Miclín Feeney was 23 years of age when he crashed on Halloween night 2004 in Lettermullen, County Galway. Micilín survived his crash but suffers from an acquired brain injury. In his own words he says “I made a stupid mistake. I had been drinking and then I drove. If you think drinking and driving is cool, just think of me. Never risk it.”

From ‘Crashed Lives’
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Drink driving is a **male problem**.

Alcohol is estimated to be a **contributory factor** in 1 in 3 fatal collisions.

**IN 1 IN 4 FATAL CRASHES, THE DRIVER HAD CONSUMED ALCOHOL**

Any alcohol impairs driving and increases the risk of collision.

At **half the current limit**, drivers are **twice as likely** to be involved in a collision. At the **current limit** (0.08g/dL) drivers are **six times more likely** to have a collision.

Alcohol is twice as **potent when you are a tired driver**.

Almost 1 in 5 drivers killed on our roads, where alcohol was present, were **under the legal limit** when they died.

**92 lives were saved** in the first 12 months following the introduction of Mandatory Alcohol Testing (MAT) on 21st July 2006.

About **three out of every four drivers** – an increasing majority – are **in favour** of the introduction of a **lower drink driving limit** and **two thirds** now support a **zero limit** for all drivers.
87% of the public say that drinking and driving is extremely shameful. In fact they say it’s more shameful than speeding, shop lifting, adultery and tax evasion.

The UK (0.08) and Malta (0.09) are the only other EU countries with the same or higher drink drive level compared to Ireland.

All of the available evidence from research indicates that reducing the legal limit of BAC from the current limit of 0.08 to 0.05 will reduce the risk of being involved in a road traffic collision, and consequently will save lives and prevent serious injuries.

Ireland is among the highest alcohol consuming countries in the EU according to research published on November 1st 2007 by the Health Research Board.

Any amount of alcohol impairs driving and increases risk – so the only safe advice is to NEVER EVER drink and drive.

The aim of the Government’s Road Safety Strategy 2007 - 2012, is to reduce collisions, deaths and injuries on Irish roads by 30%. This means 400 lives could be saved by the end of 2012.
Any amount of alcohol impairs driving and increases risk.
2. **THE MYTHS AND THE FACTS**
Only drunk drivers are involved in traffic collisions

Alcohol is not a significant issue in traffic collisions

- 1 in 5 drivers killed on our roads, where alcohol was present, were under the legal limit when they died.

- Alcohol is estimated to be a contributory factor in 1 in 3 fatal collisions.

- In 1 in 4 fatal crashes, the driver had consumed alcohol.

- The most common contributory factor in all fatal collisions occurring between 2001 and 2004 in the Republic’s border counties and Meath was the consumption of alcohol (37.4%).

- Between 1990 and 2006 there were a total of 7,078 people killed on the roads of which 2,462 (35%) were alcohol related.
It’s ok to drive after a couple of drinks. I’ve always driven after taking a drink or two. It makes no difference.

- Any alcohol impairs driving and increases the risk of collision.
- At the current limit (0.08) drivers are six times more at risk of having a collision. At half the current limit drivers are twice as likely to be involved in a collision.
- The only safe advice is to NEVER EVER drink and drive.
- When you have a drink the alcohol hits your brain within minutes. It starts to slow down and close down your brain’s activity. So your driving skills are quickly impaired. You start to focus more on steering. You miss out on other dangers on the road - like the child about to cross.
21% of fatal road crashes that happen between 6am and 12 noon are alcohol related.

If someone has been drinking the night before the only cure is time.

Testing drivers for alcohol the morning after is a waste of time.

Only young and inexperienced drivers are affected by alcohol.

All drivers are affected by even one drink.

For any given amount of alcohol consumed, young drivers are relatively more affected.

Ireland will be the odd one out in the EU by reducing the Blood Alcohol Concentration (BAC)*

The UK (0.08) and Malta (0.09) are the only other EU countries with the same or higher drink drive level compared to Ireland.

* The amount of alcohol in your body is measured by Blood Alcohol Concentration (BAC).
At the current limit (0.08) drivers are six times more at risk of having a collision. At half the current limit drivers are twice as likely to be involved in a collision.

92 lives were saved in the first 12 months following the introduction of Mandatory Alcohol Testing (MAT) on 21st July 2006.

