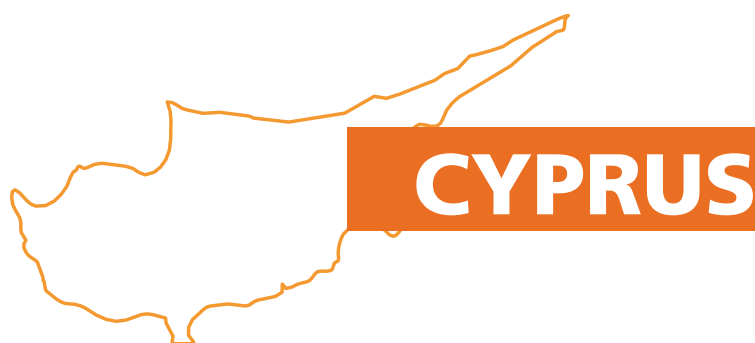




## DRINK-DRIVING FACT FILE

November 2022

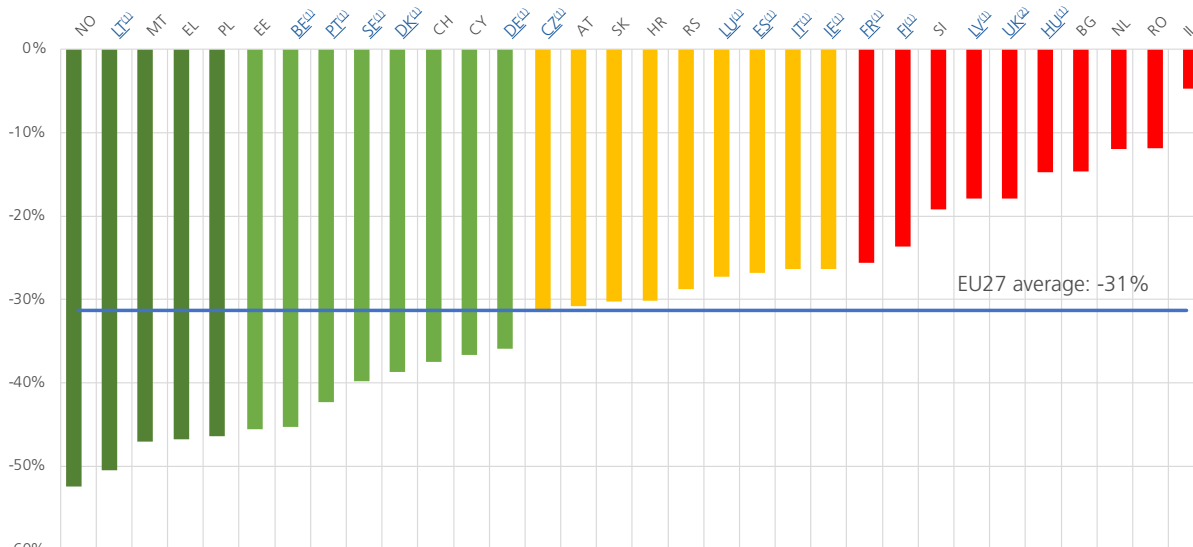


### INTRODUCTION

Road deaths in Cyprus were 36% lower in 2021 compared to 2011, a larger reduction than the EU average of 31%. Road mortality in Cyprus stood at 50 deaths per million population in 2021. However, it should be noted that the annual number of deaths in small countries like Cyprus may be subject to substantial annual fluctuations affecting both indicators.

