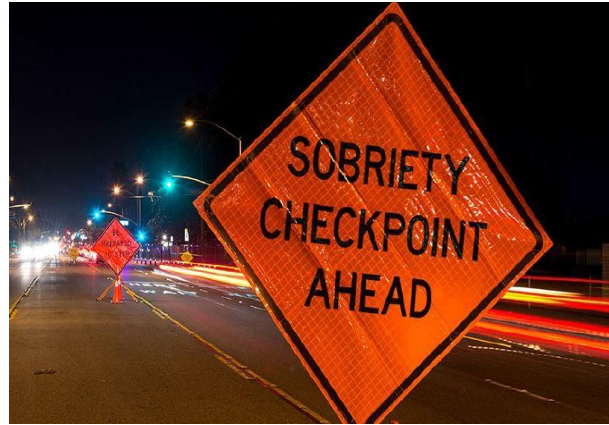


Gearing up



Mr Brett Harman
Senior Road Policing Officer
Global Road Safety Partnership (GRSP)



Contemporary best practise in drink & drug driving

Brett Harman
Senior Road Policing Advisor
Global Road Safety Partnership



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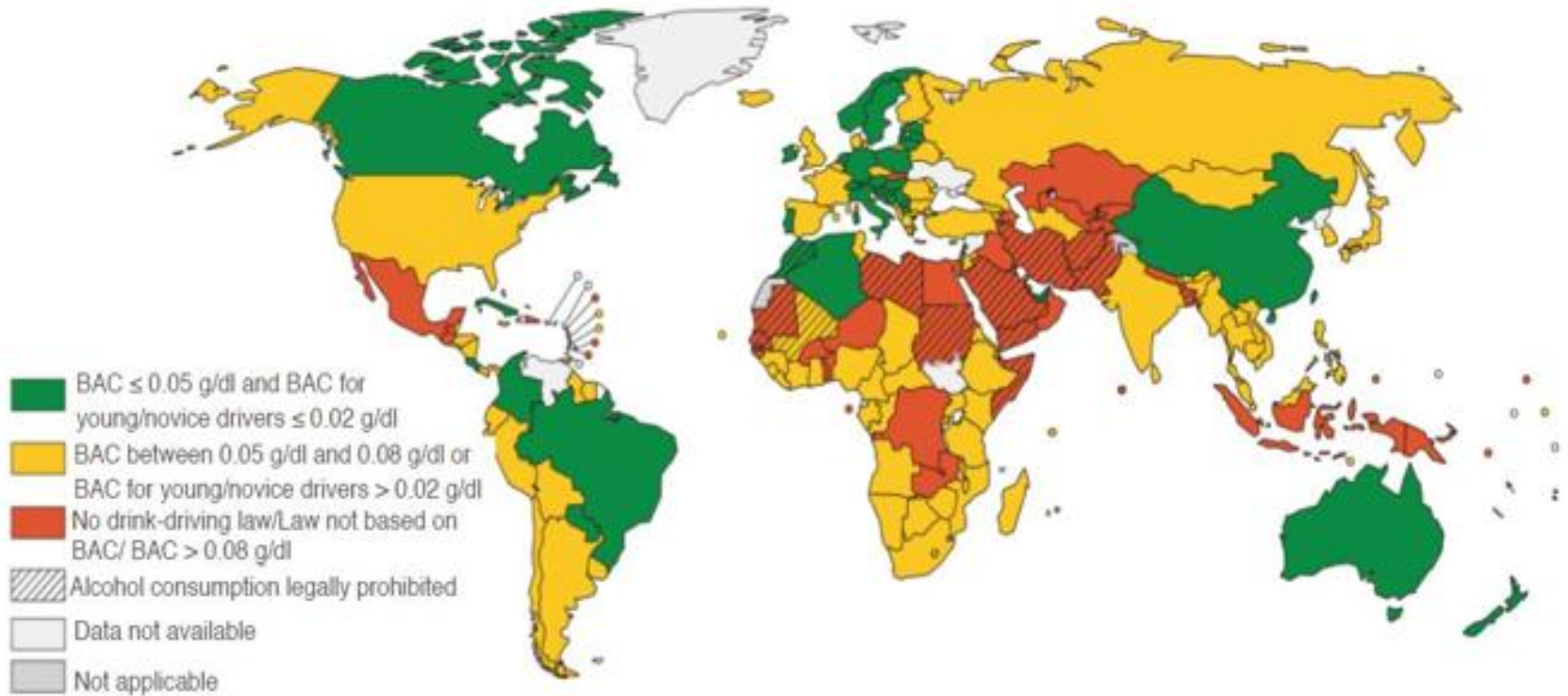
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Drink Driving Laws by Country