Every country that has reduced the BAC, increased their enforcement supported by awareness campaigns, has seen a significant and permanent reduction in collisions, deaths and injuries per head of population. When the limit was reduced from 0.08 to 0.05 in Queensland, fatal collisions fell by 18% and serious collisions by 14%.

All of the available evidence from research indicates that reducing the current limit of BAC to 0.05 will reduce road collisions and consequently will save lives and prevent serious injuries.
It’s not my problem. Alcohol has no effect on my driving.

All drivers are affected by drinking even small amounts of alcohol. Alcohol affects judgement, vision, co-ordination, and reaction time. It causes serious driving errors, such as:

- Your peripheral vision is affected making it difficult to see signs and other road users, particularly pedestrians and cyclists
- Increased reaction time to hazards
- Driving too fast or too slow
- Driving in the wrong lane
- Running over the kerb
- Weaving
- Quick, jerky starts
- Not signalling, failure to use headlights
- Straddling lanes
- Running stop signs and red lights
- Improper overtaking
Reducing the limit will shut down rural Ireland

Over the past decade Ireland has seen a massive change in the way we socialise and how we view health and safety issues.

Our drinking habits including where and how we choose to socialise have changed dramatically. A major factor in this change has been the growth of a more well-off society, increased mobility and a greater choice of social and recreational activities. In short, people in rural Ireland have more options than were available 10 years ago.

It has also been brought on by the changes that have taken place in the area of health and safety.

A smoking ban in all places of work, including pubs and restaurants has been introduced, in the interest of the health and safety of employees. New anti drink driving laws have also been introduced in an effort to save lives and prevent injuries on our roads.

While these changes have highlighted some new challenges, for example rural transportation, by and large their introduction is supported by the vast majority of people in Ireland.
Reducing the limit will shut down rural Ireland
(continued)

The introduction of a lower drink driving limit will not radically change the behaviour or affect the lives of the majority of people in this country. Currently 87% of drivers believe drink driving is extremely shameful behaviour and 67% believe the drink drive limit should be lowered.

Lowering the limit will therefore contribute to changing the behaviour of some drivers who to date have been slow to join the majority of drivers.

The results of drinking and driving have left countless communities devastated in this country with lives lost and families left grieving.

Far from shutting down rural Ireland, reducing the drink drive limit will protect the lives and well being of our families, neighbours, friends and work colleagues in our communities. It is important to understand the range of issues facing rural Ireland including rural transport, social inclusion and sustainable communities. Promoting the safe use of roads in rural Ireland is an integral policy measure to protect and sustain rural communities.

The same argument was made in 1968 when BAC was introduced and in 1994 before the BAC was reduced to 0.08. In both of these cases, the argument was without foundation.
The UK has decided not to reduce its drink drive limit (.08 BAC limit) why should Ireland?

The UK’s Road Safety Minister has said that instead of lowering the drink drive limit they would focus on better enforcement of the existing limit.

Ireland was in an identical situation to the UK prior to the introduction of Mandatory Alcohol Testing (MAT) in this country.

Before considering any lowering of the drink drive limit in Ireland there first had to be effective enforcement of the current limit. This has happened with the introduction of MAT in Ireland. Therefore, it is now appropriate to lower Ireland’s drink drive limit.

Unlike Ireland, UK police do not have mandatory alcohol testing powers. This is something that is now being considered as part of a consultation process that is looking at better ways of enforcing the current limit in the UK.

The UK along with Ireland and Malta are the last countries in Europe not to implement the EC Recommendation on Drink Driving of a .05 BAC limit.
Alcohol is estimated to be a contributory factor in 1 in 3 fatal collisions.
3. How big a factor is alcohol in road crashes in Ireland and the EU?
What the research says

**DRINK DRIVING AS A FACTOR IN FATAL CRASHES IN SELECTED COUNTRIES**


(JOINT OECD/ECMT TRANSPORT RESEARCH CENTRE)

%
PER CAPITA ALCOHOL CONSUMPTION IRELAND (AGE 15+) 1960-2007
How big a problem is drink driving in Ireland?
Ireland has a chronic drink driving problem. 18,851 drivers were arrested on suspicion of drink driving in 2007. A total of 18,053 drivers were arrested on suspicion of drink driving in 2008. That’s an average of around 347 drivers arrested each week for drink driving in the Republic of Ireland. Ireland is ranked among the highest alcohol consuming countries in the EU (Health Research Board, 2007).