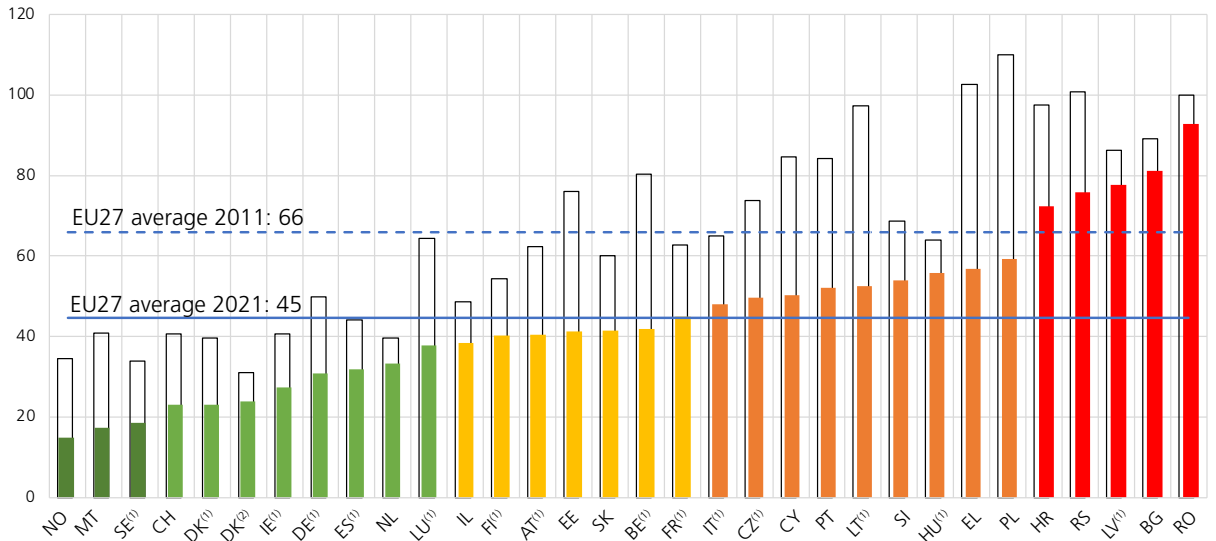
**Figure 1. Relative change in road deaths between 2011 and 2021.** \*National provisional estimates used for 2021, as final figures for 2021 are not yet available at the time this report went to print.

\*\*UK data for 2021 are the provisional total for Great Britain for the year ending June 2021 combined with the total for Northern Ireland for the calendar year 2021. The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuations. The annual numbers of deaths in CY and EE are also relatively small and may be subject to annual fluctuations.



**Figure 2. Mortality (road deaths per million inhabitants) in 2021 (with mortality in 2011 for comparison).**

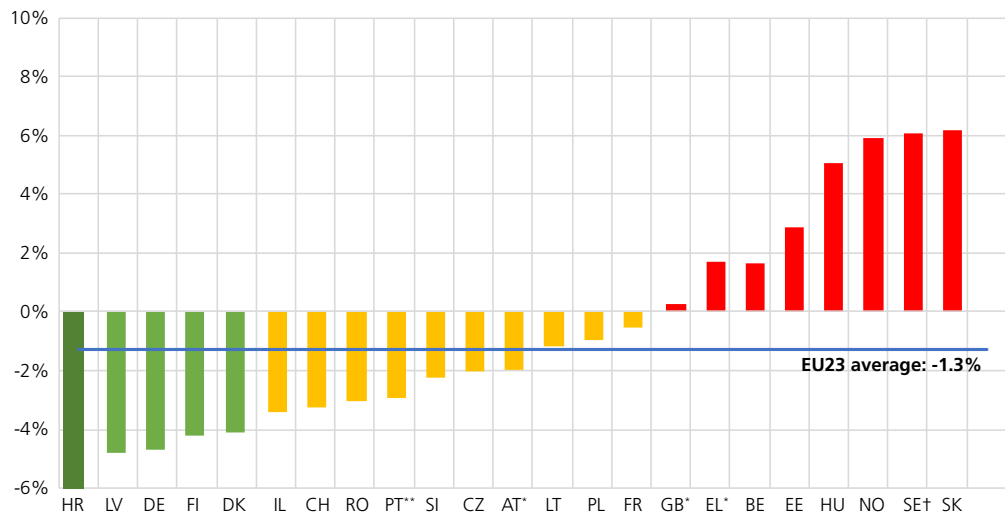
(1) National provisional estimates used for 2021, as final figures for 2021 were not available at the time this report went to print. The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuations. (2) UK 2021 estimate is based on GB provisional total for the year 2021 and the provisional data for Northern Ireland for the calendar year 2021, population data is an estimate for the year 2021.



