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## Impaired driving in Central European Countries (CEC)

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ICTCT Workshop, STELLENBOSCH



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## I. Introduction – CEC region, V4 countries

The Visegrad Group, also called the Visegrad Four or V4, is an alliance of four Central European states – **Czech Republic, Hungary, Poland and Slovakia** – for the purposes of cooperation and furthering their European integration.

The population is 64,301,710 inhabitants, which would rank **22nd largest in the world and 4th in Europe** if V4 was a single country. Most people live in Poland (38 million), followed by the Czech Republic (nearly 11 million), Hungary (nearly 10 million) and Slovakia (5.5 million).



## Visegrád-Gruppe

Schon im Jahr 1335 war die Burg von Visegrád Sinnbild der regionalen Kooperation. Als Sitz des ungarischen Königs war der Ort damals Schauplatz eines Gipfeltreffens der Könige von Polen, Böhmen und Ungarn. Diese vereinbarten eine enge Zusammenarbeit in den Bereichen Politik und Handel und inspirierten damit ihre Nachfolger in den 1990er Jahren, die Region gemeinsam in die EU zu führen. In der Erklärung von Visegrád vom Februar 1991 verpflichteten sich die Staatsoberhäupter Ungarns, Polens und der Tschechoslowakei, sich dem politisch-wirtschaftlichen System Europas anzuschließen sowie ihre Zusammenarbeit auf den Gebieten Regionales, Wirtschaft und Kultur zu intensivieren. Sie bildeten damit eine Art ostmitteleuropäisches Pendant zu Benelux.

## I. Introduction – Economics

All four nations in the Visegrad Group are high income countries with a very high Human Development Index. V4 countries have enjoyed more or less steady economic growth since the revolutions of 1989. In 2009, Slovakia adopted the euro as its official currency.

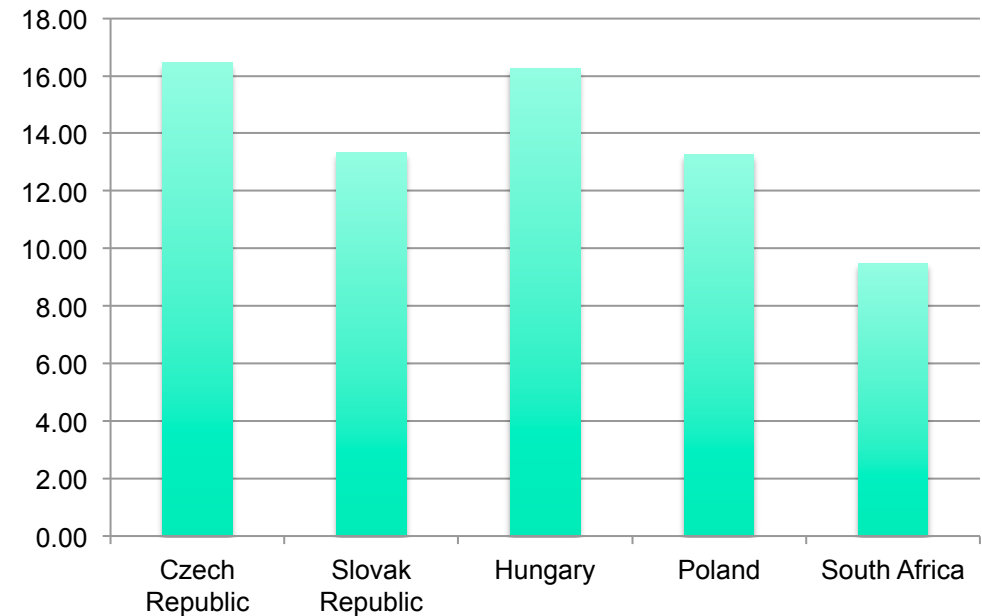
Based on Gross Domestic Product (PPP) figures for the year 2011, the most developed country in the grouping is **the Czech Republic** (USD \$27,165 per capita), followed by Slovakia (USD 23,384 per capita), Poland (USD 20,136 per capita) and Hungary (USD 19,647 per capita). The average GDP (PPP) in 2011 for the entire group **was USD 21,197.**

If counted as a single nation state, the Visegrad Group is the seventh largest economy in Europe and the 15th in the world.

## I. Introduction – Alcohol consumption facts

Pure alcohol consumption among adults (age 15+) in litres per capita per year (WHO, 2011)

Czech Republic	16.45
Slovak Republic	13.33
Hungary	16.27
Poland	13.25
South Africa	9.46