An alcohol related driver fatality is one in which a blood alcohol level of 20mg/100ml (or the equivalent in urine and breath tests) is present in a driver.

Report No 1.
A study (Bedford, et al, 2004) found that:
• Of the total number of drivers killed, a third had alcohol detected in their blood and a quarter of drivers were above the legal limit. All drivers detected with alcohol in their blood were male.

Report No 2.
A report (Bedford, et al, 2005) found:
• Drink driving is a male problem – 90% of driver / riders, whose alcohol was a contributory factor in a fatal crash, were male.
• Alcohol is estimated to be a contributory factor in 1 in 3 fatal collisions.
• Driver / rider alcohol consumption is estimated to be a factor in 28% of fatal crashes.
• Driver alcohol was a factor in 62% of single-vehicle, single occupant fatal crashes.
• 21% of fatal road crashes that happen between 6am and 12 noon are alcohol related.
• Weekends through to Monday morning are the high risk period for alcohol-related fatal crashes.
• Almost a quarter of the drivers killed on our roads, where alcohol was present, were under the legal limit when they died.
Report No 3.
A cross border report (CAWT, 2006) found:
- The most common contributory factor in all fatal collisions occurring between 2001 and 2004 in the Republic’s border counties and Meath was the consumption of alcohol (37.4%).
- Of the drivers involved in a fatal single-vehicle collision, almost three in five (57.3%) are known to have consumed alcohol.

Report No 4.
A recent HSE study into alcohol harm in Ireland has also established that:
- Between 1990 and 2006 there were a total of 7,078 people killed on the roads of which 2,462 (35%) were alcohol related.

(HSE, April 2008, Alcohol related harm in Ireland, pages 12 to 18)

Report No 5
A report on single vehicle collisions in County Kildare (McGovern, et al, 2006) found that:
- In an analysis of 143 fatalities from single vehicle collisions in the county over a ten year period to 2005, alcohol was present in 54% of drivers killed.

A study (Bedford, et al, 2008) of the years 2003 to 2005 by the HSE on drink driving in Ireland found that in this three year period:
- 1 in 3 crashes were alcohol related
- Where BACs were available for killed drivers over half (58%) had alcohol in their blood
- In 1 in 4 crashes, the driver had consumed alcohol
- 1 in 4 pedestrian deaths related to their own alcohol intake
- The research confirms that weekends through to Monday continue to be the high risk period for alcohol related fatal crashes
- 1 in every 2 alcohol related crashes occur on Saturdays and Sundays
- 2 out of every 3 alcohol related crashes occur between 10pm on Friday night and 8am on Monday morning.
Report No 7.
The Medical Bureau of Road Safety Annual Report (MBRS, 2006) reported that:

- 18,795 blood, urine and breath specimens were analysed for alcohol concentration, an increase of 33.8% on the total number of specimens analysed in 2005.
- 2,167 specimens certified which were twice or more over the legal limit, accounting for 44% of the total number of specimens certified.
- Only 532 of a total of 2,891 (18.4%) certified blood samples were under the legal alcohol limit. This compares to 15.2% in 2005 and an average of 8.6% between 2000 and 2004.
- Only 498 out of a total of 2015 (24.7%) certified urine samples were under the legal alcohol limit. This compares to 359 out of 2427 (19.7%) in 2005 and an average of 12.1% between 2000 and 2004.
- A total of 13,757 breath specimens were taken in Garda station, an increase of 39.9% on 2005. 76.76% of the certified specimens were over the limit. Only 1,320 tests did not result in a statement under section 17 of the Road Traffic Act

Report No 8.
A report (Anderson, 2008) states:

- A maximum blood alcohol concentration limit of 0.05 should be introduced throughout Europe; countries with existing lower levels should not increase them. Eventually, a lower limit of 0.02 should be introduced for all drivers.
- A lower limit of 0.00 should be introduced for young drivers and drivers of public service and heavy goods vehicles.
- Driver education, rehabilitation and treatment schemes, linked to penalties, based on agreed evidence-based guidelines and protocols should be implemented throughout Europe.