Alcohol-related road deaths decreased 13% faster than the figure for all other road deaths in the period from 2010 to 2019, as shown in the graph below. Eight alcohol-related deaths were recorded in 2020 in Cyprus. The COVID-19 pandemic and accompanying restrictions on mobility had an impact on Cyprus that saw an increase of over 30% in the number of road deaths attributed to alcohol between 2019 and 2020 (figure 4 below).

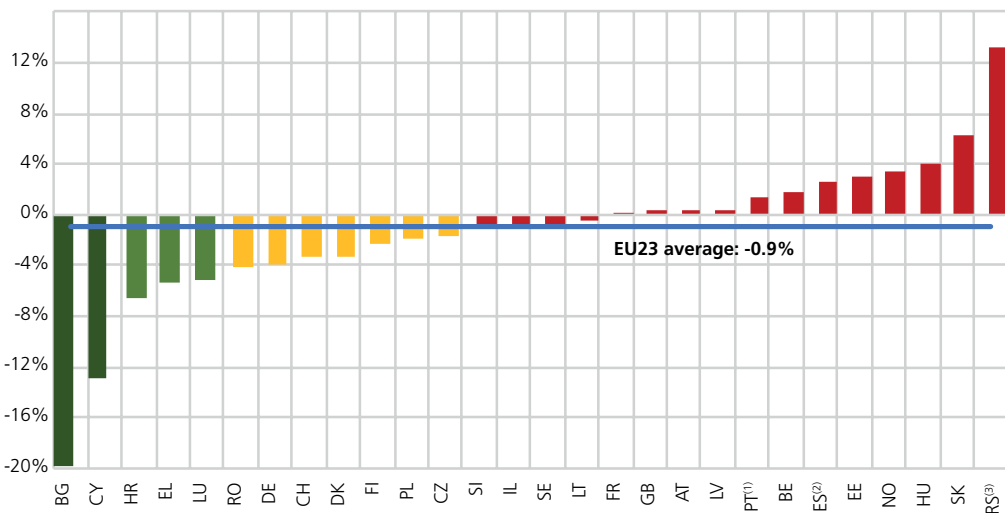
**Figure 3. Difference between the average annual change in the number of road deaths attributed to alcohol and the corresponding change for other road deaths over the period 2010-2019**

(1) PT: Number of road deaths attributed to alcohol are not available, so numbers of positive forensic post-mortem tests of drivers, passengers and pedestrians were used instead.  
 (2) ES: data for Catalonia and the Basque Country are not available.  
 (3) RS: data collection methodology changed in 2016. Serbia is working to improve alcohol-related fatal collision data collection according to the EU guidelines on the Common Accident and Injury Database (CaDas).  
 EU 23: EU 27 Member States minus Ireland, Italy, Malta and the Netherlands due to insufficient data.



**Figure 4. Difference between the average annual change in the number of road deaths attributed to alcohol and the corresponding change for other road deaths over the period 2010-2019**

(1) PT: Number of road deaths attributed to alcohol are not available, so numbers of positive forensic post-mortem tests of drivers, passengers and pedestrians were used instead.  
 (2) ES: data for Catalonia and the Basque Country are not available.  
 (3) RS: data collection methodology changed in 2016. Serbia is working to improve alcohol-related fatal collision data collection according to the EU guidelines on the Common Accident and Injury Database (CaDas).  
 EU 23: EU 27 Member States minus Ireland, Italy, Malta and the Netherlands due to insufficient data.