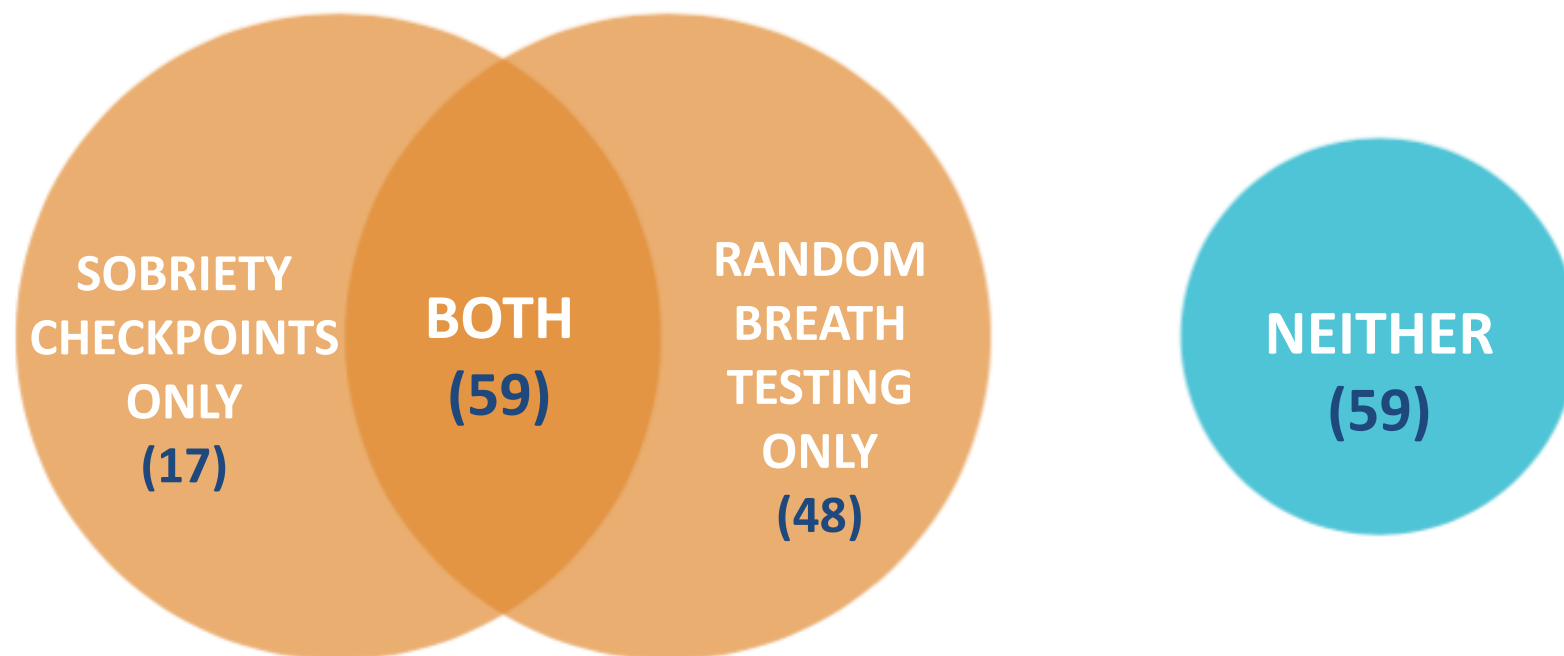


Source: WHO – Global Safety Report on Road Safety, 2015



Drink Driving enforcement practice by Country

Methods of enforcing the maximum legal BAC, by number of countries



n = 165 countries reporting on sobriety checkpoints and 166 reporting on random breath testing



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Drink Driving – A primary road safety risk factor