A report (Anderson, et al, 2005) refers to the WHO Global Burden of Disease study which suggests that more than one in three road traffic fatalities in the EU are due to alcohol.
**Report No 10.**

A paper (Fell, et al, 2009) stated the following:

Fourteen independent studies in the United States indicate that lowering the BAC limit from 0.10 to 0.08 has resulted in 5–16% reductions in alcohol-related crashes, fatalities or injuries. Several studies indicate that lowering the limit from 0.08 to 0.05 BAC also reduces alcohol-related fatalities. The relative risk of being involved in a fatal crash as a driver is 4 to 10 times greater for drivers with BACs between 0.05 and 0.07 compared to drivers with 0.00 BACs.

There is strong evidence in the literature that lowering the BAC limit from 0.08 to 0.05 is effective, and that lowering the BAC limit for youth to 0.02 or lower is effective.

**Report No 11.**

The World Health Organization Global Status Report on Road Safety (WHO, 2009) stated:

The risk of involvement in a crash increases significantly above a blood alcohol concentration (BAC) of 0.04. Laws which establish lower BACs (between zero and 0.02) for novice drivers can lead to reductions of between 4% and 24% in the number of crashes involving young people. What can be done - Drink Driving laws should be based on blood alcohol concentration, or the equivalent breath alcohol content limits, which should be 0.05 or below. All countries should set limits of 0.02 or below for young/novice drivers.

**In Europe, the European Commission has said:**

“It is estimated that excessive blood alcohol concentration is involved in 1 out of 4 accidents and better drink-driving management could prevent up to 10,000 fatalities in the EU annually.”

EU, (2001)

“How can it be acceptable that a driver in Ireland could be deemed safe to drive with four times the amount of alcohol in his system than a driver in other European countries?”
ALL DRIVERS ARE AFFECTED BY EVEN ONE DRINK
4. **Blood Alcohol Concentration (BAC)** and some facts on alcohol
The amount of alcohol in your body is measured by Blood Alcohol Concentration (BAC).

BAC is determined by the amount of alcohol you drink (more alcohol means higher BAC), how fast you drink (faster drinking means higher BAC), your weight, gender, constitution, individual drinking habits and whether food has been eaten.

The same amount of alcohol consumed will result in different blood alcohol levels for different people.

**How does alcohol affect the body?**

When you have a drink the alcohol hits your brain within minutes. It starts to slow down and close down your brain’s activity. So your driving skills are quickly impaired. You start to focus more on steering. You miss out on other dangers on the road - like the child about to cross.

**How does Alcohol Affect Driving?**

All drivers are affected by drinking even small amounts of alcohol. Alcohol affects judgement, vision, co-ordination, and reaction time. It causes serious driving errors, such as:

- Your peripheral vision is affected making it difficult to see signs and other road users, particularly pedestrians and cyclists
- Increased reaction time to hazards
- Driving too fast or too slow
- Driving in the wrong lane
- Running over the kerb
- Weaving
- Quick, jerky starts
- Not signalling, failure to use headlights
- Straddling lanes
- Running stop signs and red lights
- Improper overtaking

Of the eleven functions required to drive, ten are impaired at a BAC level of 0.04. These functions are divided attention, tracking, psychomotor skills, cognitive tasks, choice reaction time, visual function, vigilance, perception and simple reaction time and information (Shiner, 2007).
How Much Alcohol Impairs Driving?

Alcohol is a sedative. Any alcohol impairs driving and increases the risk of collision. This is not a theory, it’s a scientific fact.

That’s why just one drink impairs driving.
At under 1/4 of the current limit (0.08)...

Your alertness is impaired.

The danger of sleepiness increases – even a split second’s doze at the wheel can kill.

If you are a young driver under 24, your risk of a fatal crash has just doubled.

At under 1/3 of the current limit...

Your ability to make decisions and react quickly starts to be impaired.

The relaxing effect of alcohol has impaired your judgement about your fitness to drive.
The stark reality behind the statistics and one of the hardest things for victims and their families to deal with is that drink driving does not happen by chance. Sadly, drink driving happens by choice.
Can I speed up the time it takes to get rid of alcohol from my body?

Alcohol goes directly from the stomach into the bloodstream. A drinker can control the amount of alcohol that he or she takes in. However, the drinker cannot control how fast the body gets rid of alcohol.

A campaign by the Road Safety Authority and www.drinkaware.ie (MEAS / Mature Enjoyment of Alcohol in Society) states that traditional ‘stomach liners’ or ‘cures’ won’t speed up the process by which alcohol is eliminated from the body. A person gets rid of roughly one standard drink per hour. That’s half a pint, or one glass of wine, or one shot per hour.

