

Situation Assessment Guidelines



Situation Assessment Guidelines

The World Bank and World Health Organization (WHO) [World Report on Road Traffic Injury Prevention](#) has identified drink driving as a leading contributor to road traffic crashes globally. While the alcohol industry has been involved in road safety generally and in combating drink driving specifically, it is clear there is considerable scope for expanding alignment and partnerships with governments and others involved in road safety.

For these reasons the International Center for Alcohol Policies (ICAP), on behalf of the major international beverage alcohol producers, is developing a program of action on drink driving as a component of its [Global Actions on Harmful Drinking](#)¹. This program will be guided by the [Good Practice Manual on Drinking and Driving](#)² developed by the [Global Road Safety Partnership](#) (GRSP), and includes the following elements:

- Capacity building and training
- Implementation of projects at the local level
- Monitoring, evaluation, and dissemination of good practice.

A Situation Assessment of drink driving in a country, state, or city is a vital first step in the process of embarking on a program to prevent crashes involving drink driving. The main reasons to conduct such an analysis at the program initiation stage are:

- To identify the magnitude of the problem and to provide evidence of why a program aimed at preventing drink driving road traffic crashes is necessary;
- To develop an understanding of the nature of, and contributing factors to drink driving road traffic crashes—this will help focus interventions on areas of priority;
- To understand the current mechanisms in place, their strengths and weaknesses, and the effectiveness of any previously implemented solutions, particularly in terms of legislation and their enforcement;
- To identify baseline data that can be used to monitor progress once the program is being implemented; and
- To map previous and current drink driving programs, as well as relevant stakeholders, so that opportunities can be pursued and duplication avoided.

The Situation Assessment should provide the foundation for preparing a prioritized suite of projects designed to launch **an effective, strategic approach** to address drink driving.

1 The following companies and trade associations are supporting these initiatives: ABInBev, Bacardi, Beam Global Spirits and Wine, Brown Forman Corporation, Constellation, Diageo, Heineken, Molson-Coors, Pernod Ricard, SABMiller, UB Group, the Brewers Association of Japan and the Japan Spirits & Liqueurs Makers Association.

2 *Drinking and Driving: a road safety manual for decision-makers and practitioners*. Geneva, Global Road Safety Partnership, 2007.

Elements of a Situation Assessment

The following categories of information, and associated questions, are considered pertinent to a Situation Assessment. The list has been adapted from the information presented in Chapter 2 of the Good Practice Manual on Drinking and Driving, developed by the Global Road Safety Partnership.

Throughout the following tables the user will notice there are few opportunities to provide a simple “yes” or “no” answer. The reason for this is that we are trying to fully understand the mechanisms in place and their strengths and weaknesses. A simple “yes” or “no” response may not be very helpful in collating all the available information. In addition, please provide:

- Detailed information on the source of the information (such as the publication or report title and reference, the name of the persons interviewed, the website, etc.); and
- A hard copy of the report or publication, whenever possible.

Providing detailed information will be helpful to keep track of the source material which will form the foundation of the final country report.

Not all countries or jurisdictions will have the same quantity or quality of information, policies, programs, or organizations listed in the following sections. The questions that are outlined below are to be used as prompts for the user to examine the situation in their own country and to question stakeholders about their policies and activities.

Here is an example of how the user might utilize the comment area in the tables that follow:

What <i>data</i> is available and where?	<p>Monthly statistics are available from the police and posted to their website (www.xyzpolice.gov).</p> <p>This information includes the number, frequency, and severity of drink driving crashes, fatalities, and injuries.</p> <p>It also includes information related to police enforcement, such as number of roadside alcohol checks, number of drivers stopped, and number of drivers who provided positive roadside breath tests.</p> <p>Based on this information, the number of road fatalities is X per 100,000 population; Y per 10,000 vehicles; Z per 1million kilometers driven. It also shows males are X times more likely to be involved in drink driving incidents than women, that individuals 18 to 25 years old make up Y% of those involved in drink driving incidents, and that Z% of alcohol impaired incidents occur on intercity highways. See detailed analysis and charts in the Final Report.</p>
--	--

1. Data

Comprehensive data collection and analysis are essential for designing effective strategies, for setting targets, for developing and determining intervention priorities and for monitoring program effectiveness.

The use of current and reliable data in safety analyses contributes to making informed decisions.

