



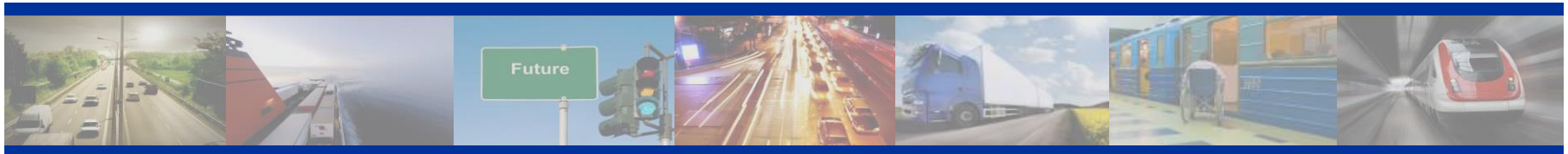
# United Nations Economic Commission for Europe

## Transport Division

### **ECA – ECE – ICAP Workshop: Drinking and Driving from the perspective of UN international road safety instruments**

**Addis Ababa, Ethiopia  
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# Presentation Objectives

1. Drinking in the African region
2. Your responses from the Workshop Surveys
3. What do the UN road safety conventions say about drinking and driving?
4. Global best/good practices to address drinking and driving
5. Recommendations

# Drinking in the African region

## Summary points:

- Most countries are yet to enact comprehensive laws concerning drink-driving
- Even where comprehensive laws are in place, poor law enforcement renders the laws ineffective
- Generally, data collection and monitoring systems are lacking

## Laws on Major Risk Factors

Road safety management parameter	No. of Countries	Countries
A national drink-driving law based on Blood Alcohol Concentration (BAC, and where the BAC limit for the general population is less or equal to 0.05 g/dl).	9	Benin, DRC, Equatorial Guinea, Liberia, Mali, Mauritius, Nigeria, South Africa, Swaziland
Comprehensive drink-driving law as above with good law enforcement	0	-

[http://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2013/report/factsheet\\_afro.pdf](http://www.who.int/violence_injury_prevention/road_safety_status/2013/report/factsheet_afro.pdf)



# Drinking in the African region

	National drink-driving law	Random breath testing and/or police checkpoints	Enforcement (on a scale of 0 to 10)	% traffic deaths involving alcohol
Angola	Y (0.06g/dl universal*)	Y	5	Data not available
Botswana	Y (0.08g/dl universal)	Y	7	5% (2010 Police)
Cameroon	Y (0.08g/dl universal)	Y	3	Data not available
Ethiopia	Y (0.08g/dl universal)	N	3	Data not available
Gambia	Y (no BAC limits)	N	2	Data not available
Ghana	Y (0.08g/dl universal except zero tolerance for young drivers)	Y	3	Data not available
Kenya	Y (no BAC limits)	N	2	Data not available
Lesotho	Y (0.08g/dl universal)	Y	5	Data not available
Malawi	Y (0.08g/dl universal)	Y	5	Data not available
Mozambique	Y (0.06g/dl universal except zero tolerance for professional/commercial drivers)	Y	5	Data not available

Source: WHO Global Status Report on Road Safety 2013

# Drinking in the African region

	National drink-driving law	Random breath testing and/or police checkpoints	Enforcement (on a scale of 0 to 10)	% traffic deaths involving alcohol
Namibia	Y (0.08g/dl universal)	Y	5	30% (2009 Forensic Laboratory)
Nigeria	Y (0.05g/dl universal)	Y	2	Data not available
South Africa	Y (0.05g/dl universal except 0.02g/dl for professional/commercial drivers)	Y	2	55% (2009 Medical Research Council)
Sudan	Y (no BAC limits)	N	7	Data not available
Swaziland	Y (0.05g/dl universal)	N	6	9% (2010 Police)
Tanzania	Y (0.08g/dl universal except zero tolerance for professional/commercial drivers)	N	3	Data not available
Uganda	Y (0.08g/dl universal except zero tolerance for professional/commercial drivers)	Y	2	Data not available
Zambia	Y (0.08g/dl universal)	Y	2	50% (2007 Police)
Zimbabwe	Y (0.08g/dl universal)	N	1	Data not available