So if someone has been drinking the night before, the only cure is time to be confident of being a safe driver the next day.

Drinking coffee or taking a cold shower cannot speed up the elimination process.

If you are a tired driver ...

International experts also say that alcohol is twice as potent when you are a tired driver. So people who think they are driving under the legal limit should be aware that even small amounts of alcohol consumed when we are tired combine to form a lethal cocktail (Horne, et al, 2003).

Recent research published in France showed that sleepiness combined with as little as 0.01 BAC triples the likelihood of death or serious injury between the hours of 00:00 and 05:00 (Philip, et al, 2001).

How do we know that alcohol affects driving?

The literature on the effects of alcohol on driving is very extensive and very consistent: alcohol in any amount impairs driving or driving related skills. Moskowitz & Robinson, 1988 reviewed 177 studies and Moskowitz & Fiorentino, 2000 reviewed 112 studies in reports by NHTSA (National Highway Traffic Safety Administration) in the USA.
The results of the reviews can be summarised by a quotation from the 1988 report which stated, “there is no lower threshold below which impairment does not exist for alcohol”. In other words, any amount of alcohol impairs driving. The combination of alcohol and driving is a deadly mix.

Where can I get more information on how alcohol affects the body?

To understand how alcohol affects the body visit www.drinkaware.ie. It has been developed by MEAS (Mature Enjoyment of Alcohol in Society) and has practical tips on getting home safely.

“Think of the decisions we could be forcing on others as a result of our choice to drink and drive.”
When you have a drink, the alcohol hits your brain within minutes.
5. Public Attitudes, current Limits, Penalties, Recommended Change and Proposed Penalties
What are public attitudes to drink driving in Ireland?

In 2006, a Road Safety Authority study asked drivers to rate drinking and driving for shamefulness on a 10-point scale (where 1=not shameful and 10=extremely shameful) and compared this behaviour with various unsocial behaviours. Over 8 out of 10 drivers surveyed rated drinking and driving as extremely shameful and indeed more so than shoplifting, adultery and tax evasion.

‘Just One’ Anti-Drink Drive Tracking (Millward Brown IMS, 2008) also shows the following attitudes to drink driving.

Support for ‘Just one drink impairs driving’
(All drivers - 2008)

- 18% no strong position
- 25% disagree
- 57% agree

‘There should be more roadside breath-testing of drink drivers’
(All drivers - 2008)

- 15% no strong position
- 12% disagree
- 73% agree

‘Penalties for drink-driving offences should be more severe’
(All drivers - 2008)

- 19% no strong position
- 14% disagree
- 67% agree
What level of public support is there for a lowering of the drink drive limit?

The findings of the Health Promotion Unit 2002 Survey found that over two thirds (67%) of adults support the proposal to lower the drink drive limit to .05.

There is also growing support for a zero limit from two thirds of drivers. Similarly, 9 out of 10 drivers support such a limit being imposed on new drivers.

A recent survey of 10,000 Irish drivers has revealed that Irish motorists have no sympathy for drink drivers and would favour harsher punishments for them (AA Ireland, 2008). Over half (52%) of motorists would call the Gardaí if someone that they knew was about to drink and drive. 83% believe that drunk drivers should have their cars confiscated.

What are the present legal limits?

The present limits are:
- 80 milligrammes of alcohol per 100 millilitres of blood (0.08)
- 107 milligrammes of alcohol per 100 millilitres of urine
- 35 microgrammes of alcohol per 100 millilitres of breath

Why is the RSA recommending to Government to reduce the BAC from 0.08 to 0.05?

All of the available evidence from research indicates that reducing the legal limit of BAC to 0.05 will reduce the incidence of road collisions and consequently will save lives and prevent serious injuries.

When the limit was reduced from 0.08 to 0.05 in New South Wales, fatal collisions fell by 8% and serious collisions by 7%. In Queensland, fatal collisions fell by 18% and serious collisions by 14%.

What is the evidence to support this recommendation?

The literature on the effects of alcohol on driving is very extensive and very consistent; alcohol in almost any amount impairs driving or driving related skills. Moskowitz & Robinson, 1988 reviewed 177 studies and Moskowitz & Fiorentino, 2000 reviewed 112 studies in reports by NHTSA (National Highway Traffic Safety Administration) in the USA.