There are two types of data which need to be gathered:

- Crash data related to drink driving—which is more likely to be applied in analyses if it is conveniently available. This is usually available from the police, road authority, or an insurance company.
- Incidence data related to frequency of drink driving—usually available from the health sector, the police, the community, and others. Additional information from non-crash drink driving incidents and attitude surveys can assist in assessing the scope of the drink driving problem. It is important that all data is accurate, comprehensive, consistent, and current.

It is generally accepted that collision data is imperfect. Errors include a lack of accuracy (particularly related to location coding), incomplete forms, under-reporting, and lack of timeliness. While it may not be possible to resolve these issues, you must try to obtain the best information available from as many sources as possible.

It is always desirable to use the most complete and current data. However, the only data available may be imperfect—incomplete, inaccurate, or old. This shouldn't be a reason to “do nothing” but rather to identify the most appropriate solutions with the evidence available. What can be learned from the data is addressed in Section 2—Extent and Nature of the Problem.

Sources of Data

Data may be available from the following sources:

Enforcement agencies—In most jurisdictions investigating crashes is the responsibility of the police. Since police are responsible for detecting breaches of traffic law, it is probable that police crash records would include details of any involved road user being affected by alcohol. In countries where breath tests may not be regularly collected, the presence and role of alcohol can be subjective rather than objective. The quality and quantity of the information from enforcement agencies will vary in its usefulness and is dependent on the extent of police effort dedicated to alcohol enforcement. The information may not provide a complete reflection of the actual situation, which is why various data sources should be compared.

Data from the Police

Question	Comments
What <i>data</i> is available and where?	
In what <i>format</i> is it available? (e.g., excel spread sheets of raw data or already analyzed (in charts) by road user group, causal factors, etc.)	
Is the data: <ul style="list-style-type: none"> ● <i>current?</i> ● <i>consistent?</i> ● <i>accurate?</i> 	
Are there <i>limitations</i> to the data? What are they?	
Does the data provide <i>detailed information</i> on when and where the crashes occur and who is involved? What format is it in? Is it easily accessible?	
Is reliable information available about the <i>BAC of drivers and passengers</i> involved in crashes?	
Is the <i>police crash data</i> matched with <i>hospital data</i> ?	
What is the definition of a “fatality” from a motor vehicle crash? How are injuries categorized?	

Non-crash data from the police

Question	Comments
<p>Is information available on the <i>number of drink driving offences</i>?</p> <p>From which sources?</p>	
<p>Is information available identifying <i>breath tests administered</i> each year?</p> <p>From which sources?</p>	
<p>Is information available identifying the number of <i>administrative license suspensions</i> that were given each year?</p>	
<p>Is information available about the <i>number of hours police spend</i> on formal “roadside checks” (or similar) programs?</p> <p>Are the police able to publish this information and in what format?</p>	
<p>Is this information <i>accurate, current, and consistent</i>?</p>	
<p>How is this <i>information shared</i>?</p> <p>(Information sharing is the key to harmonizing arrangements across partner agencies.)</p>	

Road authorities (for example, Town, City, State—or whoever manages the local road network)—Crash records may also be maintained by the road authority. However, these records may not include comprehensive information about contributing factors to road traffic crashes, since their primary interest is on the road system.

Data from road authorities

Question	Comments
Does the data provide <i>detailed information</i> on when and where the crashes occur and who is involved? In what format is it available?	
What processes do the <i>police and the road authority</i> have in place to ensure their data is accurate and compatible?	
Has there been any effort made to plot the <i>locations of drink driving crashes</i> ? e.g., entertainment districts, highways, etc. How is it presented?	

Health care authorities—Hospital records can be a useful source of information regarding casualties from road traffic crashes, specifically as they relate to blood alcohol concentration. In some countries the health system is the only comprehensive source of data about road traffic crash injuries. In all but the most advanced countries, this is likely to be confined to admissions to the hospital system and therefore to take into account only the more serious injuries. Since the primary responsibility of the hospitals is the care of the injured, details of the location of the crash and any contributing factors may not be part of their records.

Data from health care authorities

Question	Comments
If hospitals are equipped and legally allowed to take blood samples from casualties following traffic crashes, what processes are in place to <i>ensure this information is transferred</i> to the police?	
What <i>processes</i> are in place to ensure that <i>hospitalized casualties' progress</i> is reported to the police? (It is important that the health provider keep the police informed as to the status of a casualty especially if the serious injury results in death.)	

