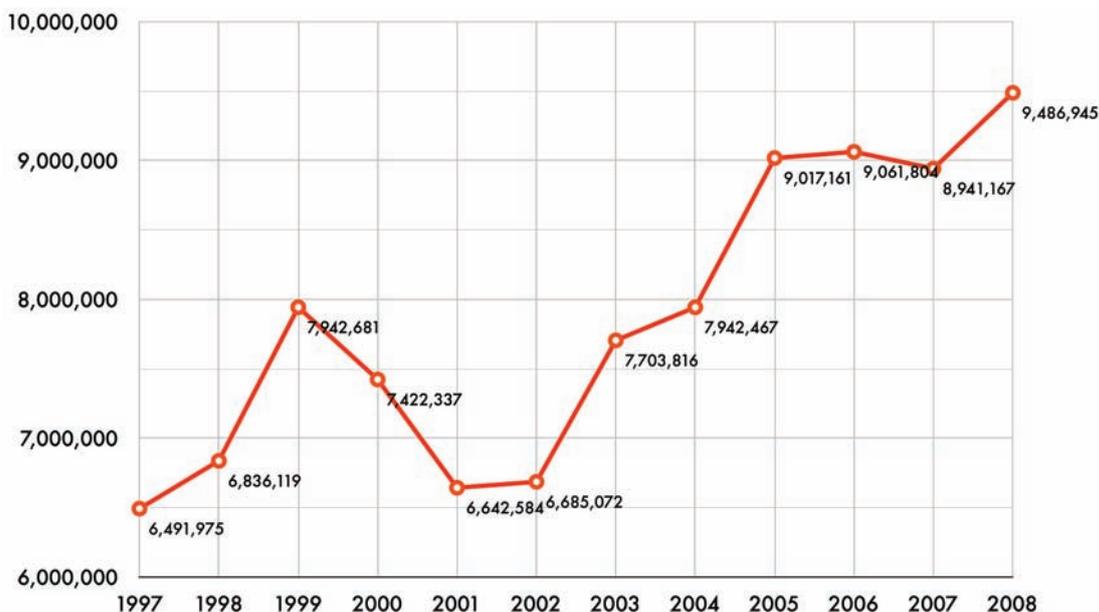
These increased by 6.1% (8,941,167 in 2007).

These preventive checks represent more than 80% of the total breath tests performed over the course of 2008. As many as 260,455 of these turned out positive, with a 2.5% increase compared to the previous year. This negative performance may be attributed both to the additional experience gained by police officers, and to an improved targeting of the checks performed, namely, the day, time and place (i.e. at night, at the weekend, outside night clubs).

- DÉPISTAGE OPERATIONS PERFORMED FOLLOWING A VIOLATION: 1,890,902

These have decreased slightly (1.3%, from 1,915,313 in 2007). The positive results obtained from these tests increased by 0.7%, from 90,633 to 91,252.

Graph 8 - Police force activities: evolution of preventive breath test *dépiستage* operations



Source: France, Ministère de l'Intérieur, 2008

Tab. 12 - Number of checks performed and results

Year	Dépistage operations using "alcooltest" and "éthylotest"	Positive tests
2007	11,230,014	376,124
2008	11,743,065	381,705
Variation	+4.6%	+1.5%

Source: France, Ministère de l'Intérieur data processing, 2008

PERCENTAGE OF POSITIVE DÉPISTAGE OPERATIONS

As already mentioned above, breath test results are closely connected with the circumstances under which they are performed. It must be stressed that, over the course of 2008, a slight increase was registered in the percentage of positive breath tests performed in fatal accidents. The incidence of alcohol in road accidents still remains very high.

A comparison between the first six months of 2008 and those of 2007 shows no improvements in the drinking and driving situation: in particular, the percentage of drivers found to be under the influence of alcohol at the time of the accident remains constant at 5.5% (analysis conducted by the National Intra-Ministerial Observatory for road safety).

The same percentage with respect to fatal accidents increased to 16.9%.

Tab. 13 - Details of test results

% of positive dépistage results	2002	2003	2004	2005	2006	2007	2008
Preventive checks	2	2	2.3	2.5	2.8	2.8	2.75
violations	4.9	3.8	4	5.2	4.5	4.7	4.8
Fatal accidents	13.1	18.6	14	14.1	15.1	16.5	<u>16.9</u>
Accidents involving damage to persons	7.8	6.4	5.3	5.7	6.8	6.7	6.5
Accidents involving damage to things	8.7	8.5	7.8	8.3	8.7	9.1	8.8

Source: France, Ministère de l'Intérieur data processing, 2008

ALCOHOL AND ROAD DEATHS

The data show that no progress has been made in the last 10 years with respect to drinking and driving, which has become the major cause of accidents, followed by speed.

Tab. 14 - Percentage of alcohol-related fatal accidents

Alcohol	2002	2003	2004	2005	2006	2007	2008
Positive tests	n.a.	n.a.	1,038	1,194	1,072	1,124	1,056
Number of deaths	7,742	6,126	5,593	5,318	4,709	4,620	4,274
Percentage of fatal accidents related to alcohol	-	-	18.5%	22.4%	22.8%	24.3%	24.7%

Source: France, Ministère de l'Intérieur data processing, 2008

Tab. 15 - The causes of road accidents in France

Alcohol	Speed	Safety belts	Telephone	Fatigue	Cannabis
25%	20%	9%	7.50%	2.80%	2.50%

Source: France, Ministère de l'Intérieur data processing, 2008

TORT AND PENALTIES FOR DRINKING AND DRIVING

The number of alcohol-related torts committed in 2008 were 176,443, which remain stable compared to the previous year. The number of cases in which the driver refused to take the breath test increased by 4%.

Infringements as a result of driving with a blood alcohol content of 0.8 g/l or lower (99,968 violations) increased by 1.5%.