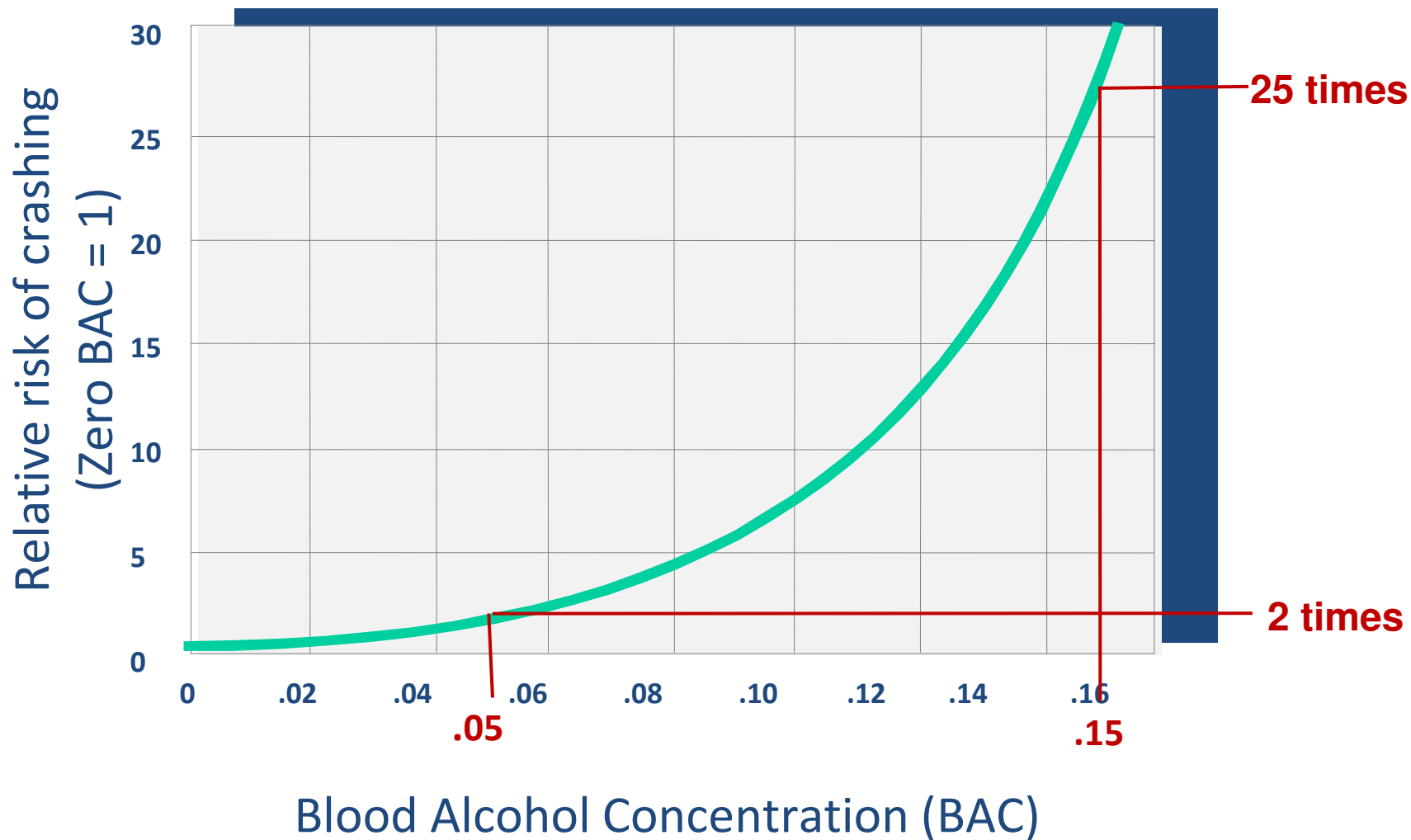
- Majority of adults are impaired in their ability to drive with a BAC of 0.05g/dl or greater
- Inexperienced young drivers with a BAC level of 0.05g/dl have **more than twice risk** of a crash compared with more experienced drivers
- In low and middle income countries between **30-70% of fatally injured** drivers have consumed alcohol.
- Alcohol in the body is linked with **higher risk of death and serious injury**, and limits the extent and level of recovery
- **Other drugs are a factor** in crashes, but few countries have laws or enforcement



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The influence of alcohol on driving