Coroners' service—In some countries the Coroners service is the primary source of data for all fatally injured casualties from traffic crashes.

Data from Coroners service

Questions	Comments
If the Coroner's service is equipped and legally allowed to take blood samples from fatally injured victims of traffic crashes, what <i>processes</i> are in place to ensure this <i>information is shared</i> with hospitals and the police?	

Insurance companies—In some countries the auto insurance companies and health insurance providers may be an additional source of data. Due to their own administration and management of collision and health care claims they may not have pertinent information about the contributing factors to road traffic crashes.

Data from Insurance Companies

Questions	Comments
What types of data (if any) are available from: <ul style="list-style-type: none">● auto-insurance companies● health insurance companies? What processes are in place to share this information?	

Community Surveys—Community/public awareness surveys are a very useful tool for gaining information about the problem of drink driving. These might include public opinion polls about a driver's own behavior as it relates to driving after drinking or a survey that measures the reach of a public awareness or education campaign. Surveys such as these should be undertaken by professional organizations or university researchers ensuring the credibility of the questions and responses. Specific questions can be found in Section 6—Behavior.

2. Extent and Nature of the Problem

This section involves examining the data on drink driving incidents from the sources above in order to gauge the extent and nature of the problem.

This can be used to build a picture of where and when drink driving incidents occur and their impact on the community. In the previous section on data, *the most important question is: Is this information available, and if so—where?* This section is intended to help the user draw out the conclusions from the data sources.

Questions	Comments
<p>Identify all the sources that have information about the amount and type of incidents involving drink driving. Is the information accurate, consistent, current, and comprehensive?</p> <p>What processes are in place to share the information?</p>	
<p>What is the prevalence of drink driving casualties in the country? What is the profile of casualties as a result of drink driving crashes?</p> <p>What processes are in place to share the information?</p>	
<p>Have the costs of drink driving incidents/crashes to a community, state, or country been established?</p> <p>Has the information been shared or publicized?</p> <p>Can you provide an example of how this information is presented?</p>	
<p>Who is involved in crashes—(demographics)?</p> <p>When do they occur, and where?</p> <p>Have studies been undertaken that identify the primary risk factors, such as age, gender, time of day, and prior history of drink driving? What are the key findings?</p> <p>If so, please provide references.</p>	

Questions	Comments
<p>What types of road users are involved in drink driving crashes? e.g., car drivers/passengers, pedestrians, cyclists, motorcyclists, commercial vehicle operators</p>	
<p>Is information available through the police about the number of impaired driving (driving under the influence) offences detected?</p> <p>Are there processes in place to share this data?</p>	
<p>From which of the above sources (or others) is there information about the availability of alcohol, such as alcohol sales and the number of licensed establishments in specific areas of a city?</p>	
<p>Are there programs in place where people can report suspected impaired drivers to the police?</p> <p>Describe them.</p> <p>(In North America there are programs such as “Phone 911”)</p> <p>If such programs are in place, are the police able to provide information about the number of calls reported and the number of calls that resulted in a police intervention? In what format?</p>	

3. Stakeholders and Roles

A stakeholder assessment sheds light on the social environment in which a program on drink driving will be developed and implemented.

No one organization has either the resources or the mandate to undertake all drink driving projects. Furthermore, because the scope of potential projects is diverse, it needs to be addressed by a wide range of stakeholders. It is important to work with and support existing community initiatives, as well as cooperatively develop new programs and initiatives. This requires a networking approach, promoting cooperation and resource sharing amongst stakeholders.

The key objectives of the stakeholder assessment are:

- To identify key stakeholders, define their characteristics, and examine how they will be affected by the policy (e.g. their specific interests, likely expectations in terms of benefits, changes and adverse outcomes);
- To assess their potential influence on the development, approval, and implementation of a program or legislation on drink driving;
- To understand the relationship between stakeholders and possible conflicts of interest that may arise;
- To assess the capacity of different stakeholders to participate in developing a program and the likelihood of their contributing to the process; and
- To decide how they should be involved in the process to ensure the best possible quality and viability of the program, in particular:
 - the nature of their participation (e.g. advisers, consultants, or collaborating partners)
 - the form of their participation (e.g. working group members, advisers, or sponsors)
 - the mode of their participation (e.g. individual participants or group representatives).

Source: GRSP: *Drinking and Driving: a road safety manual for decision-makers and practitioners*, p. 34.