## NATIONAL POLICIES

Timeline of national measures to tackle drink-driving:

**2006**

Legal Blood Alcohol Concentration (BAC) limit reduced from 0.9 to 0.5g/l.

2006

**2015**

The legal BAC was reduced to 0.2g/l for the following categories of drivers: learner drivers, novice drivers (until three years after obtaining a license), motorcyclists, drivers of HGVs with a gross weight over 3.5 tons, bus drivers, taxi drivers, drivers of vehicles carrying dangerous cargo, drivers who have received a driving ban from a court during the last three years.

2015

**2012**

**2012**

An out-of-court fine for driving under the influence of alcohol was introduced based on the BAC level of the offender.

**2020**

**2020**

Police officers given powers to prevent a person from driving a motor vehicle in the following cases: driving under the influence of alcohol (>0.5g/l BAC); refusal to provide a breath sample. Any person who prevents the police from exercising such power is considered as guilty and, in case of a conviction, subject to imprisonment for up to six months and/or a fine not exceeding €2 000. Finally, the police may issue an out-of-court fine for the categories of drivers for whom the BAC limit of 0.2g/l is applied.

There is a national road safety strategy in place for 2021-2030. The strategic plan includes 158 proposed measures, a number of which are related to drink-driving, including:

- The introduction of a 0.0g/l BAC limit for the special categories of drivers described above.
- The introduction of the compulsory installation of alcohol interlocks on buses transporting students and on the vehicles of recidivist drink-driving drivers.
- The establishment of procedures for the rehabilitation of recidivist drink-driving offenders.

For the first and second measures, endorsement by the National Road Safety Council is still required in order to make the necessary legal changes. For the third measure, the changes have been made and the rehabilitation procedures are expected to begin in late 2023.



# BAC LIMITS AND SANCTIONS

The legal limit for  
**standard  
drivers**  
is:

**0.5g/l**



The legal limit for  
**novice and professional drivers**  
is: **0.2g/l**

The court-imposed sanctions are included in the table below:



BAC level (g/L)



Maximum  
Fine



Penalty Points



Max. prison  
sentence



Maximum period  
of driving ban

For standard drivers - BAC limit of 0.5 g/l				
BAC 0.51-0.81g/l	€ 1,500	1-3	One month	Three months
BAC 0.82-1.26g/l	€ 3,000	3-6	Three months	Three months
BAC 1.27-1.60 g/l	€ 5,000	4-8	Eight months	Four months
BAC above 1.60 g/l	€ 10,000	5-10	Two years	Two years
Refusal or avoidance to provide breath sample.	€ 10,000	5-10	Two years	Two years
For novice and professional drivers - BAC limit of 0.2g/l				
BAC 0.21-0.51 g/l	€ 1,500	1-3	One month	Three months
BAC 0.52-0.81 g/l	€ 3,000	3-6	Three months	Three months
BAC 0.82-1.26 g/l	€ 5,000	4-8	Eight months	Four months
BAC above 1.26 g/l	€ 10,000	5-10	Two years	Two years
Refusal or avoidance to provide breath sample.	€ 10,000	5-10	Two years	Two years

The sanctions that can be imposed by the police on the spot are as follows:

BAC level (g/l)	Maximum Fine	Penalty Points
<b>For standard drivers - BAC limit of 0,5 g/l</b>		
BAC 0.51-0.8g/l	€ 125	1
BAC 0.81-1.25 g/l	€ 250	3
BAC 1.26-1.6g/l	€ 500	4
BAC above 1.60g/l	Case taken to court	-
Refusal to provide a breath sample.	Case taken to court	-
<b>For novice and professional drivers - BAC limit of 0.2g/l</b>		
BAC 0.21-0.5 g/l	125€	1
BAC 0.51-0.80g/l	250€	3
BAC 0.81-1.25 g/l	500€	4
BAC above 1.25g/l	Case taken to court	-
Refusal to provide a breath sample.	Case taken to court	-



## ENFORCEMENT

There were 49 police checks per 1000 inhabitants recorded in Cyprus in 2020. The proportion of those who tested positive accounted for 9%. As in many EU countries, police alcohol checks decreased in Cyprus over the last decade, from 213 to 49 per 1000 inhabitants between 2010 and 2020.