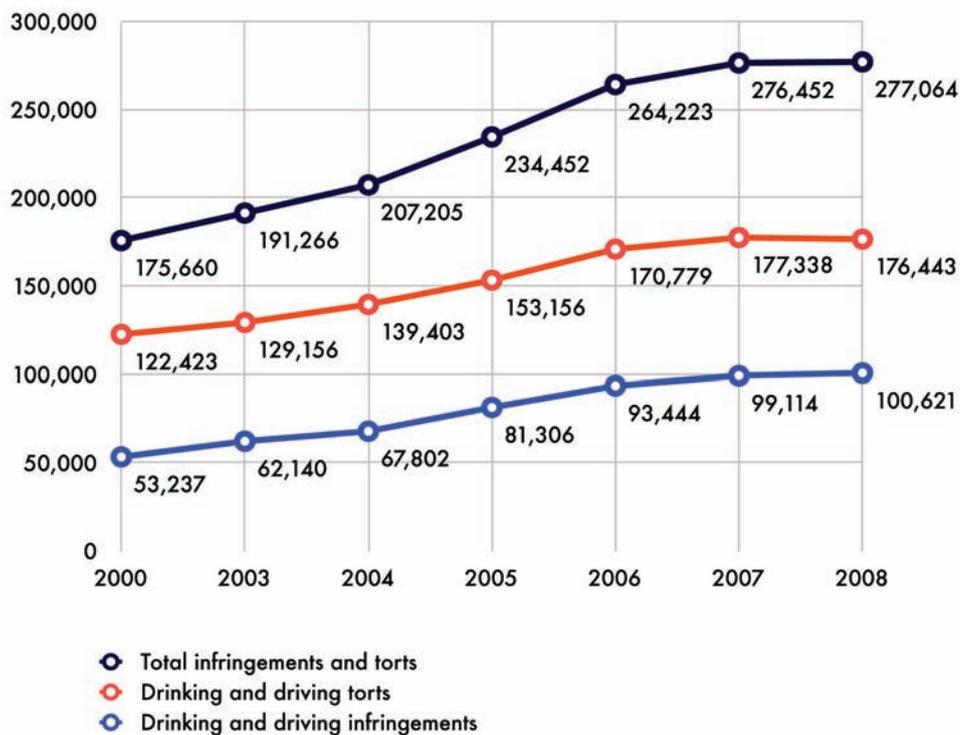
Tab. 16 - Details of violations by type

Drink driving		2002	2003	2004	2005	2006	2007	2008	2007- 2008
Torts	State of intoxication	10,056	9,096	8,561	8,585	8,579	8,144	8,051	-1%
	Rate ≥ 0.8 g/l	108,851	116,644	127,060	139,992	157,549	164,690	163,708	- 0.6%
	Test refusal	3,516	3,416	3,782	4,569	4,651	4,504	4,684	+4%
	Total torts	122,423	129,156	139,403	153,156	170,779	177,338	176,443	- 0.5%
Infringements	Rate ≥ 0.5 g/l	53,237	62,140	67,739	80,622	92,784	98,456	99,968	+1.5%
	Rate ≥ 0.2 g/l (*)	-	-	63	684	660	658	653	- 0.7%
	Total infringements	53,237	62,140	67,802	81,306	93,444	99,114	100,621	+1.5%
Total		175,660	191,266	207,205	234,452	264,223	276,452	277,064	+0.2%

(*) Driving public transport vehicles. Infringement introduced in 2004

Source: France, Ministère de l'Intérieur data processing, 2008

Graph 9 - Evolution of alcohol-related infringements



Source: France, Ministère de l'Intérieur data processing, 2008

INFORMATION CAMPAIGNS

SAM

In the month of December 2005, the first “Designated driver” campaign was launched, presenting a doll named Sam, indicating the designated sober driver. The slogan says: “Sam, if you’re driving, don’t drink”.

The campaign was launched again over the course of the years (it was launched

also at the end of 2009), especially during the December festivities.

A website (www.sortezrevenez.fr) addressed to young people was also set up, entitled “Sortez Revenez” (“Go out, Come back”), which makes available videos, recommendations, and pictures of the various awareness-raising initiatives carried out at youth centers.

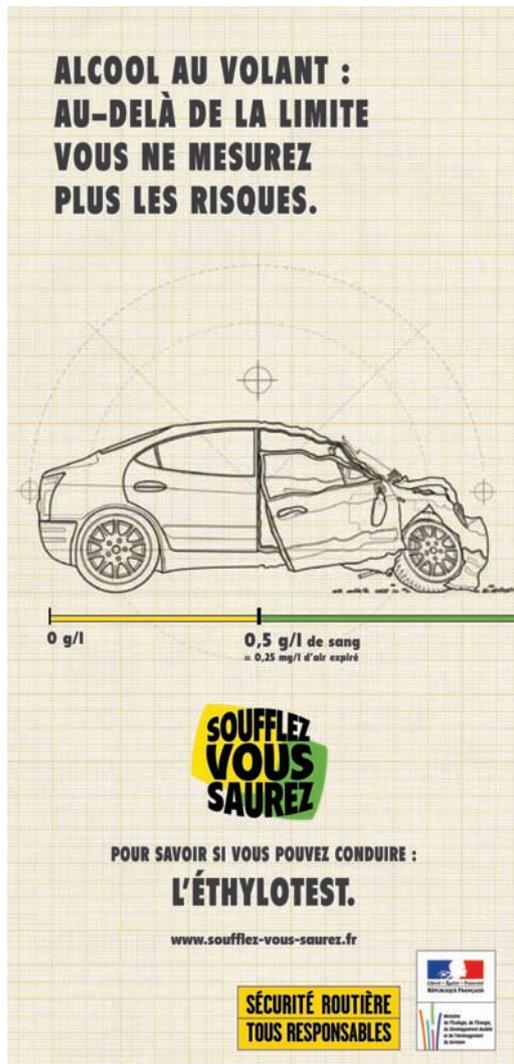
The website is now also linked to the Sam page on Facebook.



SOUFFLEZ, VOUS SAUREZ

In 2007, another awareness-raising campaign was launched entitled “Soufflez, vous saurez” (Blow, and you will know) to encourage drivers to take the *éthylotest* (N.d.T.: breath test) in order to know if, after drinking alcohol, they are able to operate a motor vehicle. The campaign poster tries to show the risks associated with exceeding the legal blood alcohol content limit: “Drinking and driving: beyond the limit you are no longer able to assess the risk”. This campaign, which was launched several times over the years, is supported by a website providing plenty of documentation, videos,

data as well as a compilation of broadcasted radio and television commercials. The campaign calls on the population at large to be responsible in changing the existing trend by accepting to take the only test capable of measuring the blood alcohol content before driving: the *éthylotest*. The aim is to favor a wide diffusion of such tool at a reasonable cost. In order to do this, a partnership of more than 20 undertakings, professional organizations or associations was set up (big shopping malls, wine and liquor resellers, automobile parts resellers, drugstores, etc.).



wants to dissuade him from driving again. At each word, the conditions of the victim improve: he can feel his legs again, the scars on his face slowly disappear, his hand comes to life again. We then see him at the end of a dinner where he had too much to drink and when he is about to enter his car. The spectator understands that the man was saved thanks to the persuasive words of his friend, who convinced him not to drive.”

The same concept “des mots pour sauver” (“life-saving words”) was adopted in the form of three radio commercials lasting 25 seconds each, broadcasted during the same period of time by 7 major national radio channels and by all the local radio channels. At the same time, numerous prevention measures were implemented, such as, for example, the distribution of 500,000 *éthylotest* at the highway tollbooths together with an information booklet.

LE RESCAPÉ

The last commercial sent on air from 11 December 2009 to 3 January 2010 was a thirty-second film entitled “Le rescapé” (“The survivor”), which was broadcasted on 35 television channels.

“Lying in a hospital bed, a man, victim of a very serious road accident, lives with the aid of an artificial breather. His face appears covered with bruises, his left leg was amputated. In the room, there is a friend talking to him, who

SUPPLEMENTARY WORKSHEET

DRINKING AND DRIVING IN THE UNITED KINGDOM

REGULATIONS

It is a crime to drive, to attempt to drive, to “to be in charge of” (2) a motor vehicle on the road or in a public place if the level of concentration of alcohol in the breath, in the blood or in the urine is above the legal limit. The law specifically provides that the level of alcohol at the time in which the crime is committed is assumed to be the same or, in any case, not lower than that resulting from the breath test or blood or urine sample. This assumption can be challenged if the driver is able to prove that:

- alcohol was consumed after having stopped driving although before the sample was taken for the analysis
- it was not possible to assume that the alcohol content would have exceeded

the legal limit;

- that the driver’s ability to drive would not have been undermined.