The following table identifies the potential stakeholders and their roles and responsibilities.

Table 1

Authority	Major Role and responsibility
Road safety authority	Legislation Funding Program coordination, strategy, monitoring, and reporting Major publicity campaigns
Police	Enforcement of drinking and driving laws Public commentary Participant in community education activities

Authority	Major Role and responsibility
Hospitals/health authority	Political lobbying in support of interventions Community leadership in discussion and debates Highlighting health benefits from effective programs
Insurance companies	Support for funding interventions from profits generated by effective road safety interventions Risk based premiums policy
Education department	Alcohol and its influences included in school programs
Community road safety groups	Community education activity Localization of major publicity campaigns
Citizen advocacy groups	Promoting community-driven initiatives
Producers, distributors, and retailers	Responsible marketing in the context of road safety Server training and program sponsorship On-premise education and awareness campaigns
Road safety research authority	Problem identification Program evaluation
Road authority	Road engineering treatments Vehicle speed and traffic management policies
Employer	Company policies regarding drink driving Employee education regarding drink driving Driver training Fleet safety management policies
Media	Communicating to the public about the drink driving situation in the country, and risks of consuming alcohol and driving Communicating about a national program or campaign on drink driving
Beverage alcohol licensing authority	Licensed premises supervision Responsible alcohol-serving policies and training

Source: GRSP: Drinking and Driving: a road safety manual for decision-makers and practitioners, p. 38.

Using this background information and considerations, answer the following questions:

Question	Comments
<p>Which stakeholders/partners are currently involved in the issue of drink driving and what is their role?</p> <p>Which have an <i>operational interest</i> in the issue of drink driving? (e.g., police, road safety agencies)</p> <p>Which have a <i>professional and social interest</i> in the issue of drink driving? (e.g., health community, citizen advocacy groups)</p> <p>Which have a <i>financial interest</i> in the issue of drink driving? (e.g., owners of licensed premises, event organizers)</p>	
<p>Are there international agencies or NGOs active in drink driving programs? Who are they and what is their role?</p>	
<p>Have any advocates/champions been identified? What are they doing in their role as advocates/ champions?</p>	
<p>Describe the various positions of the major stakeholders.</p>	
<p>What processes are in place for the stakeholders and partners to develop integrated approaches to address drink driving?</p>	

4. Institutional Capacity

Before effective action can be taken, the capacity to develop, implement, and monitor drink driving programs needs to be assessed and weaknesses identified and addressed.

In addition to the aforementioned assessment of the roles of stakeholders and partners there are some additional program elements that need to be part of the foundation of any integrated program addressing drink driving. These include:

- Legislation and regulations
- Judiciary and sanctions
- Policies and procedures
- Police equipment

Legislation and Regulations

Questions	Comments
<p>Are there laws relating to road safety in general and to drink driving specifically?</p> <p>What are they?</p>	
<p>Is “drunk driving” or “drinking and driving” or “driving while impaired” clearly defined?</p> <p>What are the definitions used in your country?</p>	
<p>Does the law reference Blood Alcohol Concentration (BAC) or Breath Alcohol Content (BrAC)?</p> <p>Are there different BAC/BrAC minimums for different driver groups, e.g., novice or commercial vehicle drivers?</p> <p>What are they?</p> <p>(In countries where blood or breath may not be regularly collected, the presence and role of alcohol can be subjective rather than objective, i.e., observed in behavior, or other senses.)</p>	
<p>What evidence is needed by the courts in order to convict an offender?</p>	

Questions	Comments
<p>Can police or other traffic enforcement officers require that a driver provide a breath or blood test (or other evidence of sobriety) at any time without having to wait for the driver to make a mistake before pulling him or her over? (e.g., at sobriety checkpoints or random breath testing)</p> <p>Describe current process.</p>	
<p>Are there penalties for refusing a breath or blood test?</p> <p>What are they?</p>	
<p>Are all those involved in a crash tested for blood alcohol or breath as a matter of routine?</p> <p>Is this information shared between the police, hospital, and the Coroner's office?</p>	
<p>Is the judicial system equipped to support drink driving legislation?</p> <p>What are the provisions of the judicial system for drink drivers? Describe the process, penalties, follow-up monitoring of an offender.</p>	
<p>Are there regulations in place requiring applicants of a liquor license to operate a server intervention program?</p> <p>Who ensures this takes place?</p> <p>What constitutes a server intervention program?</p>	
<p>Are there laws governing the sale of alcohol—what sort of establishment and opening hours?</p> <p>What are they and who monitors and enforces the laws?</p>	