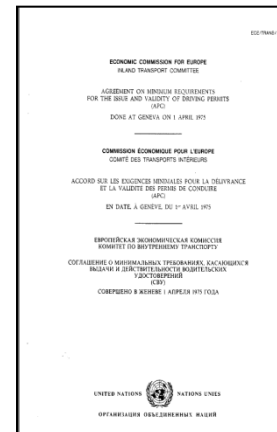
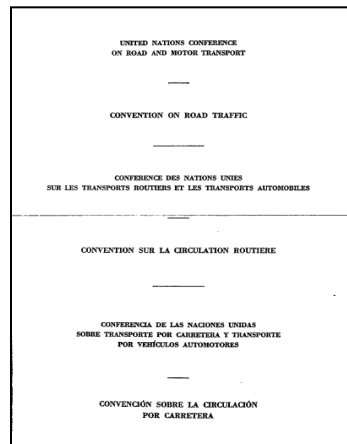
\* Universal BAC limit = the same level for the general population, young or novice drivers, professional/commercial drivers

# Findings from the Workshop Surveys

- Underscores/reaffirms summary points from the 2013 Global Status Report on Road Safety
  - Although the responses in relation to law enforcement were a bit more optimistic (1/3 say laws are strongly enforced)
- Dedicated presentation on your survey feedback by AMEND consultants in the afternoon session
- 7 out of the 19 countries surveyed indicated that drink driving is the biggest road traffic risk in their countries

# UN road safety conventions administered by UNECE

1. 1949 Convention on Road Traffic
2. 1968 Convention on Road Traffic
3. 1975 Agreement on Minimum Requirements for the Issue and Validity of Driving Permits



<http://www.unece.org/trans/conventn/legalinst.html>

(under the Road Traffic and Signs and Signals «drop down» heading)







## UN road safety conventions administered by UNECE: 1949 and 1968 Conventions on Road Traffic

**Whilst there is no explicit mention of drinking and driving in either the 1949 or 1968 Conventions on Road Traffic, there is an overarching and implicit duty of care of drivers towards pedestrians and other road users.**

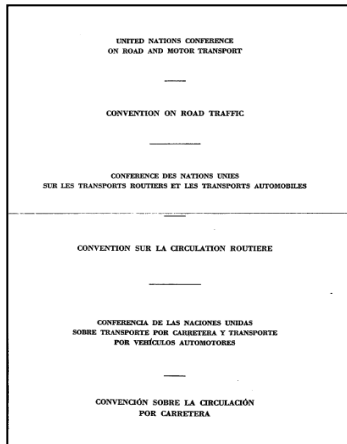
**Also, the provisions on the next slides explicitly or implicitly state that drivers must be in a fit state to drive and control a vehicle safely.**

**There are mirror or similar provisions in the 1949 and 1968 Conventions on this subject, though the 1968 Convention contains one provision not in the 1949 Convention.**





# UN road safety conventions administered by UNECE: 1949 and 1968 Conventions on Road Traffic



## Article 7 (of the 1949 Convention)

*Every driver, pedestrian or other road user shall conduct himself in such a way as not to endanger or obstruct traffic: he shall avoid all behaviour that might cause damage to persons or public or private property.*



## Article 7(1) (of the 1968 Convention)

*Road-users shall avoid any behaviour likely to endanger or obstruct traffic, to endanger persons, or to cause damage to public or private property.*



# UN road safety conventions administered by UNECE: 1949 and 1968 Conventions on Road Traffic

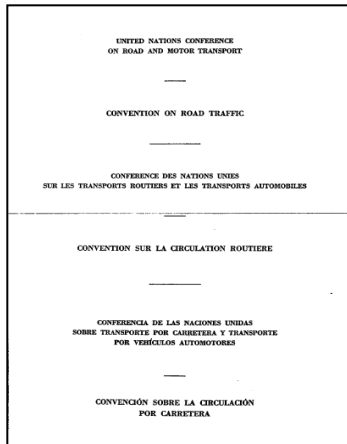


## Article 8(3) (of the 1968 Convention)

*Every driver shall possess the necessary physical and mental ability and be in a fit physical and mental condition to drive.*



# UN road safety conventions administered by UNECE: 1949 and 1968 Conventions on Road Traffic



## Article 8(5) (of the 1949 Convention)

*Drivers shall at all times be able to control their vehicles or guide their animals. When approaching other road users, they shall take such precautions as may be required for the safety of the latter.*