## I. Introduction – Motorisation facts

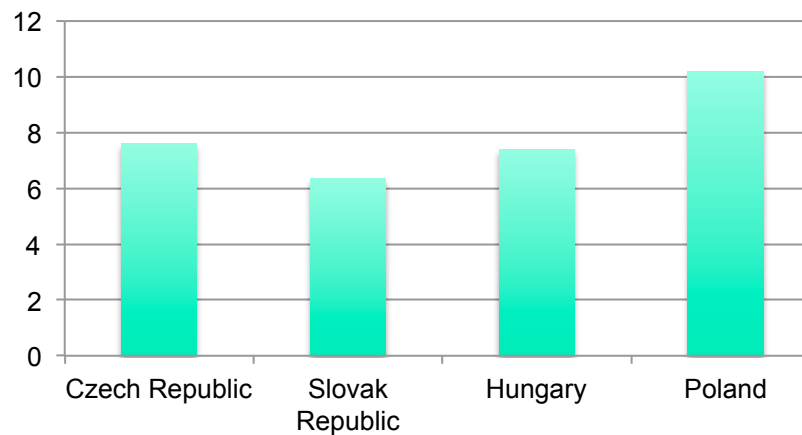
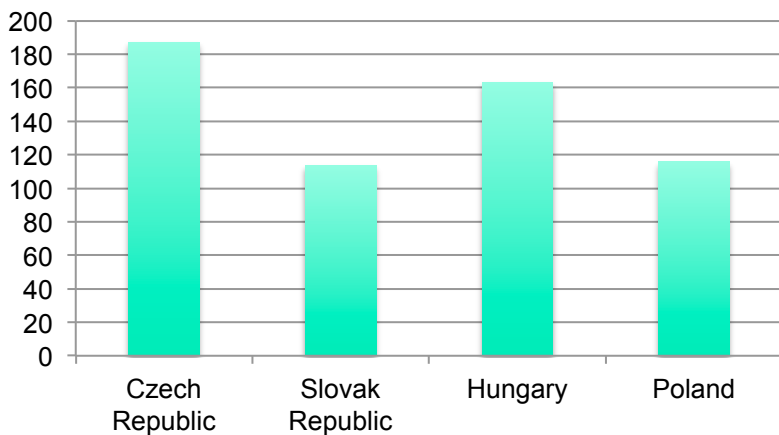
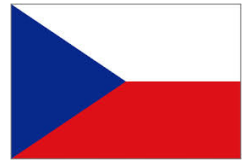
Number of Vehicles per 1000 inhabitants

Czech Republic	528.00
Slovak Republic	430.00
Hungary	364.00
Poland	451.00
South Africa	165.00



## II. State of the art in CEC countries (2010)

2010	No of Injury crashes	Injury crashes per capita *100 000	No of fatalities	Fatalities per capita *100 000
Czech Republic	19,676.00	187.16	802.00	7.60
Slovak Republic	6,167.00	113.43	345.00	6.35
Hungary	16,308.00	163.08	740.00	7.40
Poland	44,196.00	115.70	3,907.00	10.20





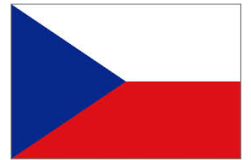
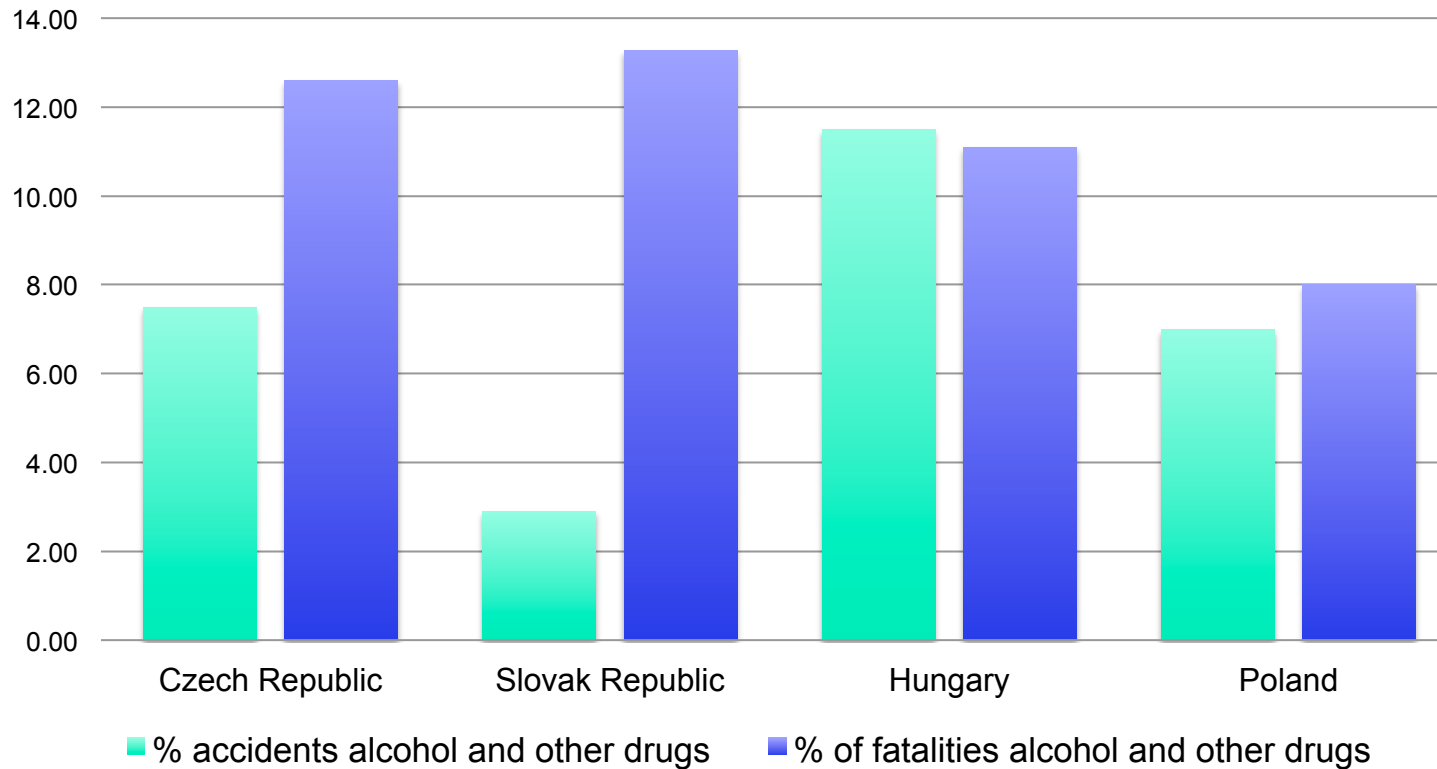
## II. State of the art in CEC countries (2010)