It is important to note that, if the presumed crime concerns the circumstance of being in charge of a vehicle, that assumption can be challenged by proving that there were no probabilities of finding oneself behind the wheel whilst under the influence of alcohol.

The legal limits are the following:

- 35 micrograms for every 100 milliliters of air
- 80 milligrams (mg) for every 100 milliliters of blood
- 107 milligrams for every 100 milliliters of urine.

(2) This is how the expression “Being in charge” was translated, for which there is no real legal definition: it must be interpreted with reference to the specific circumstances and facts. In general, “in charge” refers to the owner or proprietor of the vehicle or the person who just drove it. Subjects are not considered to be “in charge” if the vehicle was driven by another person or if the proprietor/owner was far away from the same vehicle. The issue becomes more intricate in the case where the owner/proprietor was inside the vehicle or in any way involved with it. The circumstance of being “in charge” can be proven in the case where an attempt was made, to no avail, to enter the vehicle, in the case where the owner/proprietor was in possession of the vehicle keys, or in the case where the latter manifested the intention to take control of the vehicle, or even in the case where he or she was near the vehicle.

FAILING TO PROVIDE A SAMPLE

A crime is committed when:

- the driver is unable to take the preliminary breath test;
- the driver fails to provide an air/blood/urine sample to the police station, unless he or she has a reasonable justification (3);
- the driver refuses to take any type of test.

In order to request the driver to take the breath test, it will suffice for the police agent to have even the mere suspicion that the latter has been driving after drinking with a blood alcohol content exceeding the legal limit. If, therefore, it is subsequently proven that the driver was not driving, even if a sample was provided, he or she will not be guilty of “*Driving with Excess of Alcohol*”. If, however, the driver has refused to take the test, even if he never sat behind the wheel, he or she may be considered guilty for failing to provide a sample of air.

BEING UNFIT TO DRIVE

It is a crime to drive, attempt to drive, or being in charge of a vehicle being operated on the road or in a public place if the subject is unable to do so due to the influence of alcohol or drugs.

The driver can be considered unfit to drive if his or her ability to drive properly is undermined (even if the quantity of alcohol in his or her body falls within the legal limit).

Evidence of the driver’s inability to drive can be collected, for example, from the way he or she drives, zigzagging, or from the fact that he/she caused an accident or from his or her psychophysical conditions.

(3) In general, a justification, to be considered reasonable, must refer to a physical or mental inability to take a test and provide a sample.

Tab. 17 - Penalties

Type of offense	Maximum prison term / fine	Confiscation of driver's license	Indication in the driver's license	Demerit points
Causing a fatal accident due to careless driving or driving under the influence of alcohol or drugs	Ten years or a fine (without max. limit of amount) or both	Compulsory	Compulsory	3 - 11
Driving or attempting to drive when impaired due to the influence of alcohol or drugs	Six months or £5,000 or both	Compulsory	Compulsory	3 - 11
Being in charge when impaired due to the influence of alcohol or drugs	Three months or £2,500 or both	Discretionary	Compulsory	10
Driving or attempting to drive with a breath/blood/urine alcohol content exceeding the legal limit	Six months or £5,000 or both	Compulsory	Compulsory	3 - 11
Being in charge with a breath/blood/urine alcohol content exceeding the legal limit	Three months or £2,500 or both	Discretionary	Compulsory	10
Inability to provide an air sample or take the breath test	£1,000	Discretionary	Compulsory	4
Inability to provide a sample for analysis or laboratory test	a) While driving or in case of attempt to drive: six months or £5,000 or both	Compulsory	Compulsory	3 - 11
Type of offense	b) In any other case: three months or £2,500 or both	Discretionary	Compulsory	10

Source: United Kingdom, "Road Traffic Act 1988" data processing

The summary table above shows the maximum penalty inflicted for each offense as provided for by the "Road Traffic Act 1988". These values are

strictly indicative, as it is not possible to divine exactly what the Court will decide in each case.

STATISTICS ON DRINKING AND DRIVING

ENGLAND AND WALES

In 2008, 2,538 people lost their lives in road accidents: an average of 7 deaths per day. The number of people killed in alcohol-related road accidents registered a sharp drop in the 1979-2008 period, reaching the lowest value in 2007 (410) and registering a 5% increase in 2008 (430). This cause of death presently accounts for 17% of total road deaths. As regards the number of injuries, on the other hand, the total number of alcohol-related road injuries is 13,020, representing 6% of the overall number of road injuries.

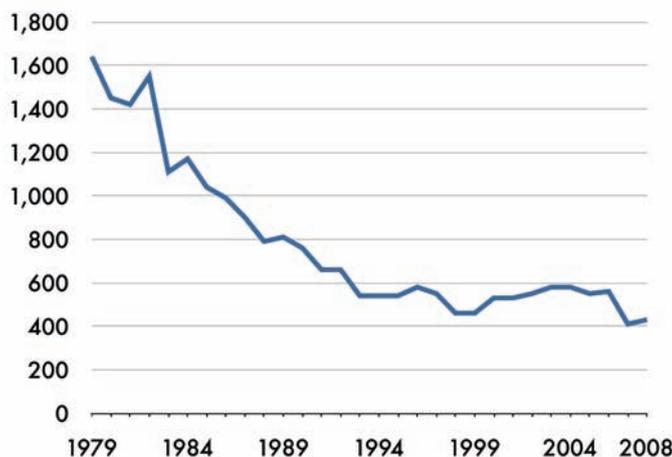
The 2008 data show a total of 8,640 accidents involving damage to persons in which at least one driver of the vehicle (car or motorcycle) exceeded the blood alcohol content limit. It can be stated with a fairly low degree of approximation that, of the road deaths registered, 1 person out of 5 exceeded

the limit and that half of the drivers who died between 10:00 p.m. and 4 a.m. were under the influence of alcohol.

SCOTLAND

The data for Scotland refer to the year 2007, given that, at the end of 2009, the data for 2008 had not yet been verified. In 2007, 670 accidents were registered in which the drivers of the vehicle (car or motorcycle) had exceeded the legal blood alcohol limit. These accidents involved 940 people, of which 30 lost their lives, 150 were seriously injured and 760 reported less severe injuries. If we compare the total number of road accidents (12,485) with the total number of casualties (281), we can see that 5% of the road accidents occurring in Scotland are alcohol related, and that this cause accounts for almost 11% of total casualties. Injuries, on the other hand, account for 7% of the total.

