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INLAND TRANSPORT COMMITTEE

Principal Working Party on Road Transport

**RESOLUTION CONCERNING THE CAMPAIGN AGAINST DRIVING
UNDER THE INFLUENCE OF ALCOHOL**

Resolution No. 123

Revision 1

Note by the secretariat

Text adopted by the Principal Working Party on Road Transport at its eightieth session (TRANS/SC1/334, para. 49(c)(i)), endorsed in principle by the Inland Transport Committee at its fiftieth session and revised in order to bring into conformity all language versions in accordance with the Committee's request at the same session (ECE/TRANS/74, para. 71(iii) and (vi)).

1. Carry out in-depth surveys, particularly in consultation with the medical sector, so as to assess accurately the role of alcohol abuse in road accidents, recording which statistics currently under-estimate, and to set a clearer picture of the typology of such accidents especially in terms of the categories of users and age groups involved, the nature of the collisions and the places and times at which such accidents occur.

2. Encourage epidemiological research for a better identification of the populations at risk, particularly chronic drinkers, and specify the deterrent, repression and rehabilitation programmes designed for them.

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RESOLUTION CONCERNING THE CAMPAIGN AGAINST DRIVING UNDER THE
INFLUENCE OF ALCOHOL

Resolution No. 123

The Principal Working Party on Road Transport,

Noting that the excessive consumption of alcohol is the cause of a large proportion of road accidents in Europe, particularly the most serious of these,

Considering that accidents so caused give rise to considerable economic losses for member States, in addition to the suffering they inflict on the victims and their families and that, for these reasons, the campaign against driving under the influence of alcohol should be a high priority aspect of road accident prevention policies,

Considering, however, that it would be illusory to expect any massive decrease in this type of accident without vigorous action to discourage consumption of alcoholic beverages as part of a public health policy,

Noting further that progress in reducing accidents involving excessive consumption of alcohol has been achieved only through the introduction of comprehensive and co-ordinated policies, carried out over a sufficiently long period of time to produce lasting effects,

Considers that, in the circumstances, Governments should, as a matter of urgency, define bold and coherent programmes for the prevention of road accidents due to alcohol through simultaneous measures aimed at consciousness-raising, information, education, monitoring, repression and rehabilitation, and that such programmes should form part of broader strategies in the campaign against consumption of alcohol,

Recommends, therefore, that Governments should:

1. Carry out in-depth surveys, particularly in conjunction with the medical sector, so as to assess accurately the role of alcohol abuse in road accidents, something which statistics currently underestimate, and to form a clearer picture of the typology of such accidents especially in terms of the categories of users and age groups involved, the nature of the collisions and the places and times at which such accidents occur;
2. Encourage epidemiological research for a better identification of the populations at risk, particularly chronic drinkers, and appraise the deterrent, repression and rehabilitation programmes designed for them;
3. Associate with their efforts all professions and associations with special responsibilities in this regard, particularly health workers, teachers and educators, driving-school instructors and driving examiners, associations of road users, insurance companies and the mass media, as well as heads of the enterprises, encourage the activities of public or private groups campaigning against the excessive consumption of alcohol, and also encourage the producers and distributors of alcoholic beverages to undertake actions warning the public of risks related to alcohol intake while driving;

4. Regularly launch appropriate publicity campaigns demonstrating the risks of driving while under the influence of alcohol by improving communication strategies in terms of the typology of the accidents observed and the groups involved and by closely correlating publicity campaigns and monitoring operations;

5. Discourage advertisements promoting the consumption of alcoholic beverages during sport events and particularly during motor rallying and racing;

6. Include in school curricula notions of the dangers deriving from excessive consumption of alcohol, particularly of the accidents of all types to which it gives rise and train teachers accordingly;

7. Include in the driving test curriculum questions on the risks of driving while under the influence of alcohol and distribute precise and detailed information on the subject to driving schools;

8. Encourage instruction on the links between alcohol consumption and accident risks in medical schools and in the training of magistrates;

9. Establish a legal alcohol level over which it will be a punishable offence to drive a car and to fix for that purpose a maximum blood alcohol level not exceeding 0.80 gr/litre or 0.40 mgr/litre of air expelled and reflect on possibility of reducing these levels;

10. Envisage possibility of penalizing intoxicated drivers with blood alcohol level below the legal level who behave dangerously in traffic;

11. Encourage the use of such electronic devices for measuring of alcohol levels in the air expelled, reliability of which is beyond doubt; furnish highway surveillance services with an adequate number of such devices and arrange for proper training in their use;

12. Introduce mandatory testing of the alcohol level of drivers who are involved in road accidents resulting in serious bodily injury or are guilty of serious breaches of road safety regulations;

13. Provide for the possibility of checks of the level of alcoholic intoxication of drivers, independently of accidents or offences, ensure that such checks are sufficiently frequent to have a deterrent effect; and that they are exercised at the most critical times and places, especially at night and during weekends;

14. Authorize road surveillance services to take administrative measures against offending drivers, on the spot and with immediate effect, such as provisional loss of the driving licence;

15. Severely and rapidly penalize drivers in a state of inebriation, particularly those with special responsibilities such as the public transport of persons or dangerous goods, by means of either imprisonment, heavy fines or significant measures involving the withdrawal of the driving licence and, if the offence is repeated, provide for even heavier penalties;

16. Consider possibility of introducing for the purpose of re-education of repeated traffic offenders of additional or alternative measures, such as work for the communal services and particularly in hospitals for the victims of road traffic accidents;

17. Give wide publicity to the checks made and the penalties to which they have given rise;

18. Establish specific programmes for the rehabilitation of drivers guilty of repeated offences against legislation concerning driving while under the influence of alcohol; driving licences would be returned only on the completion of such programmes;

19. Set a sufficiently high age-limit for the purchase and public consumption of alcoholic beverages so as to reduce the ravages of drunk driving among young drivers;

20. Prohibit the sale of alcoholic beverages in restaurants, beverage vending establishments, shops and service stations along motorways;

21. Draw public attention, through health workers, to the special accident risks deriving from the simultaneous consumption of alcohol and certain medicines, especially by providing appropriate information labels on the packaging of such medicaments;

22. Make a careful assessment of the measures thus decided upon by obtaining the opinion of all specialists concerned and bring the results of the activities carried out to the attention of the public;

Proposes, on the basis of the above recommendations, to strengthen its co-operation with the various international organizations concerned in the campaign against driving while under the influence of alcohol so as to develop joint methodologies for observation, intervention and evaluation;

Requests the Working Party on Road Traffic Safety to follow closely all these matters and propose any new measures which could be recommended to the competent authorities of the member States;

Requests the Executive Secretary of the Economic Commission for Europe to place the topic of the application of this Resolution as an item on the agenda of the Principal Working Party on Road Transport from time to time and to inform about the Resolution all United Nations and other international organizations concerned.

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