Analysis provided by the Policy Advisory Panel to the RSA indicates that between 5 to 10 lives and 50 to 100 serious injuries could be avoided annually. When this is combined with other enforcement activities, particularly a reduction in average speed across the road network, the figures for lives saved and serious injuries prevented will increase (RSA, 2008).

When will the new limits be introduced?

The Minister for Transport has stated that the Road Traffic Bill 2009 will be published in Autumn 2009.

How do we know this action will save lives and prevent injuries?

Reducing the BAC will save lives and prevent serious injuries. It is one of many measures designed to bring Ireland into the company of ‘best practice’ countries. Reducing the BAC is most effective when the average speed across the road network falls – even by as little as 5km/h. It is the combination of alcohol and speed that is catastrophic, particularly for young and inexperienced drivers.

What are the current penalties for drink driving?

For drink driving offences, the disqualification periods range from 1 to 6 years depending on the level of alcohol detected, and whether it is a first or subsequent offence.

The offence of refusing to provide a sample of blood, urine, or breath for evidential purposes will attract an automatic disqualification of 4 years for a first offence and 6 years for a second or subsequent offence.
<table>
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<th>Current Drink Driving Penalties</th>
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<tr>
<td><strong>First Offence</strong></td>
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<tr>
<td>&lt;100 milligrams of alcohol / 100 millilitres of blood</td>
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<tr>
<td>&lt;135 milligrams of alcohol / 100 millilitres of urine</td>
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<tr>
<td>&lt;44 micrograms of alcohol / 100 millilitres of breath</td>
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<tr>
<td><strong>Second Offence</strong></td>
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<tr>
<td>100 - 150 milligrams of alcohol / 100 millilitres of blood</td>
</tr>
<tr>
<td>135 - 200 milligrams of alcohol / 100 millilitres of urine</td>
</tr>
<tr>
<td>44 - 66 micrograms of alcohol / 100 millilitres of breath</td>
</tr>
<tr>
<td><strong>First Offence</strong></td>
</tr>
<tr>
<td>&gt;150 milligrams of alcohol / 100 millilitres of blood</td>
</tr>
<tr>
<td>&gt;200 milligrams of alcohol / 100 millilitres of urine</td>
</tr>
<tr>
<td>&gt;66 micrograms of alcohol / 100 millilitres of breath</td>
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<table>
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<th>Period of Disqualification in Years</th>
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<td>1</td>
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<tr>
<td>37</td>
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</tbody>
</table>

*Penalties can vary depending on the level of alcohol concentration and previous convictions.*
What will the penalties be for drink driving at the new lower limit?

The Government has indicated that it requires drink driving penalties to be proportionate to the new (and existing) BAC level. Existing legislation provides for the introduction of administrative procedures for dealing with drink driving detections. There is scope for further development. For example, the use of rehabilitation and road safety courses and the introduction of Alcolocks* for offences at the lower limit.

Why is breath testing used to measure the level of alcohol?

The measurement of drivers’ BAC is most often not based on a measurement of the blood content. However it is more common now for drivers to be asked to blow into an evidential breath testing device (EBT) and their lung air is analysed.

The legal breath alcohol concentration of 0.35mg/l corresponds to a BAC of 0.08g/dL in Ireland whilst the 0.05g/dL limit in other countries corresponds to 0.22mg/l.

In certain circumstances blood and / or urine measurements are also used.

---

* An Alcolock is a device fitted to car ignitions which requires the driver to blow into a tube to determine whether his/her blood alcohol concentration is within a limit that is safe to drive. If it is above a certain limit, the engine will not start.
Just one drink impairs driving
At the **LEGAL LIMIT** drivers are
6 times more likely to have a **COLLISION**
6. **What is the situation in other EU countries?**
The UK (0.08)* and Malta (0.09) are the only other EU countries with the same or a higher drink drive level of BAC compared to Ireland. All other countries have a limit of .05 or lower. In addition, other countries have lower BAC levels for learner and novice drivers and for commercial drivers.

* In December 2008, the Scottish Parliament voted in favour of reducing the drink drive limit from 0.08 to 0.05. Northern Ireland is concluding a public consultation process outlining options regarding a possible reduction in their drink drive limit (0.08).
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Rechereche sure les Transports et leur Securite, Paris

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ó ‘Crashed Lives’
NEVER EVER
DRINK AND DRIVE