Random Breath Testing (RBT) introduction

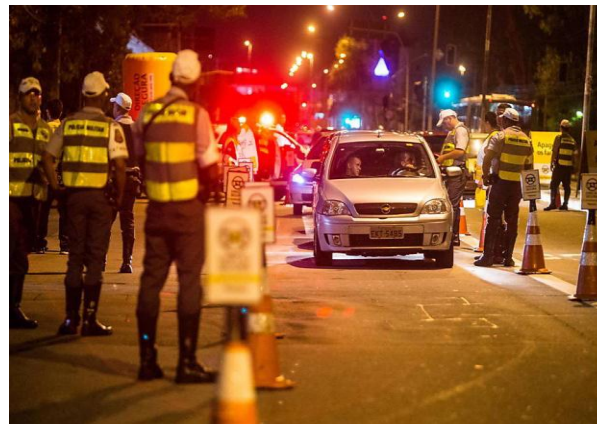
Allows random stopping & breath testing of drivers without police being required to have previous knowledge of any alcohol affect on that driver (e.g. 'probable cause' or 'reasonable suspicion' no longer required).

“A minor infringement on personal freedom by stopping drivers to test for the presence of alcohol is far outweighed by the collective safety benefit to the wider community.”



Contemporary best practise enforcement

- Conducted in an **intensive** and **sustained** manner
- Utilises both **highly visible** static operations & mobile operations
- Utilises a mix of **targeted** and **randomised** approaches
- Supported by **mass media** and **public education** campaigns