Questions	Comments
<p>Are there laws in place banning open alcohol beverage containers in vehicles?</p> <p>What does the law state?</p> <p>Is it well monitored?</p>	
<p>Is there legislation that allows charges against a host for allowing an alcohol-impaired guest to drive?</p> <p>What is it?</p>	
<p>Are the laws on drink driving clear and enforceable?</p> <p>Comment on any loopholes that might prevent pursuance of drink driving charges proceeding through the court system.</p>	
<p>Do the specified safety standards and rules and related compliance regimes compare favorably with international good practice?</p> <p>If not, where are the weaknesses?</p>	
<p>How does the legal drinking age compare with the driver licensing age?</p>	
<p>Are there elements related to drink driving in the graduated licensing program for new/young drivers?</p> <p>What are they?</p>	

Judiciary and Sanctions

Questions	Comments
<p>Do judges have discretion in imposing lighter penalties than those recommended or prescribed in legislation?</p> <p>How much discretion do they have?</p>	
<p>Is there an administrative license suspension program in place that can remove a driver from the road immediately without waiting for a court appearance?</p> <p>What is it?</p>	
<p>Are there mandatory alcohol interlock programs in place for first time and repeat convicted impaired drivers?</p> <p>What are they?</p>	
<p>Are there penalties for serving alcohol to minors?</p> <p>What are they?</p>	
<p>Are there demerit points and fines for drink drivers who receive administrative license suspensions?</p> <p>What are they?</p>	
<p>Are there mandatory “minimums” for criminal sanctions applied to first time and repeat impaired driving offenders?</p> <p>What are they?</p>	
<p>Are there screening programs in place to determine if further assessment for alcohol abuse is needed?</p> <p>Who oversees these programs?</p>	
<p>Are there sanctions in place for repeat offenders, such a zero tolerance for a period after license reinstatement?</p> <p>What are they?</p>	

Questions	Comments
<p>Are repeat offenders required to display a special licensed plate or sticker on their plate?</p> <p>Who administers this program?</p>	
<p>Is vehicle forfeiture or vehicle impoundment in place for multiple repeat offenders?</p> <p>Describe the program.</p>	
<p>Are there compulsory rehabilitation / education programs in place for repeat or recidivist drink drivers?</p> <p>What are they and who runs them?</p>	
<p>Are there options for convicted impaired drivers to undertake community service rather than jail time?</p> <p>What types of community service are permitted?</p>	
<p>Are the penalties and sanctions for convicted drink drivers swift and certain?</p> <p>Give some examples.</p>	
<p>What processes are in place for a high level of communication between the government, police services, prosecution, the coroners service, and other partners?</p>	
<p>Are there dedicated “impaired driving courts”?</p> <p>How are they conducted?</p> <p>(These can provide a systematic and coordinated approach to prosecuting, sentencing, monitoring, and treating offenders.)</p>	

Policies and procedures

Questions	Comments
<p>Do the police have specific policies and procedures in place regarding the processing of alcohol impaired drivers?</p> <p>What are they?</p> <p>Do they cover how breath-testing should be undertaken? What are they?</p> <p>Do they cover how / when blood testing should take place? What are they?</p>	
<p>Has a policy of standardized use and maintenance of breath testing equipment been developed and implemented?</p>	
<p>Are there policies and procedures regarding the testing of blood from fatally injured casualties by hospital staff?</p> <p>What are they?</p>	
<p>Are there policies and procedures in place for undertaking roadside checks, random breath testing? (e.g., location, vehicle placement, etc.)</p> <p>Describe the process.</p>	
<p>Are the policies and procedures complied with?</p> <p>How is this monitored and by whom?</p>	

Equipment

Questions	Comments
<p>Are the police equipped with:</p> <ul style="list-style-type: none"> ● roadside screening devices ● other formal breath testing equipment ● high-visibility vehicles used at roadside checks. <p>How current is it?</p>	
<p>Are the police equipped with video monitoring equipment to aid in the prosecution of drink drivers?</p>	
<p>What other equipment do the police have?</p> <p>How current is it?</p>	

5. Interventions

As referenced in Section 3 above, the scope of potential interventions is broad and diverse. There is no one solution that will address the problem of drink driving. In fact, even within the broad categories mentioned below, one should focus on the best solution for the specific risk factors that are identified through data analysis. The following is a list of program elements that could be included in a program to address drink driving. A prioritized list of potential solutions can be found in Table 2.6 in the Good Practice Manual on Drinking and Driving developed by the Global Road Safety Partnership.