Cyprus police take part in the ROADPOL Pan European Operations every year. There are two week-long operations in 2022 dedicated to drink-driving: one in May, and one in December. 1120 drivers were checked and 97 were found to be over the legal limit during the May operation. These joint European operations are in addition to other enforcement campaigns organised by the Cyprus police.



## REHABILITATION AND ALCOHOL INTERLOCK PROGRAMMES

No alcohol interlock programme is in place in Cyprus. Nevertheless, in the new Road Safety Strategy for the years 2021-2030 the installation of alcohol interlocks on buses transporting students and on vehicles of recidivist drink driving offenders will be discussed as part of the proposed measures.

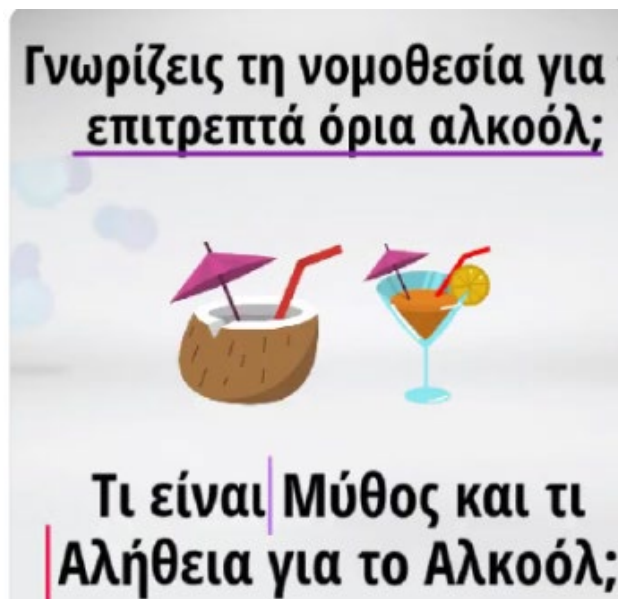


## CAMPAIGNS

Apart from the campaigns run in cooperation with the local police and ROADPOL at different times of the year to increase enforcement, drink-driving campaigns are also run regularly every year at national level, in particular during festive periods (Christmas, Easter, summer holidays). Some of the most recent can be found below via the Twitter link.



<https://twitter.com/i/status/1024195957922181120>



<https://twitter.com/i/status/1113345016552988672>



<https://twitter.com/i/status/1151445337078423554>



## SOURCES

### **Figures:**

<https://bit.ly/3xOTlcr>

### **Sanctions:**

<https://bit.ly/39SsHgd>

### **ETSC, 16th PIN Annual Report (2022):**

[https://etsc.eu/wp-content/uploads/16-PIN-annual-report\\_FINAL\\_WEB\\_1506\\_2.pdf](https://etsc.eu/wp-content/uploads/16-PIN-annual-report_FINAL_WEB_1506_2.pdf)

### **ETSC, How traffic law enforcement can contribute to safer roads (2022):**

[https://etsc.eu/wp-content/uploads/ETSC\\_PINFLASH42\\_v2TH\\_JC\\_FINAL\\_corrected-060522.pdf](https://etsc.eu/wp-content/uploads/ETSC_PINFLASH42_v2TH_JC_FINAL_corrected-060522.pdf)

### **Campaigns:**

<https://twitter.com/i/status/1151445337078423554>

<https://twitter.com/i/status/1113345016552988672>

<https://twitter.com/i/status/1024195957922181120>