



PARTNERSHIP AGAINST DRINK DRIVING IN EUROPE
Enforcement, Engagement, Education
Brussels, 3 December 2010



ENFORCING THE LAW:

POLISH EXAMPLE, GENERAL CONCLUSIONS

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SCOPE OF THE PRESENTATION

1. The laws in Poland;
2. Penalties;
3. Preventive measures;
4. Results;
5. Conclusions.





LEGAL REGULATIONS

It is illegal to drive a vehicle while not sober or when under the influence of alcohol or other substances acting similarly to alcohol.



Since 1963:

BAC: 0.2 ‰

The same limit applies to anyone driving a vehicle: drivers, young drivers, professional drivers and bicyclists.





PENALTIES FOR DRUNK DRIVING

Since 2001:

- **OFFENCE** - a condition after alcohol consumption (0.2 – 0.5 ‰)
- **CRIMINAL OFFENCE** - a condition of intoxication (> 0.5 ‰)

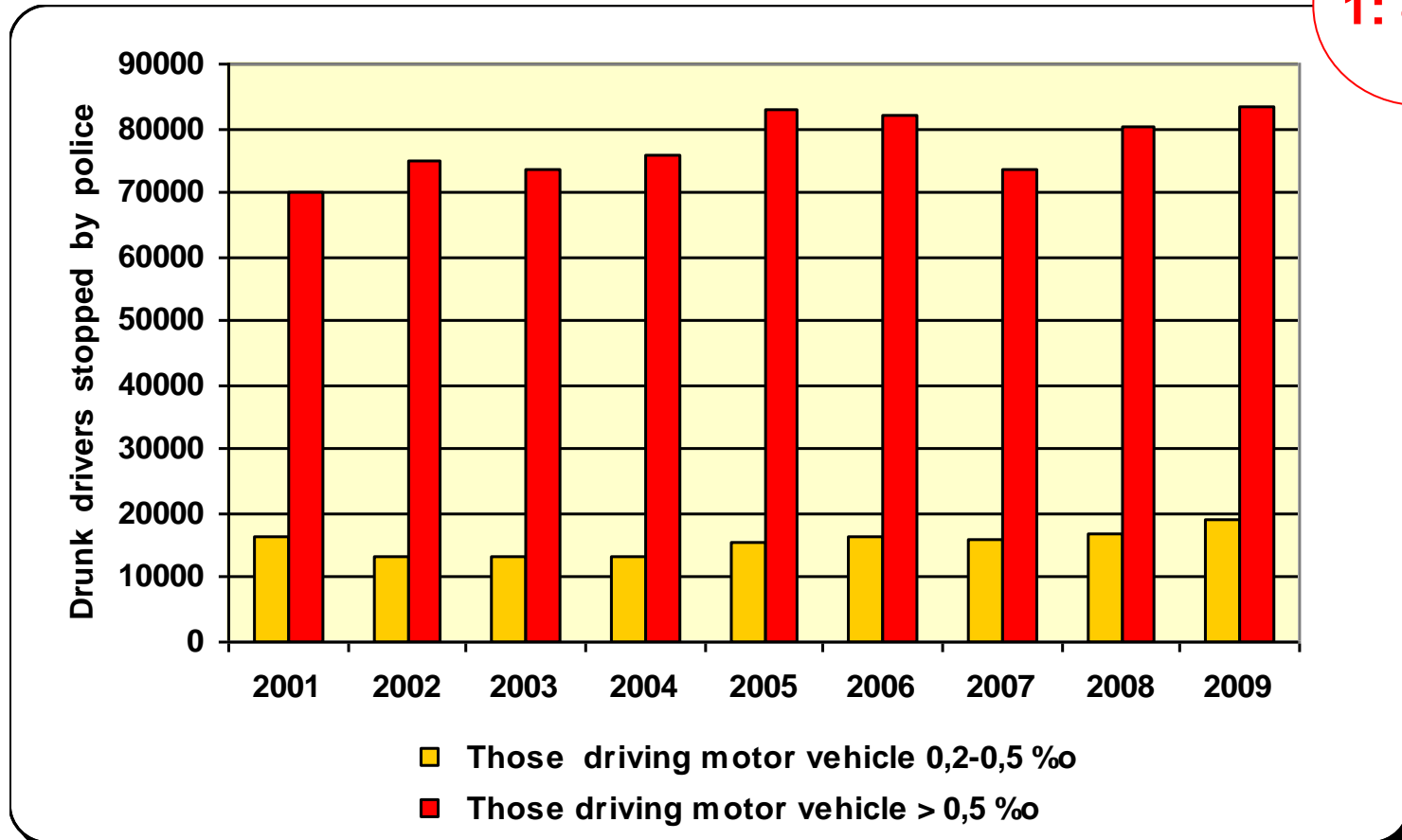
	Offence 0.2 – 0.5 ‰	Criminal offence > 0.5 ‰	Recidivism	Accident
Fine	10 – 1250 Euro	25 – 180 000 Euro	25 – 180 000 Euro	25 – 180 000 Euro
Limitation of freedom	Up to 1 month	1 - 12 months	—	—
Imprisonment	5 - 30 days	Up to 2 years	3 months - 5 years	9 months - 12 years
Driving ban	0.5 - 3 years	1 – 10 years	For good	For good