Graph 10 - Alcohol and road deaths: United Kingdom 1979-2008



Source: United Kingdom, Department for Transport, 2008

CHECKS

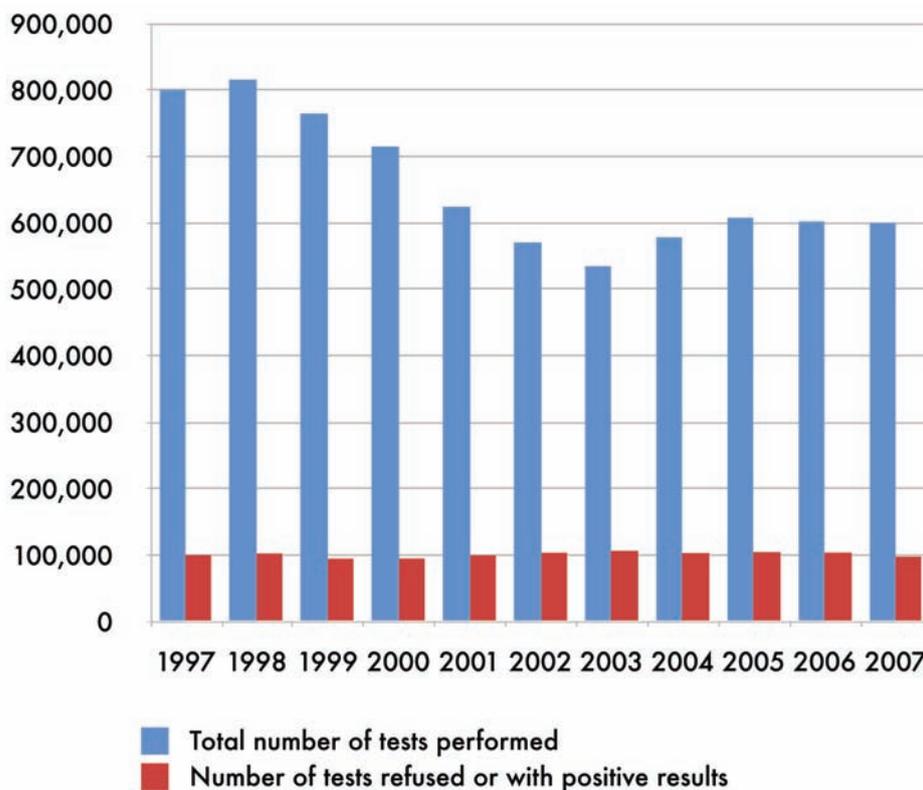
The latest data on checks performed by police forces refer to 2007 (4), over the course of which, 599,752 breath tests were performed, that is, 0.3% less than the previous year. The number of people who tested positive or who refused to take the test decreased by 6% from 103,730 (2006) to 97,590.

Checks are usually intensified during the month of December, coinciding with the Christmas festivities or with the start of the information campaign on drinking and driving. The number of checks per-

formed in this period is three times higher than the average number of checks registered in the other months of the year. In 2007, the number of police officers engaged in this activity fluctuated between 216 for every 100,000 inhabitants in the West midlands and 3,410 (always for every 100,000 inhabitants) in North Wales.

As regards Scotland, in 2007 the number of checks performed was 12,136, and the number of persons who tested positive or who refused to take the test were 469 (5).

Graph 11 - Breath test performance in England and Wales, 1997-2007



Source: *Police Powers and Procedures. England and Wales 2007-2008*

(4) The referenced document is "Police Powers and Procedures. England and Wales 2007/08" published on 30 April 2009

(5) "Road Casualties Scotland 2007"

INFORMATION CAMPAIGNS

THINK! is an initiative launched by the Transport Department focusing on the theme of road safety. In this context, each year two important campaigns are conducted for raising awareness of drinking and driving, one in the summer and one during the Christmas festivities, using a wide variety of means of communication: television, radio, posters in pub toilets, national press and the Internet, as well as marketing activities under partnerships, also at local level.

Campaigns aim to achieve the following:

- raising awareness of the individual consequences of a prosecution for drinking and driving;
- persuading young people that 1 or 2 drinks prior to driving are too much and that it is not worth the risk;
- strengthening and generating social disapproval of drinking and driving.

The target of the current campaigns is the drinker of 1-3 pints of beer, not the drunk driver, with special emphasis on young people aged between 17-29 years. No emphasis is placed on the increased risk of accidents as recent studies on the subject have shown that young people believe that:

- no accidents can occur after consuming 1 or 2 drinks;
- the advertising campaigns showing the scene of an accident are not addressed to them, but to subjects who drive under the influence of alcohol;
- the chances of exceeding the limit and being stopped are greater after 1 or 2 drinks.

The results also show that the long-term consequences of the punishment for drinking and driving, such as the prohi-

bition to drive for a 12-month period, the infringement being recorded on the driver's license for an 11-year duration, imprisonment or a dirty criminal record, are much more alarming and convincing factors, for this type of subjects, than the risk of causing accidents or injuries to one self or to others.

The key messages of the 2009 Christmas campaign were the following:

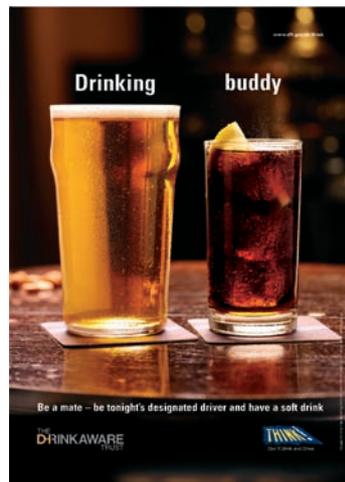
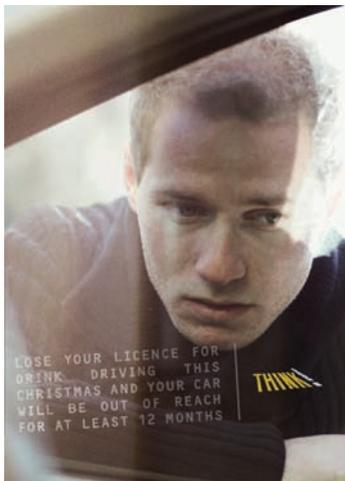
- THINK! Don't drink and drive
 - if you have been prosecuted for drinking and driving, you will not be allowed to drive for at least 12 months.
- The drinking and driving communication strategy focused on personal consequences. The message concerning the consequences of the "moment of doubt" was broadcasted on TV and supported by radio, the Internet and the national press. Posters were affixed at pub toilets and quiz machines. The aim of the 2009 Christmas campaign was to show young people the consequences that the prohibition to drive one's car for at least 12 months as a result of drinking and driving charges would have on their lifestyle. The aim of the campaign is to make it clear that one or two drinks are not worth running such a high risk, reminding drivers what is at stake.

"IF YOU LOSE YOUR DRIVER'S LICENSE FOR DRINKING AND DRIVING THIS CHRISTMAS, YOU WILL NOT BE ABLE TO DRIVE YOUR CAR FOR AT LEAST 12 MONTHS".

TELEVISION COMMERCIAL: "THE MOMENT OF DOUBT"

This TV commercial focuses on Matt, a young man who goes out with his friends for a couple of drinks, and reflects on whether or not to have another pint of beer before driving back home. While Matt is trying to decide what to drink, the world around him freezes and the bartender suddenly transforms himself into a series of characters that Matt would hypothetically meet were he to be arrested for drinking and driving.