Awareness and Education

The purpose of education and awareness programs is to increase knowledge and change attitudes, specifically, to make drivers understand that drink driving is dangerous, illegal, and socially unacceptable behavior.

Questions	Comments
<p>Are there school-based education programs in place?</p> <p>Provide examples.</p> <p>What age groups are covered by these programs?</p>	
<p>Describe any programs specifically aimed at youth whether in or out of school.</p>	
<p>Are there work-based (employer/employee) education programs in place?</p> <p>Provide examples.</p>	
<p>Are there communications (public awareness and education) programs in place that support the enforcement of drink driving laws?</p> <p>Provide examples.</p>	
<p>To what extent are the enforcement activity and the advertising coordinated?</p>	

Questions	Comments
<p>Is there a greater emphasis on public awareness around holiday weekends and celebrations?</p> <p>Provide examples.</p>	
<p>Has a comprehensive and coordinated social marketing campaign been developed, implemented, and evaluated?</p> <p>Who were the lead agencies and what were their roles?</p>	
<p>Which media are primarily used for public awareness campaigns? (This could be print—brochures, posters, bill boards, and newspapers; radio; TV; and social media sites.)</p>	
<p>Have there been targeted education and awareness programs aimed at hard core (repeat/recidivist) drink drivers?</p> <p>Describe them.</p>	

Enforcement (Role of Policing)

Enforcement is critical to making meaningful inroads in resolving the problem of drink driving. The identification and apprehension of drink drivers should always be among the top priorities of traffic law enforcement.

Questions	Comments
<p>Is there strong enforcement of drink driving laws?</p> <p>What percentage of traffic law enforcement is dedicated to drink driving?</p> <p>Describe.</p>	
<p>Do the police use “intelligence led” policing (i.e., using previous crash and drink driving data) to prioritize and target enforcement?</p> <p>Provide examples.</p>	

Questions	Comments
<p>Are there dedicated police units focused on drink driving?</p> <p>How are they organized?</p>	

Legislation/Regulation

Legislation and regulation have been and continue to be a necessary first step in addressing the problem of impaired driving. (Questions are covered in Section 4)

Judiciary/Sanctions

Sanctions are intended to punish the offender and to prevent the offender from repeating the offence. These include administrative actions and court-imposed sanctions. Administrative actions range from short-term license suspensions to vehicle impoundment and alcohol ignition interlocks. Court-imposed sanctions typically include fines, driving prohibitions/license suspensions, and incarceration. The primary advantage of administrative actions is that they can be applied immediately, or a short time after the offence, unlike court-imposed sanctions which are applied on conviction, typically several months after the offence. (Questions are covered in Section 4)

Treatment and rehabilitation services for impaired drivers

The purpose of treatment and rehabilitation is to reduce the prevalence of drink driving by addressing the offenders' alcohol misuse, abuse, or dependence issues. Early screening and brief interventions, if appropriate, are effective means for identifying offenders who may be harmfully involved with alcohol and in need of rehabilitation.

Questions	Comments
<p>Describe any mandatory screening and assessment programs that are in place for:</p> <ul style="list-style-type: none"> ● first time offenders ● repeat offenders <p>Which agencies are involved in these programs?</p> <p>Are they coordinated? If so, how?</p>	

Linkages to other agencies

A drink driving initiative will not succeed unless there are genuine efforts to cooperate, a commitment to change the status quo, and improved communication among stakeholder agencies. (Questions are covered in Section 3)

Community based initiatives

Volunteer groups and communities can play an important role by mobilizing their members and residents to support the drink driving initiative and demand that the needed resources and actions are taken.