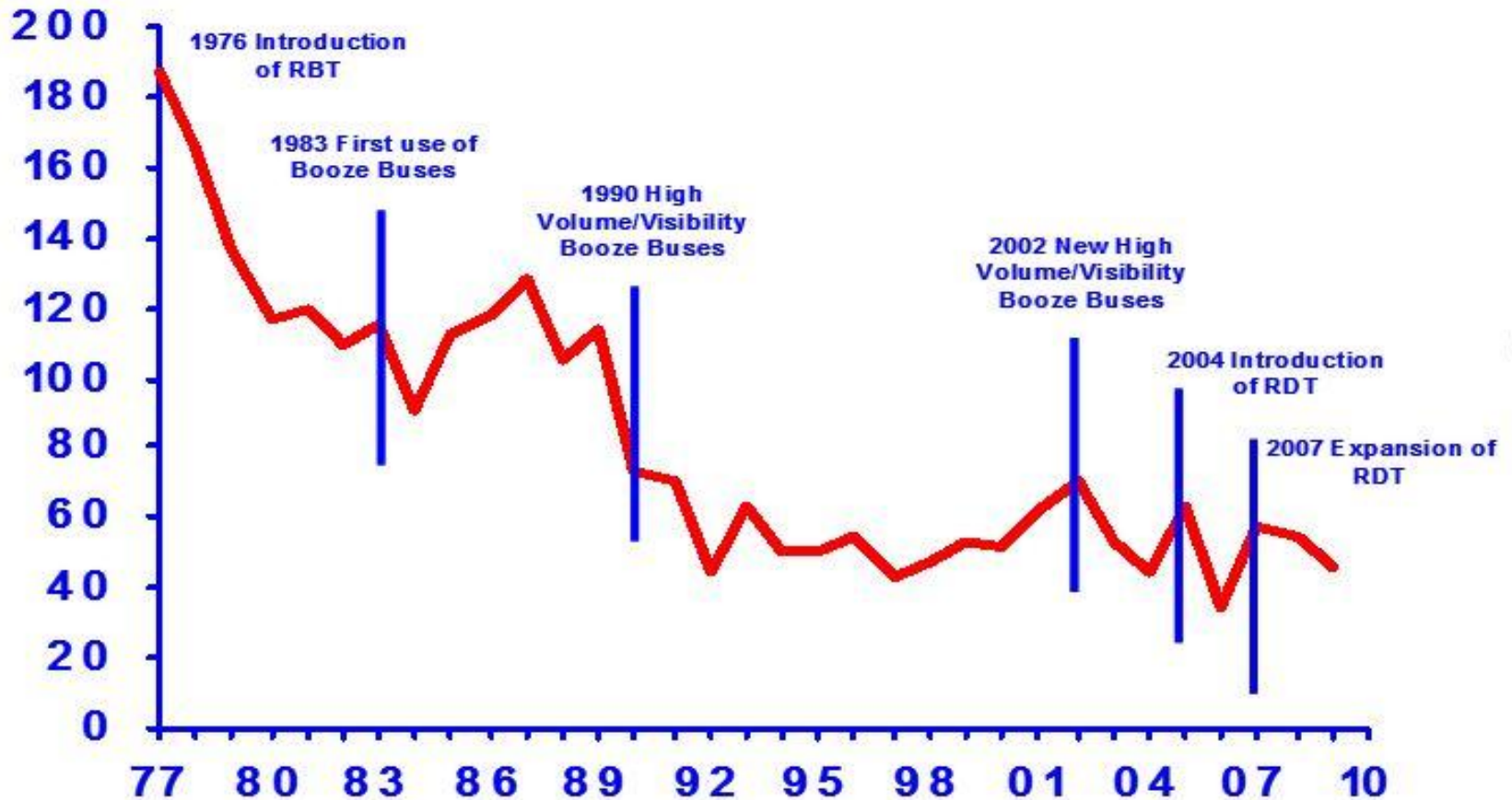


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Road deaths over .05

Victoria, Australia BAC (1977 – 2010)



Homel's Deterrence Theory – Applying Science

General deterrence (Simple Behaviours)

Deter potential offenders through:

- fear of detection
- fear of the consequences.

E.g. Drink driving, driver license or vehicle offence penalties targeted through checking, mass media promotion.

Specific deterrence (Complex Behaviours)

Deter potential offenders through their experience of detection and the consequences, to avoid reoffending.

E.g. Drink driving – maximizing the detection of offending drivers; introduction of alcohol interlocks, demerit points etc.

Enforcement based on Deterrence

Enforcement activities should be:

- **Highly visible** – As many drivers as possible should see highly visible police checkpoints and roadside testing.
- **Rigorously enforced** - No one avoids testing, regardless of occupation or status. All are treated the same. No exceptions.

'Anywhere, anytime, anybody'

- **Sustained** – Enforcement targets the correct times and is sustained throughout each year and is unpredictable.
- **Well publicized** – Publicity and media support greatly enhances impact.



Source: <https://www.tac.vic.gov.au/>

Preliminary Breath Testing Device



Capable of carrying out:

- *Passive Test*
- *Breath Screening Test*
- *Evidential Breath Test*
- *GPS Test Location, Time & Date*

Evidential Breath Testing Device



- Electronic Ticketing
- Roadside vehicle counter
- Telemetric devices

Alcohol Interlocks – Specific deterrence

- Electronic breath testing device that prevent a vehicle from starting if it detects alcohol.
- Requires breath tests during a trip.
- Records all breath tests & any attempts to drive with alcohol present on a driver's breath.



Blow to go

- Driver blows into breath-test tube
- Electrochemical cells in device monitor sample
- If no alcohol detected, Interlock allows engine to start
- If alcohol is detected, Interlock prevents engine starting
- Results of all breath tests sent to RMS for monitoring

John behind the wheel.
Photo: Fiona Morris

SOURCE: GUARDIAN INTERLOCK SYSTEMS

The infographic features a circular inset image on the left showing a person in a purple shirt driving a car. To the right of the image is a vertical list of five steps, each with a small icon: a person blowing into a tube, a cluster of dots representing cells, a car, a padlock, and a clipboard. The text is white on a dark blue background.

- Every driver who is convicted of drink driving in Victoria, Australia is required to have an interlock device installed in their vehicle when their licence is re-issued.

Specific deterrence

Tough new penalties target drink-drivers

KIERAN ROONEY

VICTORIAN drink-drivers will face some of the harshest penalties in Australia from next week when new laws targeting thousands of low-range offenders come into effect.

From April 30, motorists who record a blood-alcohol content reading over 0.05, the lowest punishable level, will be stripped of their licences for at

least three months.

Drink-drivers will also be forced to install an interlock device, which immobilises a car until a breathalyser test is passed, for at least six months.

Up to 3000 full-licence holders are caught driving with a BAC between 0.05 and 0.07 on Victorian roads every year.

Roads Minister Luke Donnellan said the Andrews Government made no apologies for targeting drink and drug-

drivers.

Under the new laws, thousands more interlock devices are set to be introduced to cars across the state and offenders will be forced to pay for the installation and maintenance of the equipment.

They will cost about \$180 to install, \$150 per month to maintain and \$100 to remove.

“Research has shown licence bans reduce repeat drink-driving offences by 70

per cent, while fitting an alcohol interlock device cuts repeat offences by 63 per cent,” VicRoads acting deputy CEO Robyn Seymour said.

New laws will also crack down on motorists with illicit substances in their system, with penalties doubled and licence suspensions extended for repeat offenders. All drink and drug-drivers will have to finish a mandatory behaviour program.