ENFORCING THE LAW BY THE POLICE

1: 8-10



In 2009 19,000 drivers were stopped with 0.2 – 0.5 ‰
and more than 83,500 with > 0,5 ‰.





ENFORCING THE LAW BY THE COURTS



- data not easily available;
- independence of judges and lack of a uniform policy to penalise drunk drivers;
- the majority of sentences do not involve confinement: fines, suspended limitation of freedom, driving ban;
- the penalties are less severe than the maximum penalties;
- lack of programmes for those convicted when they are imprisoned;
- no data about the scale of recidivism.



PIJANI KIEROWCY
www.pijanikierowcy.pl

Twoje nowe drinki po wypadku

Co 3-cia ofiara lub sprawca wypadku drogowego ma mniej niż 25 lat!

Daj Dowód!

Pozory mylą, dowód nie.

GUJ, GDY NIEPEŁNOLETNI KUPUJE ALKOHOL.

STO LAT! STO LAT!

NAWET TYŁE NIE WYSTARCZY, ŻEBY ZAPŁACIĆ ZA ŻYCIĘ INNYCH.

PIŁEŚ? NIE JEDŹ!

WŁĄCZ MYŚLENIE

Kupujesz alkohol ?
Pokaż dowód !

jestm trzewy nogę jecahć!

Bezpiecznie. Z pijanym nie jadę!



Bezpiecznie. Z pijanym nie jadę!





CAMPAIGN: "WE ARE GROWING IN NUMBERS"



Jest nas coraz więcej

Organizatorzy: Duszpasterstwo Trzeźwości Archidiecezji Katowickiej  Business Consulting Sp. z o.o.

www.trzezwosc.pl

Since 1999

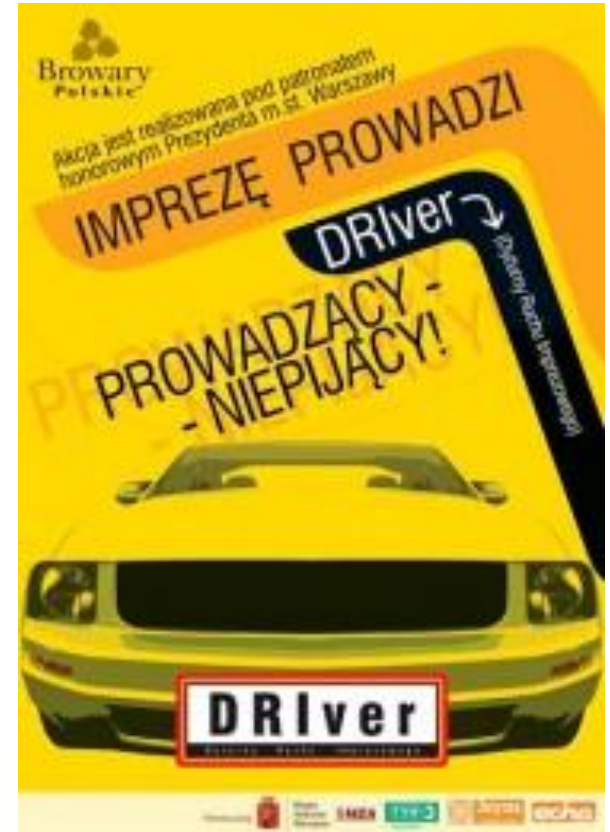




THE UNION OF THE BREWING INDUSTRY EMPLOYERS IN POLAND

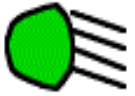


„I never drive after drinking”