Matt is powerless when he sees a policeman ordering him to step out of his car in order to take a breath test, before a lawyer who is explaining to him that he will not be able to drive his car for 12 months, while his boss is informing him that the company policy prohibits the recruitment of people who were previously prosecuted for drinking and driving, when a used car salesman makes him a very low offer for his car which he needs to sell urgently in order to pay a big fine and, finally, with his girlfriend who is upset and sad that he lost his driver's license, his job and his car.



PARTNERSHIP CAMPAIGNS: DRIVER FRIENDLY

A new partnership campaign called "*Driver Friendly*" was launched in the month of December 2009.

In cooperation with numerous organizations, among which the soft drink trade and industry, the aim was to persuade drivers to opt for soft drinks when spen-

ding the night out, making special offers to them and providing benefits through the pub.

THE ISSUE OF THE BLOOD ALCOHOL CONTENT LIMIT OF 0.8 G/L

There is a heated debate on this issue, where the large majority of public opinion is in favor of reducing the maximum blood alcohol content limit to 0.5 g/l, that is, in line with the legislations of the majority of EU Member States. In a recent document (*“Second Review of the Government’s Road Safety Strategy, 2007”*), the Government, called upon to deal with the issue, stated that the hypothesis of reducing the legal limit will be examined, although its prio-

riority is to strengthen controls also in consideration of the fact that, on the subject, the United Kingdom has much more severe punishments and, certainly, more severe than those of other countries in which the legal limit is lower. According to the Government, it is fundamental to strengthen awareness-raising campaigns and, especially, to monitor their actual impact. In these campaigns, the Government invests each year about 3.25 million pounds (more than 3.6 million euro).

SUPPLEMENTARY WORKSHEET

DRINKING AND DRIVING IN ITALY

REGULATIONS

DRINKING AND DRIVING

Current Italian legislation sets the legal blood alcohol content limit at 0.5 grams per liter: driving a motor vehicle beyond this limit – and, hence, under the influence of alcohol – is a crime punishable within the meaning of Art. 186 of the Highway Code.

In particular, five different cases are contemplated:

1) If the driver is found with a blood alcohol content higher than 0.5 and not exceeding 0.8 grams per liter (g/l) (Art. 186, co.2, lett.

a). This, unless it results in a more serious offense, involves the following punishment:

- a fine in the maximum amount of euro 2,000,
- suspension of driver's license for a period of three to six months,
- a 10 demerit point reduction on the driver's license.

2) If the driver is found to have a blood alcohol content higher than 0.8 and not exceeding 1.5 grams per liter (g/l) (Art. 186, co.2, lett.

b). this, unless it results in a more serious offense, involves the following punishment:

- a fine of euro 800 to euro 3,200,
- a maximum of six months detention,
- suspension of the driver's license for a period of six to twelve months,
- a 10 demerit point reduction on the driver's license.

3) if the driver is found to have a blood alcohol content higher than 1.5 grams per liter (g/l) (Art. 186, co.2, lett c).

This, unless it results in a more serious offense, involves the following punishment:

- a fine of euro 1,500 to euro 6,000.
- a maximum of one year detention,
- suspension of the driver's license for a period of one to two years,
- a 10 demerit point reduction on the driver's license.

4) If a drunken driver causes a road accident (Art. 186, paragraph 2 bis):

- the penalties set out in co. 2, lett. c) are doubled,
- immobilisation of the vehicle for a 90-day period, unless the vehicle belongs to a person not involved in the offense.

5) If the driver refuses to submit to a breath or other test, he or she will be punished as follows:

- a fine of up to euro 6,000,
- a maximum of one year detention,
- suspension of the driver's license for a period of up to two years,
- a 10 demerit point reduction on the driver's license.

A conviction always includes the confiscation of the vehicle with which the driver committed the offense, unless the same vehicle belongs to a person not involved in the offense.

In some cases, infringers may be subject to additional penalties:

- in case of death caused by negligence: the court inflicts the additional administrative sanction of revocation of the driver's license;
- the fine is increased by one third to one half when the offense is committed between 10 p.m. and 7 a.m..
- The driver's license is always revoked when the offense is committed by the driver of a bus or of a vehicle with a maximum gross weight exceeding 3.5 tons or of a complex vehicle, or in case of repeat infringement within a two-year period.

MEASURING THE BLOOD ALCOHOL CONTENT

The bodies in charge of performing the duties of the Polizia Stradale (N.d.T.: Italian Traffic Police) (as per Art. 12 of the Italian Highway Code), in accordance with the rules issued by the Ministry of the Interior, with due respect for personal privacy and without prejudice to the right to physical integrity, are authorized by law to submit drivers to

non-invasive quality measurements or tests, also through the use of portable devices (Art. 186, co. 3).

If the results of such quality tests are positive, in any case where an accident has occurred or when there are reasons to believe that the driver of the vehicle is in a state of psycho-physical alteration due to the influence of alcohol, the traffic police officer is authorized, also by accompanying the driver to the nearest station or office, to perform the test using the devices and in accordance with the procedures set out in the regulations (Art. 186, co. 4).

In the case of drivers involved in road accidents and subject to medical treatment, the blood alcohol content test can be performed, at the request of the traffic police bodies, by the basic health care structures or accredited or equivalent organizations. The health care structure will then issue the related certification to the traffic police body, including the prognosis of injuries suffered, guaranteeing data privacy as according to the applicable law (Art. 186, co. 5).

With respect to cases where the results of such tests are not immediately available, but the quality tests (co. 3) produced positive results, if there are reasonable grounds to believe that the driver is in a state of psycho-physical alteration due to the influence of alcohol, the traffic police body may confiscate the driver's license until the results of the tests are made available and, in any case, for a maximum period of ten days. The confiscated driver's license is kept by the office or station to which the assessing body reports.

If the test (co. 4 e 5) measures a blood alcohol content higher than 0.5 grams per liter (g/l), the driver is considered

impaired and, hence, subject to punishment (co. 2).

Through the preliminary ruling that leads to the suspension of the driver's license within the meaning of paragraphs 2 and 2bis, the Prefect orders the driver to submit to a medical examination within the meaning of Art. 119, paragraph 4, which must be complied with within 60 days. If the driver does not submit to the examination within the prescribed term, the Prefect may, as a provisional measure, suspend the driver's license until he or she has submitted to the medical examination.

ASSESSING THE STATE OF DRUNKENNESS

The state of drunkenness of a driver within the meaning of Art. 186, paragraph 4, of the Italian Highway Code, is assessed through a breath test: if the exhaled air alcohol content is equal to or higher than 0.5 grams per liter (g/l), the driver is considered to be in a state of drunkenness. A breath test result above the limit of 0.5 grams per liter must be

repeated a second time, after a 5 minute interval. The device used to measure the concentration of alcohol in exhaled air is called ethylometer.

This device must not only be able to display the measurement results, but it must also be able to print a document supporting the measured results. Ethylometers must satisfy the requirements established in the technical specifications to be approved through decree by the Ministry of Transport and Navigation in agreement with the Ministry of Health. The requirements are subject to revision through resolution by the same Ministers, should particular circumstances or technical changes so warrant.