The data - intelligence process

EXAMPLE DRINK DRIVING ENFORCEMENT RESULTS

Date (DD/MM/YY)	Day of Week	Start Time	Finish Time	Location / Subdistrict	No. of resources committed			Total no. of drivers breath tested	No. of drivers testing positive	* No. of drivers refused or failed test	Breath test over legal limit		Breath test under legal limit		Prosecution for other violation(s)	of EXAMPLE Summary Driving Enforcement Activity	Drink	
					No. of Police deployed to checkpoint	No. of Police vehicles deployed to checkpoint	No. of breathalysers deployed to checkpoint				male	female	male	female				
30/3/2017	Thursday	18:00:00	20:00:00	Subdistrict 3	10	4	6	130	2	0	2	0	118	10	15	01. No. of drink driving check point operations	0	
31/3/2017	Friday	22:00:00	0:00:00	Subdistrict 5	7	2	4	120	2	0	2	0	111	7	16	02. No. of Police deployed at checkpoint	185	
04/01/2017	Saturday	21:00:00	23:30:00	Subdistrict 7	12	4	8	179	0	0	0	0	174	5	75	03. No. of Police vehicles dedicated to operation	80	
04/04/2017	Tuesday	19:00:00	22:00:00	Subdistrict 9	6	1	4	89	3	0	3	0	77	9	5	04. No. of breathalysers used at checkpoint	118	
04/06/2017	Thursday	22:30:00	2:00:00	Subdistrict 1	6	3	4	102	5	0	4	1	91	6	12	05. No of drivers breath tested	3101	
04/08/2017	Saturday	19:00:00	21:00:00	Subdistrict 3	8	2	4	110	2	1	3	0	104	3	14	06. No. of drivers testing positive	92	
13/4/2017	Thursday	19:00:00	21:00:00	Subdistrict 2	12	4	8	108	4	1	5	0	98	5	13	07. No of drivers refused or failed test	11	
14/4/2017	Friday	19:00:00	22:30:00	Subdistrict 1	8	3	5	67	2	1	3	0	61	2	10	08. No of breath tests over legal limit (male)	94	
15/4/2017	Saturday	19:00:00	0:00:00	Subdistrict 4	6	2	4	211	7	3	9	1	190	11	29	09. No of breath tests over legal limit (female)	9	
17/4/2017	Monday	18:00:00	23:00:00	Subdistrict 6	5	1	2	136	6	0	5	1	122	8	15	10. No of breath tests under legal limit (male)	2846	
19/4/2017	Wednesday	22:00:00	19:00:00	Subdistrict 9	8	2	6	160	6	0	6	0	148	6	25	11. No of breath tests under legal limit (female)	153	
20/4/2017	Thursday	22:00:00	1:00:00	Subdistrict 8	7	23	8	76	3	0	3	0	72	1	39	12. Prosecution for other traffic violation	499	
22/4/2017	Saturday	15:00:00	23:00:00	Subdistrict 2	4	1	2	190	2	0	1	1	178	10	22	** Detection Rate 1 : 30		
25/4/2017	Thursday	20:30:00	19:00:00	Subdistrict 5	10	3	6	189	4	0	4	0	174	11	31			
29/4/2017	Saturday	17:00:00	0:30:00	Subdistrict 7	16	4	10	232	11	1	10	2	199	21	24			
05/05/2017	Friday	15:00:00	19:00:00	Subdistrict 4	10	3	6	139	4	0	4	0	130	5	28			
05/06/2017	Saturday	20:30:00	0:00:00	Subdistrict 5	14	3	8	247	8	2	9	1	228	9	18			
13/5/2017	Saturday	18:00:00	2:00:00	Subdistrict 6	10	3	6	138	3	1	3	1	131	3	8			
26/5/2017	Friday	20:00:00	2:00:00	Subdistrict 1	8	2	5	175	6	0	6	0	160	9	14			
24/6/2017	Saturday	22:00:00	1:30:00	Subdistrict 9	8	6	4	147	7	0	6	1	136	6	43			
24/6/2017	Saturday	23:00:00	4:00:00	Subdistrict 2	10	4	8	156	5	1	6	0	144	6	43			
Total					185	80	118	3101	92	11	94	9	2846	153	499			



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Alcohol Testing – Every Crash