Questions	Comments
<p>Can you provide examples of “Safe Ride Home” or designated driver programs especially related to sport and special event venues?</p>	
<p>Describe any additional alternative transportation programs, such as those organized through taxi companies, public transit, or other transportation agencies.</p>	
<p>Are there responsible beverage service training programs in place? Who undertakes them? How do they operate?</p>	
<p>There are programs such as “Operation Lookout” and “Phone 911” (people in communities who report possible impaired drivers, report license plates to police who follow up with either a “direct” intervention with the driver or through follow-up by police). Are there similar programs underway? Describe them.</p>	
<p>In “Court Monitoring” programs, citizens observe, track, and report on drink driving court hearing activities. Are such programs in place? Who undertakes them?</p>	

Research and Evaluation

Research forms a foundation for understanding the drink driving situation. It provides an information database for developing new programs and improving existing ones. Evaluation is needed to determine if current and planned programs and initiatives are effective. To be fully supported and continued, a program should have a measurable impact on the prevalence of drink driving and contribute to reductions in alcohol-related road traffic crash problems.

If formal studies have been conducted, a reference to them would be useful.

Questions	Comments
<p>What research and evaluation programs are in place to monitor and evaluate:</p> <ul style="list-style-type: none"> ● the effectiveness of community-based programs such as designated driver programs ● the effectiveness of server intervention programs ● the characteristics and attributes of “hardcore” drink drivers ● the effectiveness of appropriate sanctions and penalties ● the effectiveness of vehicle seizure programs and mandatory alcohol ignition interlock programs ● the problem of alcohol in the workplace 	

6. Behavior

Surveys and focus groups are a good way of assessing the driving population’s awareness of drink driving issues, and knowledge and compliance with drink driving laws. The information gathered through such surveys can help identify focus areas requiring attention, including target groups of individuals who may drink and drive.

Questions	Comments
<p>Have public opinion surveys been undertaken?</p> <p>If so, who conducted the surveys and were the results published or shared?</p> <p>What were some of the key findings/conclusions?</p>	
<p>What was the purpose of the survey?</p> <ul style="list-style-type: none"> ● Public attitudes towards drink driving ● To understand individual drink driving habits ● Establish the “reach” of a public awareness/education campaign 	
<p>Has a stakeholder assessment been undertaken that sheds light on the social environment around drink driving?</p>	
<p>Have surveys or focus groups been undertaken to discuss the driving population’s knowledge and compliance with drink driving laws?</p> <p>Who undertook them and are the results available?</p> <p>Provide a link to the survey if available.</p>	
<p>Have “nighttime” surveys been undertaken?</p> <p>Who undertook them?</p> <p>What are the results?</p> <p>Provide a link to the survey if available.</p> <p>(These may involve groups of volunteers stopping drivers during night hours to ask specific questions about their drink driving behavior. These do not have an enforcement component.)</p>	

The following is an example of a community survey:

Table 2

Question	Possible responses
1. Do you know the BAC limit in your country? (If yes, check BAC value is correct.) Alternatively, if there is no BAC limit, the question could be: "Do you know the legal definition for impaired driving in your country?"	1 yes (with correct or incorrect value) 2 no 3 don't know what BAC is
2. In your opinion, is operating a motor vehicle after consuming alcohol dangerous?	1 yes 2 no 3 don't know/unsure
3. In your opinion, does the consumption of alcohol before operating a motor vehicle increase the risk of causing a road crash?	1 yes 2 no 3 don't know/unsure
4. Have you consumed alcohol before operating a motor vehicle?	1 regularly 2 occasionally 3 no 4 don't know/unsure
5. Have you travelled as a passenger in a motor vehicle with someone who has consumed alcohol before driving?	1 regularly 2 occasionally 3 no 4 don't know/unsure
6. In your opinion, what is the likelihood of being stopped by the traffic police on suspicion of drinking and driving?	1 high 2 moderate 3 low 4 don't know/unsure

Source: GRSP: Drinking and Driving: a road safety manual for decision-makers and practitioners, p. 35.

A comprehensive drink driving program will include program elements that range from prevention to the treatment of offenders. This situation assessment is the first step into determining what that program should be. The information gathered throughout this assessment will be significant for developing a sound and responsive multi-sector program.

The Global Actions on Harmful Drinking initiatives are being implemented by:

International Center for Alcohol Policies (ICAP)
1519 New Hampshire Avenue, NW
Washington, DC 20036 USA
Phone: +1.202.986.1159
Fax: +1.202.986.2080

For more information about Global Actions on Harmful Drinking, please visit www.global-actions.org or e-mail: info@global-actions.org

Suggested citation for this publication:
International Center for Alcohol Policies (ICAP). (2010). Drink Driving Situation Assessment Guidelines. Washington, DC.