When proceeding with the aforesaid tests, or when the need arises to document a driver's refusal to submit to such tests, the subjects in charge of drawing up the related violation report within the meaning of Art. 347 of the Code of Criminal Procedure shall in any case be responsible for including a description of the symptomatic circumstances indicating a state of drunkenness, inferred in particular by the driver's conditions and driving behaviour.

DRINKING AND DRIVING STATISTICS

In Italy, there is a heated debate on the correct assessment of alcohol-related road accidents. The official ACI-ISTAT statistics show that the percentage of total road accidents caused by drinking and driving is slightly above 3%. It is evident, however, that this figure is underestimated, due to both the method adopted to gather information after an accident has occurred, and to how the information sheet is drawn up. A higher degree of accuracy during this stage

would certainly produce higher values. On the other hand, the significant increase in the number of police checks and, as a consequence, of penalties inflicted in recent years shows that the drinking and driving phenomenon is assuming larger proportions. It is likely that, if the police forces had greater resources available, both in terms of more police officers deployed to carry out road checks, and in terms of more devices for measuring blood alcohol

content (ethylometers), the statistics available would be able to provide a more accurate picture of the phenomenon in Italy, with values

ranging closer to those of the major European countries.

Tab. 18 - Road accidents, casualties and injuries 2007-2008
Absolute values and percentage values

	Absolute values		Variation (%) 2007-2008
	2007	2008	
Accidents	230,871	218,963	-5.2
Casualties	5,131	4,731	-7.8
Injuries	325,850	310,739	-4.6

Source: ACI-Istat 2009

Tab. 19 - Ascertained or presumed causes of road accidents - Year 2008

Description of cause	Absolute values	Percentage composition
Incorrect driver behaviour	259,219	93.05
Under the influence of alcohol	5,920	2.12
Sudden illness	882	0.32
Under the influence of drugs or psychotropic substances	958	0.34
Sleep	694	0.25
Ongoing ailments	78	0.03
Blin.a.ing by high-beam lights	117	0.04
Other causes related to the driver's psycho-physical state	48	0.02
Causes attributable to the driver's psycho-physical state	8,697	3.12
Defects or failures in the vehicle	1,076	0.39
Causes attributable to pedestrians	9,600	3.45
Total	278,592	100

Source: ACI-Istat 2009

Worthy of note is the driver's altered psycho-physical state, which, although it does not account for a large percentage of the total number of accidents (3.1%), is the cause of serious accidents. The main causes falling within this category are the following: driving under the influence of alcohol (5,920 cases, equal to 68.1% of the category), illness, assumption of drugs and sleep, which, being responsible for 2,534 cases, account for 29.1% of all accidents. This figure must be considered in the light of the method used for gathering data during findings. In many cases, in fact, only the violation of the highway code is reported (speeding, driving in the opposite lane, failing to give the right-of-way, running a red light) and not the underlying cause which triggered the accident, which is often related to the influence of alcohol or drugs. Defects and failures in the vehicle accounted only for 1,076 accidents, that is, 0.4% of the total. Pedestrian's incorrect behaviour accoun-

ted for 9,547 cases, with a 3.4% incidence on the total causes of accidents. According to road traffic police data, a significant increase was registered in the number of road checks carried out between 2006 and 2009. In particular, the number of road checks targeted toward drinking and driving infringers increased from approx. 250,000 checks/year in 2006 to 800,000 in 2007 and almost 1,400,000 in 2008. This figure accounts for nearly 4% of the total number of existing driver's licenses (6) (Source: Ministry of Infrastructures and Transport). Such increase was also due to the provision of new breath tests (approx. 800) and precursors (approx. 2200) made available to the Polizia Stradale and Carabinieri by the Ministry of Infrastructures and Transport.

Following these checks, the total number of violations ascertained by the Polizia Stradale alone in 2009 for drinking under the influence of alcohol (Art. 186 of the Highway Code) was 26,912.

Tab. 20 - Polizia Stradale Patrols

	Number of Polizia Stradale patrols		
	Highways	Regional, provincial and municipal roads	Total
2006	226,359	286,657	513,016
2007	228,732	289,349	518,081
2008	237,493	293,711	531,204
2009	234,444	288,280	522,724

Source: Processing of data obtained from the Polizia di Stato (N.d.T.: State Police) website: www.poliziadistato.it

(6) The figure refers to checks carried out by the Polizia Stradale and Carabinieri

Tab. 21 - Infractions ascertained by the Polizia Stradale for driving under the influence of alcohol

	Highways	Regional, provincial and municipal roads	Total
2006	4,979	19,824	24,803
2007	5,726	25,636	31,362
2008	5,636	24,218	29,854
2009	6,346	20,566	26,912

Source: Processing of data obtained from the Polizia di stato website: www.poliziadistato.it

In addition to these, other checks were carried out by the Carabinieri and by the Municipal Commissioners of Police, the

results of which, if available, are shown in the following table.

Tab. 22 - Infractions reported by Local Police Bodies (2007 - 2008) for drinking and driving offenses and availability of breath test devices (2007)

	Infringements - 2007	Infringements - 2008	Number of breath test devices - 2007
Alessandria	85	66	2
Ancona	11	11	n.a.
Agrigento	n.a.	n.a.	0
Aosta	n.a.	2	1
Arezzo	2	12	1
Ascoli Piceno	n.a.	n.a.	1
Asti	20	31	1
Avellino	n.a.	n.a.	n.a.
Bari	n.a.	n.a.	1
Belluno	6	8	2
Benevento	0	1	0
Bergamo	134	121	3
Biella	7	10	1
Bologna	217	n.a.	n.a.
Bolzano	33	71	3
Brescia	170	194	3
Brindisi	n.a.	n.a.	1
Cagliari	99	74	2
Carbonia	0	2	n.a.
Campobasso	n.a.	n.a.	2
Carrara	40	n.a.	2
Caserta	n.a.	n.a.	n.a.
Catania	18	35	1

Drinking and Driving in Europe

	Infringements - 2007	Infringements - 2008	Number of breath test devices - 2007
Catanzaro	0	0	0
Chieti	0	1	0
Como	n.a.	n.a.	2
Cosenza	1	n.a.	1
Cremona	n.a.	46	5
Cuneo	n.a.	n.a.	1
Enna	n.a.	n.a.	0
Ferrara	60	65	2
Firenze	289	n.a.	3
Foggia	7	5	0
Forlì	74	95	n.a.
Frosinone	1	5	0
Genova	509	423	14
Gorizia	2	5	1
Grosseto	n.a.	n.a.	1
Iglesias	0	1	n.a.
Imperia	7	10	1
Isernia	0	0	n.a.
La Spezia	28	43	1
L'Aquila	n.a.	n.a.	0
Latina	6	6	0
Lecce	n.a.	n.a.	0
Lecco	10	5	2
Livorno	n.a.	n.a.	2
Lodi	n.a.	n.a.	1
Lucca	31	18	n.a.
Macerata	12	5	1
Mantova	8	9	2
Massa	n.a.	n.a.	1
Messina	8	8	2
Milano	1,231	1,395	7
Modena	21	27	3
Napoli	0	n.a.	n.a.
Novara	27	35	1
Nuoro	6	2	0
Oristano	3	3	1
Ogliastra (Lanusei)	0	0	n.a.
Padova	29	303	4
Palermo	24	n.a.	1
Parma	40	40	2
Pavia	n.a.	n.a.	2