2010	No of injury crashes alcohol and other drugs	% accidents alcohol and other drugs	No of fatalities alcohol and other drugs	% of fatalities alcohol and other drugs
Czech Republic	5,242.00	7.50	89.00	12.60
Slovak Republic	2,126.00	2.90	26.00	13.27
Hungary	1,874.50	11.50		11.10
Poland	3,093.72	7.00	312.56	8.00



## II. State of the art in CEC countries (2010)

### Alcohol fatalities and accidents



## II. State of the art in CEC countries (2010)

			No of positive checks per 1000 inhabitants
2010	BAC*	Random breath testing	
Czech Republic	0.00	Yes	0.7
Slovak Republic	0.00	Yes	0.8
Hungary	0.00	Yes	4.5
Poland	0.20	Yes	4.2

\*0 = below detection limit



## II. State of the art in CEC countries (2010) – legislation Czech Republic



All drivers stopped by the Police are now systematically breath-tested for alcohol.

However, the level of enforcement is low and on average only 1 out of 7 drivers is checked every year on Czech roads.

### *Penalties:*

- below 0.3 g/l - 500 Eur, 0 penalty points, driving restriction up to 1 year
- 0.3 - 1.0 g/l 800 Eur, 7 penalty points, driving restriction 1 - 2 years
- over 1.0 g/l - 2000 Eur, 7 penalty points, driving restriction up to 10 year and prison up to 3 years.

## II. State of the art in CEC countries (2010) – legislation Slovak Republic



Not all drivers stopped by the Police are systematically breath-tested for alcohol – only random.

### *Penalties:*

- below 0.45 g/l - 650 Eur, 0 penalty points, driving restriction up to 1 year
- 0.45 - 1.0 g/l 800 Eur, 7 penalty points, driving restriction 1 - 2 years
- over 1.0 g/l - 2000 Eur, 7 penalty points, driving restriction up to 10 year and prison up to 3 years.

## II. State of the art in CEC countries (2010) – legislation Hungary



Since 20th January 2008, the driving licence is withdrawn on the spot from the driver, and is given back after the expiration of the driving ban period decided by the authorities.

Up to 0.5 g/l alcohol in blood is a minor offence, 0.8 g/l and over qualifies as a traffic crime.

Drivers detected with more than 0.5 g/l alcohol will receive 5 penalty points, a fine up to 400 Eur and a driving ban from 1-12 months.

Drivers detected with more than 0.8 g/l will receive 9 penalty points, a fine decided upon by the court, a driving ban of 1-10 years and an imprisonment of up to 1 year.

## II. State of the art in CEC countries (2010) – legislation Poland



If the level of alcohol in the bloodstream is above 0.02 per cent fine is given.

Penalties:

- between 0.2 g/l and 0.5 g/l - 1000 Eur, 0 penalty points, driving restriction 6 months to 3 years
- over 0.5 g/l -
- over 1.0 g/l - 2000 Eur, driving restriction up to 10 year and prison up to 2 years.

## IV. Implications for South Africa - What could other countries learn from CEC countries?



- The message set by a Zero BAC limit is very clear: never drive after drinking.
- Driving under the influence of alcohol must not be socially accepted in any case → strong enforcement policy.
- Setting targets for minimum level of alcohol checks of the motorists population, e.g. 1 in 5 motorists should be checked each year.
- Strict sanctions for drunk drivers.
- Work on monitoring system to determine rates of drink driving in the EU and rates of traffic deaths related to drink driving, e.g. at least testing for alcohol for all drivers involved in fatal accidents



## IV. Possible Implications for South Africa



- Introduce systematic breath-testing in all Police checks relating to driver behaviour.
- Implement a roadside evidential breath testing procedure, which will allow the police to test more suspected drink drivers with the same level of human resources.
- Organise regular nationwide campaigns to raise the public's understanding that drinking and driving is never a good mix.



Ďakujem

Děkuji

Dziękuję

Danke

Köszönöm

Thank you