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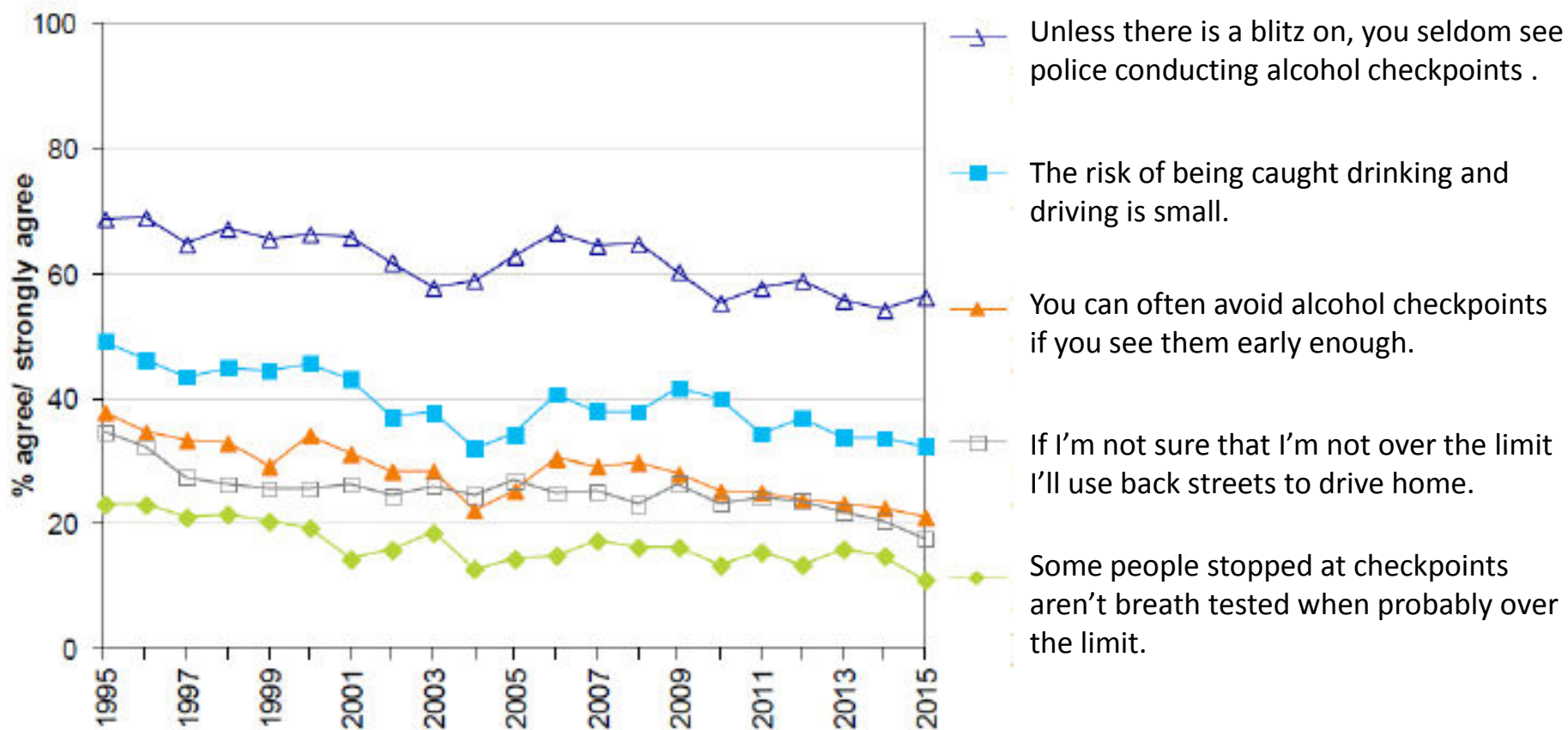
- Driver's must be breath tested after every crash (*no exceptions*)
- Drivers who require medical treatment and who cannot be breath tested are subject to '*blood samples*'
- Deceased drivers = blood samples taken

“Breath or Blood Alcohol levels should recorded for every crash attended by Police”.