Supplementary worksheet - Italy

	Infringements - 2007	Infringements - 2008	Number of breath test devices - 2007
Perugia	122	133	1
Pesaro	74	91	2
Pescara	42	14	2
Piacenza	85	74	n.a.
Pisa	11	29	n.a.
Pistoia	50	48	2
Pordenone	15	12	2
Potenza	3	5	1
Prato	73	76	3
Ragusa	0	n.a.	2
Ravenna	n.a.	n.a.	4
Reggio di Calabria	9	0	1
Rieti	4	2	1
Reggio nell'Emilia	293	222	4
Rimini	n.a.	n.a.	2
Roma	605	722	29
Rovigo	n.a.	n.a.	1
Salerno	7	11	n.a.
Sassari	58	47	1
Savona	38	22	2
Siena	n.a.	n.a.	2
Siracusa	33	23	0
Sondrio	7	4	1
Taranto	7	12	0
Teramo	0	11	0
Terni	22	28	1
Torino	654	525	5
Trento	83	90	2
Trapani	1	1	0
Treviso	72	64	5
Trieste	128	44	3
Udine	n.a.	n.a.	3
Varese	n.a.	n.a.	2
Venezia	n.a.	n.a.	4
Verona	n.a.	n.a.	3
Verbania	1	0	0
Vercelli	12	n.a.	1
Vibo Valentia	1	n.a.	n.a.
Vicenza	104	123	3
Viterbo	5	3	1

Source: ACI and Caracciolo Foundation processing of data provided by Local Commissioners of Police

Although the data are incomplete, and they refer to the number of fines inflicted (and not to the number of checks carried out, which one would hope would be greater), it is fairly evident that such a small number of breath test devi-

ces available to operators to ascertain the state of alteration due to the influence of alcohol will certainly not increase significantly to reach the levels registered in France, England, or in other countries.

FOCUS: THE SATURDAY NIGHT MASSACRE

FIRST SIX MONTHS OF 2008

The Osservatorio Permanente delle Stragi del Sabato Sera (oPSSS) (N.d.T.: Permanent Observatory for the Saturday Night Massacre), a body set up at the Ministry of the Interior, provides information on the road checks carried out at the week-end using breath tests and the related blood alcohol content measurements performed throughout Italy by the State Police and Corps of Carabineers over the first six months of 2008.

Check points	Patrols
91,174	94,759

*One patrol can set up more than one check point as part of the same operation

Tab. 23 - Drinking and driving checks and results

	Tested drivers		Drivers who returned positive readings	
	Absolute values	%	Absolute values	%
Men	97,884	77.52	11,611	11.86
Women	28,378	22.48	1,145	4.03
Total	126,262	100	12,756	10.10

Source: Processing of data from OPSSS first semester 2008 study

Tab. 24 - Test results by blood alcohol content bracket

Blood alcohol content (g/l)	Men who tested positive	% of those who tested positive	Women who tested positive	% of those who tested positive	Total drivers who tested positive	% of those who tested positive
0.5 - 0.8	1,917	16.51	216	18.86	2,133	16.72
0.8 - 1.0	2,380	20.50	245	21.40	2,625	20.58
1.0 - 1.5	4,094	35.26	400	34.93	4,494	35.23
Above 1.05	3,220	27.73	284	24.80	3,504	27.47
Total	11,611	100	1,145	100	12,756	100

Source: Processing of data from OPSSS first semester 2008 study: results of breath tests performed at week-ends by Traffic Police and Corps of Carabineers throughout Italy, disaggregated by gender and blood alcohol content bracket. The data shown in the table refer strictly to drivers whose blood alcohol content exceeded the legal limit (0.5 g/l)

Analysis of the study data shows that:

- the number of tested drivers: 126,262 increased by 25.16% compared to the same period of 2007;
- the number of drivers who tested positive for alcohol: 12,756 decreased by 1,009 compared to the same period of 2007;
- the percentage ratio between positive drivers and drivers tested in the first semester 2008 was equal to 10.10%, whilst in the first semester of 2007 it was 13.64%.

FIRST SIX MONTHS OF 2009

Tab. 25 - Breath tests by gender

Blood alcohol content (g/l)	Men who tested positive	% of those who tested positive	Women who tested positive	% of those who tested positive	Total drivers who tested positive	% of those who tested positive
0.5 - 0.8	2,416	18.08	273	19.84	2,689	18.24
0.8 - 1.0	3,137	23.47	308	22.38	3,445	23.37
1.0 - 1.5	4,630	34.64	528	38.37	5,158	34.99
Above 1.05	3,182	23.81	267	19.40	3,449	23.40
Total	13,365	100	1,376	100	14,741	100

Processing of data from OPSSS first semester 2008 study: results of breath tests performed at week-ends by Traffic Police and Corps of Carabinieri throughout Italy, disaggregated by gender and blood alcohol content bracket. The data shown in the table refer strictly to drivers whose blood alcohol content exceeded the legal limit (0.5 g/l)

Tab. 26 - Blood alcohol content checks by blood alcohol content categories

Blood alcohol content (g/l)	2009		2008	
	Absolute values	% of total blood alcohol content	Absolute values	% of total blood alcohol content
≤ 0.5	143,144	90.66	113,506	89.90
0.5 - 0.8	2,689	1.70	2,133	1.69
0.8 - 1.0	3,445	2.18	2,625	2.08
1.0 - 1.5	5,158	3.27	4,494	3.56
Above 1.05	3,449	2.18	3,504	2.78
Total	157,885	100	126,262	100

Source: Processing of data from OPSSS first semester 2009 study

The distribution of blood alcohol content, although it remained essentially stable over the two years examined (2008 and 2009), registered a slight decrease in 2009: the intensity of the higher blood alcohol content categories appears lower (above 1.5 g/l), decreasing from 2.78% in 2008 to 2.18% in 2009, as was also the case for the immediately lower bracket of blood alcohol content (1.5 – 1.8 g/l), which decreased from 3.56% to 3.27%. These two extreme blood alcohol content categories combined 2.78+3.56 = 6.34% in 2008 and 2.18+3.27 = 5.45% in 2009, show a significant downward trend (-1%). More generally, the OPSSS data indi-

cate a decreasing trend in the percentage of those who tested positive out of the total number of tested drivers.

Tab. 27 - Drivers under the influence of alcohol out of the total of tested drivers

Year	Men	Women	Total %
2009	11.1	3.7	9.3
2008	11.9	4.0	10.1
2007	15.9	13.6	13.6

Source: Processing of data from OPSSS first semester 2009 study: percentage, by gender, of drivers who tested positive with the breath test (above 0.5 g/l) among the total number of drivers tested by the authorities

INFORMATION CAMPAIGNS

“RED NOSE OPERATION” PROJECT

This initiative, promoted and conducted by the Ministry of Youth in 2009, involved the deployment across ten Italian Regions of approximately 300 operators, trained by the Istituto Superiore di Sanità (N.d.T.: Superior Health Institute), which, in collaboration with the night club owners, involved all staff members and collaborators, including ‘bouncers’, in providing information and making customers aware of their responsibilities, also giving them the opportunity to try a breath test outside the various clubs. The designated driver solution was also experimented.