Driving - not drinking





RESULTS OF PREVENTIVE MEASURES

SARTRE

Do you think that drivers should be allowed to drink?



Not at all	67,1 %	75,2 %	91,5 %
Less alcohol	11,3 %	7,6 %	4,7 %
As much as now	13,6 %	12,4 %	3,2 %
A lot of alcohol	4,4 %	4,0 %	0,5 %
As much as they want	1,3 %	0,8 %	0,1 %
	Sartre 2 (1996)	Sartre 3 (2002)	Sartre 4 (2010)







RESULTS OF PREVENTIVE MEASURES



Flash EB No 301 (2010) – Road safety. Analytical report

Perceptions about the seriousness of road safety problems: People driving under the influence of alcohol

		
A major safety problem	97 %	94 %

SPECIAL EUROBAROMETER 331 (2010): EU citizens' attitudes towards alcohol

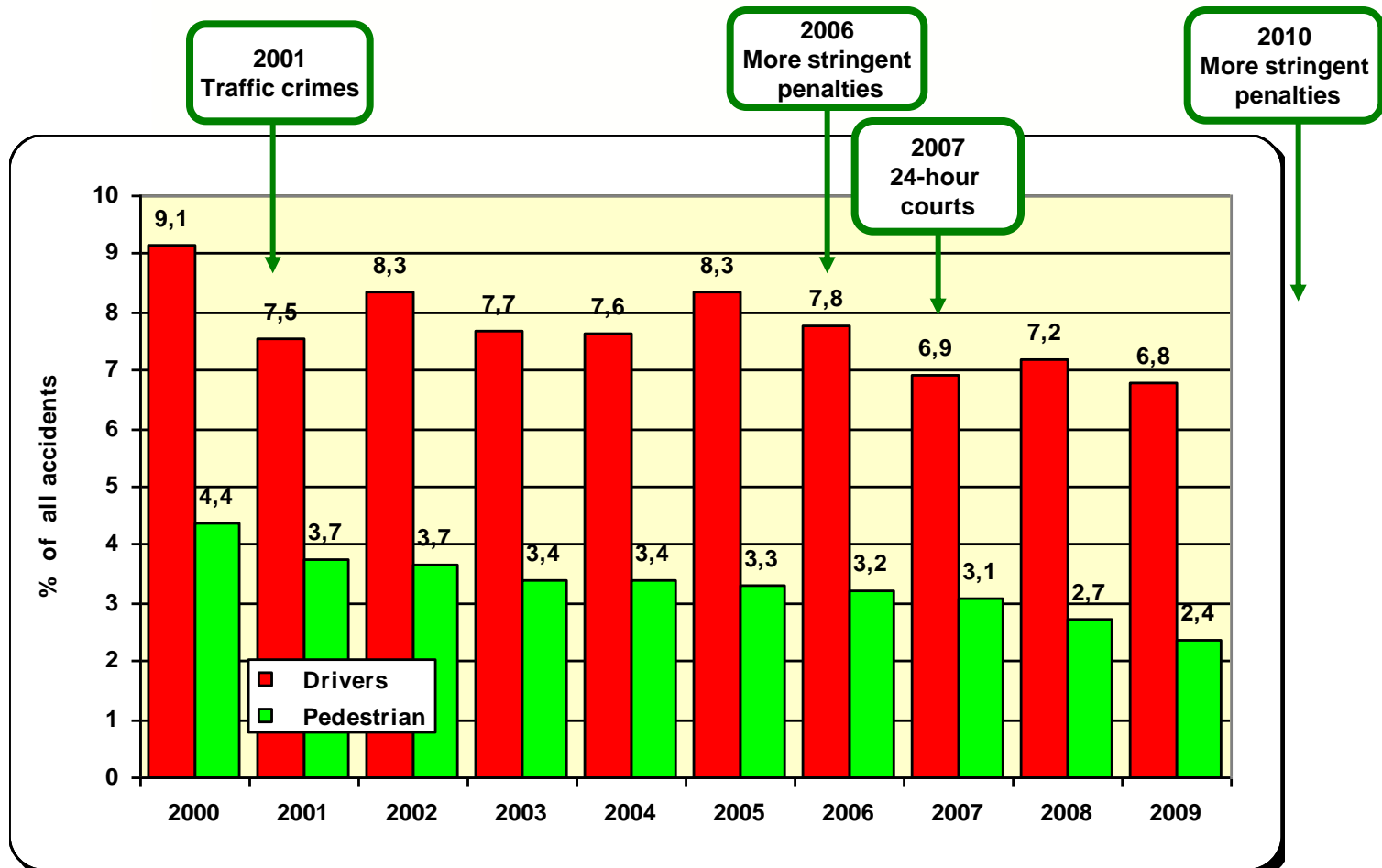
After how many alcoholic drinks during 2 hours (beer, wine, spirit etc.) should a person NOT drive ?