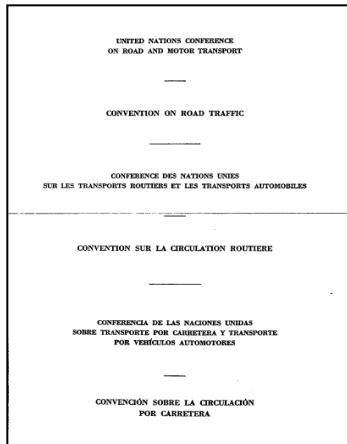


## Article 8(5) (of the 1968 Convention)

*Every driver shall at all times be able to control his vehicle or guide his animals.*



# UN road safety conventions administered by UNECE: 1949 and 1968 Conventions on Road Traffic



## Article 10 (of the 1949 Convention)

*The driver of a vehicle shall at all times have its speed under control and shall drive in a reasonable and prudent manner...*



## Article 13(1) (of the 1968 Convention)

*Every driver of a vehicle shall in all circumstances have his vehicle under control so as to be able to exercise due and proper care and to be at all times in a position to perform all manœuvres required of him...*

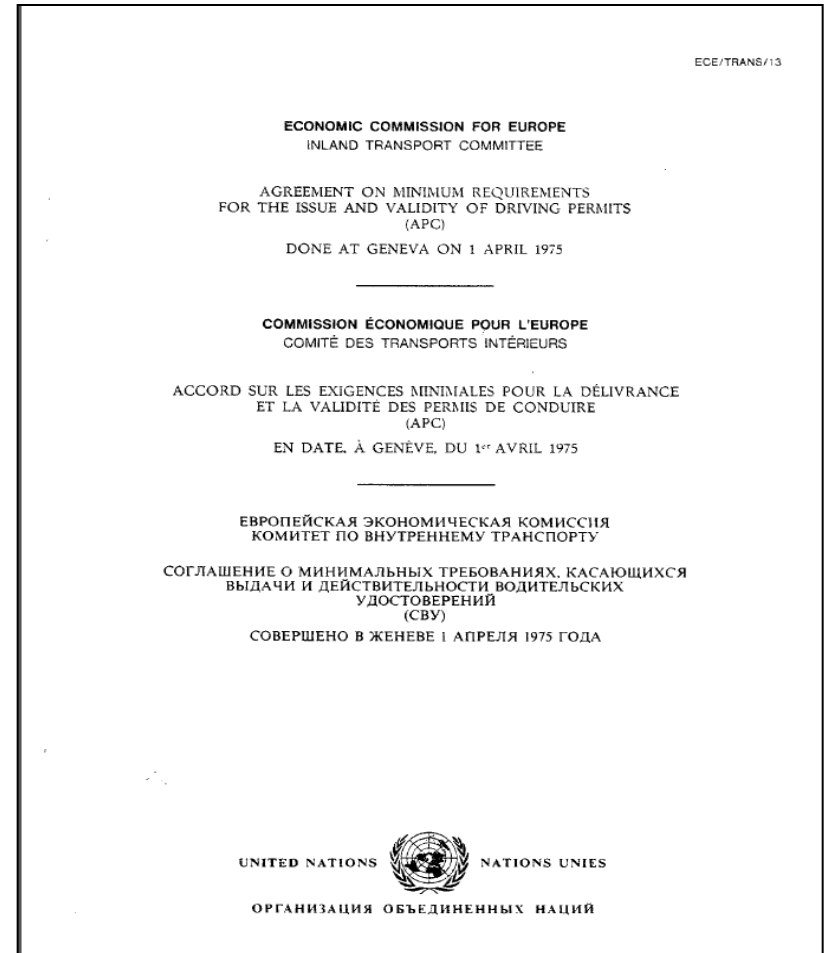
# 1975 Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC)

## Arts. 21-22 ALCOHOL

*Driving permits shall neither be granted nor renewed to applicants or drivers who suffer from chronic alcoholism...*