Community attitudes to drink-driving enforcement

Decreasing trend reflects improvement in safety attitudes



Drug Driving – What we know

- Drink driving is a more prevalent cause of road deaths & injuries
 - alcohol detected in 24.4% of seriously injured drivers and 32% of killed drivers.
 - psychoactive drugs found in 15% of seriously injured drivers & 15% of killed drivers
- Illicit drugs usually found in combination with alcohol (cannabis most common), followed by cocaine and amphetamines.
- Injury risk of drugs combined with alcohol is similar to the risk of alcohol consumption at BAC of 1.2g/L
- Emerging research and studies of effect of drugs on driving in developed countries & the scale & impact of drug driving in Europe

Source:

Preventing Drug Driving in Europe, European Transport Safety Council (ETSC), March 2017 European Commission 2012, DRUID)



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The Australian experience

Substances tested

- **Methyl amphetamine**
(Speed)
- **Δ -9-THC**
(Cannabis)
- **Methylenedioxymethamphetamine**
(MDMA - Ecstasy)

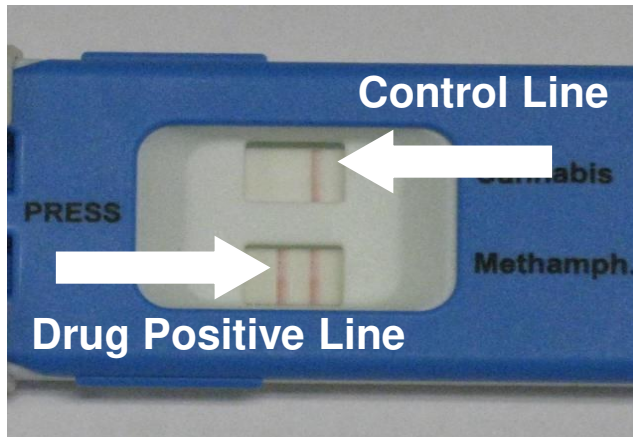
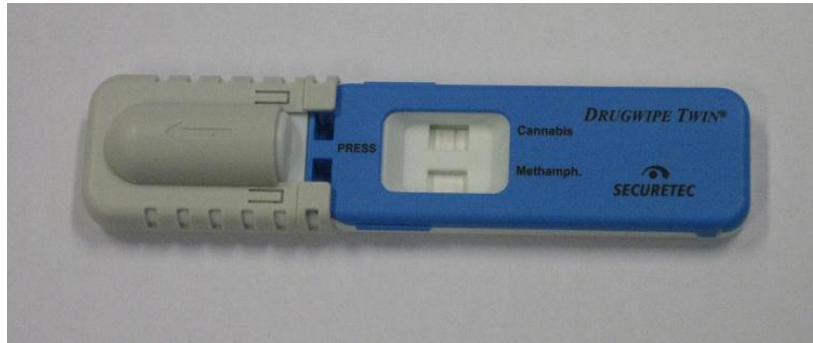




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Roadside Testing Device



Roadside Testing Process

Roadside Test



Second Sample Test



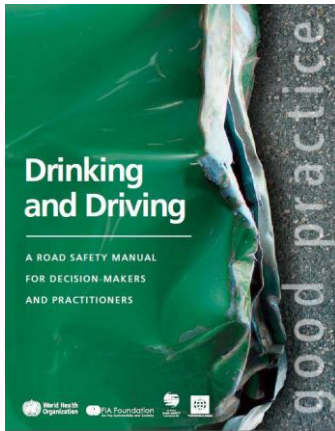
Laboratory Confirmation



Summary

- Standardisation of procedures for roadside drug & alcohol enforcement
- Introduce advanced & well prepared training programs for police officers for drug & alcohol detection in drivers
- Introduce international standards of drugs level in drivers body (zero tolerance?)
- Research should be focused on evaluation & development of road side testing (fast & simple to use drugs testing kits)
- Introduce international standards for data collection, monitoring and analysis.

Useful Resources

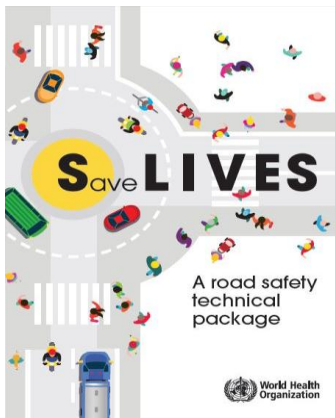


Drinking and Driving:

A road safety manual for decision makers and practitioners

Global Road Safety Partnership

<http://www.who.int/roadsafety/projects/manuals/alcohol/en/>



Save LIVES:

A road safety technical package

World Health Organization

http://www.who.int/violence_injury_prevention/publications/road_traffic/save-lives-package/en/

Global Road Safety Partnership Secretariat

c/o International Federation of
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