		
None	47 %	15 %
1–2 alcoholic drinks	29 %	47 %





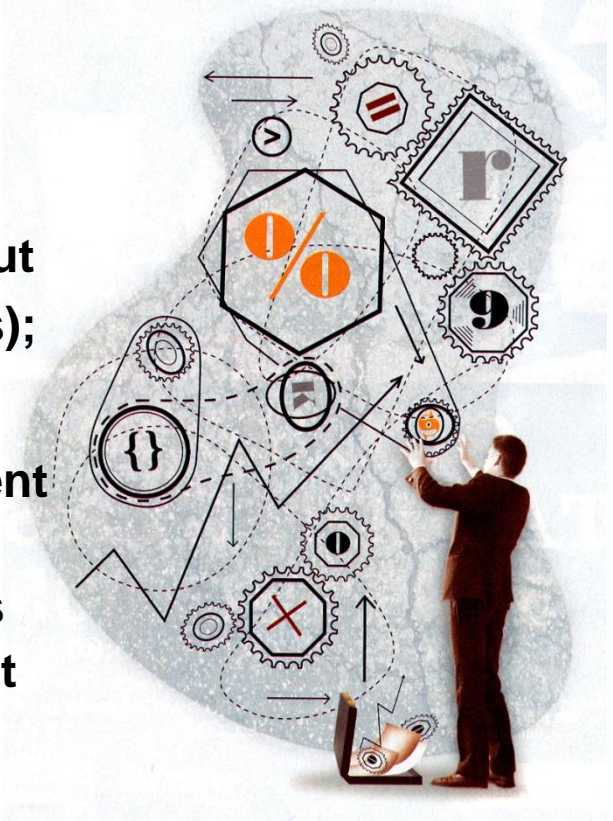
ACCIDENTS CAUSED BY DRUNK DRIVERS AND PEDESTRIANS DURING 2000 – 2009 (100 % = ALL ACCIDENTS)





FINAL REMARKS

1. Traditional methods for handling drunk road users are becoming less effective;
2. The effectiveness of traditional preventive measures can be improved but will require more work and more money (e.g. to carry out a bigger number of random sobriety checks);
3. A lot could be gained from a more efficient operation of the courts and an extended catalogue of penalties for drunk road users (e.g. withdrawing of driving licenses without involving the court, alcohol interlocks, re-educational programmes, etc.);





FINAL REMARKS

4. The biggest potential lies in local communities which should be involved in the enforcement of drinking and driving laws. To that end a system should be developed to support the local communities (knowledge, good practice, funding, etc.);
5. New problems appear (e.g. alcohol in older users, increased alcohol consumption in the population, easier access to alcohol for very young people, etc.);
6. New methods are required for recording accidents involving drunk road users and collecting data about projects and their effectiveness.





Thank you very much for your attention.

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