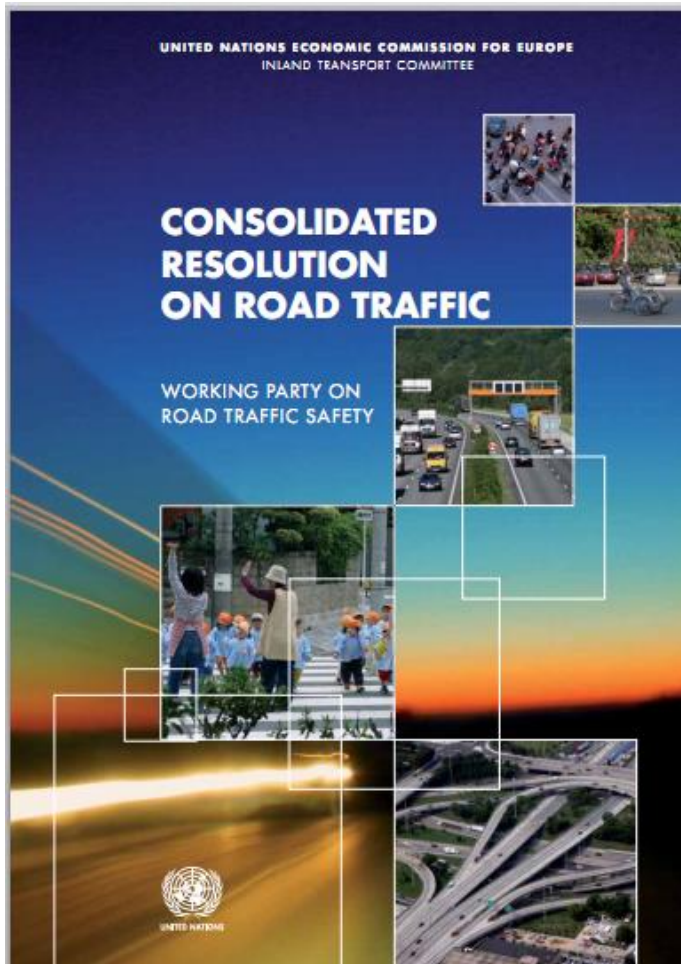
## Arts. 23-25 DRUGS AND MEDICAMENTS

*Driving permits shall neither be granted nor renewed to applicants or drivers who are dependent on psychoactive drugs...*





# Global Best/Good Practices to Address Drinking and Driving: Consolidated Resolution on Road Traffic (RE.1)



**1. Legislation**

**2. Enforcement**

**3. Public information and education**

**4. Programmes**

**5. Assessment and rehabilitation**

**6. Research and data**

**7. Partnerships**

<http://www.unece.org/trans/conventn/legalinst.html>

(under the Road Traffic and Signs and Signals «drop down» heading)

# UNECE RE.1 Global Best/Good Practices:

## 1. Legislation

**Legislation should define the offences, the enforcement actions, and the penalties**





**One of the most effective deterrents is to increase drivers' perception of being caught driving under the influence of alcohol and suffering the consequences**



# UNECE RE.1 Global Best/Good Practices:

## 3. Public Information and Education



**Educate the public on the consequences of drinking and driving.**

**Create the social norm of what's unacceptable.**



**Driving schools are key to educating new/young drivers before they start their driving lives.**

# UNECE RE.1 Global Best/Good Practices:

## 4. Programmes and Policies

- 1. Workplace programmes (if driving is part of the job)**
- 2. Designated driver programmes/campaigns**
- 3. Seasonal campaigns when there is a greater risk of drinking and driving**
- 4. Young drivers' education (such as graduated driver licensing systems)**





# UNECE RE.1 Global Best/Good Practices: 5. Assessment and Rehabilitation



## REHABILITATION

- 1. Alcohol rehabilitation programmes (successful completion should be pre-requisite to permit re-instatement)**
- 2. Alcohol interlock devices for drink-driving offenders**

# UNECE RE.1 Global Best/Good Practices:

## 6. Research and Data

### **Conduct research and collect data to assess the role of alcohol in road accidents**

- **Coroner data**
- **Hospital data**
- **Roadside surveys of alcohol use among drivers**
- **Police data on BAC test results and arrests**
- **Convictions and sanctions imposed**
- **General public surveys**



# UNECE RE.1 Global Best/Good Practices: 7. Partnerships

## **Partnerships within and outside of Government to address drinking and driving:**

- **Judiciary and Traffic Police**
- **Health and medical**
- **Education**
- **Insurance**
- **Media**
- **Private sector**
- **Advocacy Groups**
- **Employers**
- **Automobile Associations**
- **Any other interested and relevant party**

# UNECE Recommendations

1. Establish a sound legal framework for road rules and traffic-related offences (create and maintain a culture of safe and respectful driving based on best/good practices)
2. Introduce or implement BAC limits for drivers
3. Educate the public on the dangers of drinking and driving, and of the consequences of offending
4. Enforce these BAC limits through random and publicized roadside checks. Increase enforcement during holidays or times when people are likely to drink and drive
5. Convict or sanction offenders appropriately, and rehabilitate habitual offenders and alcoholics
6. Collect accurate and complete data to monitor effectiveness of programs
7. Partner for the greatest success