The «red nose operation» was an experimental project carried out by the Istituto Superiore di Sanità, which developed along three main lines: first, bringing volunteers to the pubs and night clubs to provide drug and alcohol abuse prevention information and counter information, secondly, training pub and night-club operators (bartenders and

those commonly known as bouncers), and thirdly, experimenting new services as potential applicable measures, such as the designated driver service for those who are not up to driving after a night out. Essentially, the aim of the initiative was to prevent the various forms of degeneration directly from the pubs and night clubs, and to involve the same owners and managers in the process.

“DRUG ON STREET: NO CRASH” PROJECT

As a countermeasure against the massacres caused by those who drive under the influence of drugs or alcohol, the “*Drug on street: no crash*” project was promoted by the undersecretary to the Presidency of the Council in charge of anti-drugs policies, Mr. Carlo Giovanardi. The project consisted in the performance of clinical and toxicological examinations on drivers who were stopped at road checks to assess the presence of any forms of alteration.

The activities were carried out in collaboration between the Unità di Diagnosi Clinica e Tossicologica (N.d.T.: Clinical and Toxicological Diagnosis Unit), formed by medical and health care personnel, and law enforcement agencies. In the Province of Verona, where the experiment was launched, from August 2007 to December 2009, 1,718 individuals were examined, of which 45.1 percent tested positive for alcohol and drugs. From the data obtained during this initial stage of experimentation emerged that 16.4% of subjects who tested negative with the breath tests tested positive for drugs. In the light of these data, the Department for Anti-drug Policy extended the initiative to involve the Prefectures, the Regional Councils and the Autonomous Provinces, distributing information material and a kit for performing the examinations throughout the territory. Currently, 29 Municipalities have already adhered to the initiative and, since 2009, part of the Fund for road accidents occurring at night will be allocated to fostering any road accident-prevention initiatives.

"ALCOHOL AND DRUG" CAMPAIGN

TISPOL, the European Traffic Police Network, scheduled the European joint campaign entitled "*Alcohol and Drugs*", for 8-14 December 2008. TISPOL is a European network for traffic police forces which was established in 1996 under the aegis of the European Union, to which 29 European countries are party, among which Member States and countries belonging to the EU Common Area. Since 2003, Italy has been represented by the Servizio Polizia Stradale (N.d.T.: Traffic Police) of the Ministry

of the Interior. The aim of the organization is to develop an operational cooperation between the various European Traffic Police forces for reducing the toll of road traffic accidents, by organizing international joint operations and "theme" campaigns throughout Europe, to be set up within specific strategical areas. Their purpose consists in raising road safety standards, and harmonizing prevention, information and control activities, also through joint campaigns and operations, the results of which will be monitored by the TISPOL operational Team. The aim of the joint campaign entitled "*Alcohol and Drugs*", held between 8 and 14 December 2008, was to perform at least 1,000,000 checks in Europe to assess cases of driving under the influence of alcohol or drugs. The Servizio Polizia Stradale set up targeted check points throughout the national territory, equipped with precursors and breath test devices, operating 24 hours a day for the entire period in question, paying particular attention also to drivers of heavy and commercial vehicles, also setting up cross-border check points jointly with the Traffic Police forces of France, Switzerland, Austria and Slovenia.

OTHER NATIONAL PROJECTS

- National campaign entitled *ICARO*, aimed at raising the awareness of secondary high school students;
- Information and prevention campaign entitled "*Guido con Prudenza*" (N.d.T.: Drive Carefully) aimed at raising young people's awareness of the risks associated with drinking and driving;
- the "designated driver" figure, contemplated also by the self-regulatory

ethical code for road safety, in agreement with the associations of pub and night club owners and alcoholic beverages producers;

- the “*Guido con Prudenza*” Camper, which offers young people, both in the afternoons along the seaside and in the evenings at the entrance of night clubs and disco, the opportunity to live the experience of driving under the influence of alcohol or drugs on a safe driving simulator.

QUESTIONNAIRE SUBMITTED TO SAMPLE OF INTERVIEWEES

PART A

ALCOHOL-RELATED ACCIDENTS AND SOBRIETY INSPECTIONS

Year of reference	2000	2005	2009
Number of checks			
Number of checks performed in connection with drinking and driving			
Number of accidents caused by drunken drivers			
Number of accidents caused by drunken drivers between 10 p.m. and 7 a.m.			
Number of accidents caused by male drunken drivers			
Number of accidents caused by drunken drivers aged 28 and under			
Number of accidents caused by drunken drivers over the week-end			

PART B

PREVENTION AND CONTROL CAMPAIGNS

In this section, please provide some significant examples of campaigns for preventing and fighting drinking and driving.

PART C

REGULATIONS

1. How is the issue of drinking and driving perceived in your country, and has that perception changed over the last 20 years?
2. How is the penalty system in your country structured? Does it provide for administrative or penal sanctions? Which authority is in charge of imposing such penalties?
3. What is the penalty envisaged by your system for drinking and driving, also in relation to other punitive measures envisaged therein?
4. What penalties are inflicted for drinking and driving offenses?
5. In case of drunk driving violations, does your system also provide for penalties affecting the driver's license or for the immobilisation of the driver's vehicle?
6. What instruments are adopted by your system to assess whether an individual has been driving under the influence of alcohol?
7. Does the discovery of a drunk driving offense and the imposition of the related penalty require legal proceedings? If so, how long do these proceedings last on average?
8. In the event that an abstract provision is made for imprisonment for drinking and driving violations, is such provision actually enforced?
9. In your opinion, what are the points of strength and weakness in the anti-drunk driving policy implemented in your country?

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The survey was conducted in collaboration with the automobile Clubs and Local Commissioners of Police of:

Austria (Osterreichischer Automobil)
Belgium (Touring Club Belgique)
Bulgaria (union of Bulgarian Motorists)
France (Automobile Club Association Français des Automobilistes)
Germany (Allgemeiner Deutscher Automobil Club)
Luxembourg (Automobile Club du Grand-Duchè de Luxembourg)
United Kingdom (Automobile Association)
Czech Republic (Ustredni Automotoklub Ceske Republiky)
Slovenia (Auto-moto zveza Slovenije)
Spain (Reial Automobil Club de Espana)

Berlin (Der Polizeipräsident in Berlin)
Budapest (Budapesti Rendőr-főkapitányság)
Capo d'Istria (Police Directorate Traffic Police Division)
Helsinki (Helsingin kihlakunnan poliisilaitos)
La Valletta (Malta Police General Headquarters)
Nicosia (Cyprus Police Headquarters)
Madrid (Cuerpo de Policia Municipal de Madrid)
Warsaw (Warsaw Metropolitan Police)
Vienna (Bundespolizeidirektion Wien)

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