



DRINK-DRIVING FACT FILE

March 2021



CZECHIA



INTRODUCTION

In terms of overall road safety Czechia made some of the slowest progress in the EU over the period 2010 – 2019 with just a 23% reduction in annual road deaths. In terms of road mortality, in 2019, Czechia recorded 58 deaths per million inhabitants compared to the EU average of 51.

Figure 1. Relative change in road deaths between 2010 and 2019. *National provisional estimates used for 2019, as final figures for 2019 are not yet available at the time of going to print. **UK data for 2019 are the provisional total for Great Britain for the year ending June 2019 combined with the total for Northern Ireland for the calendar year 2019.

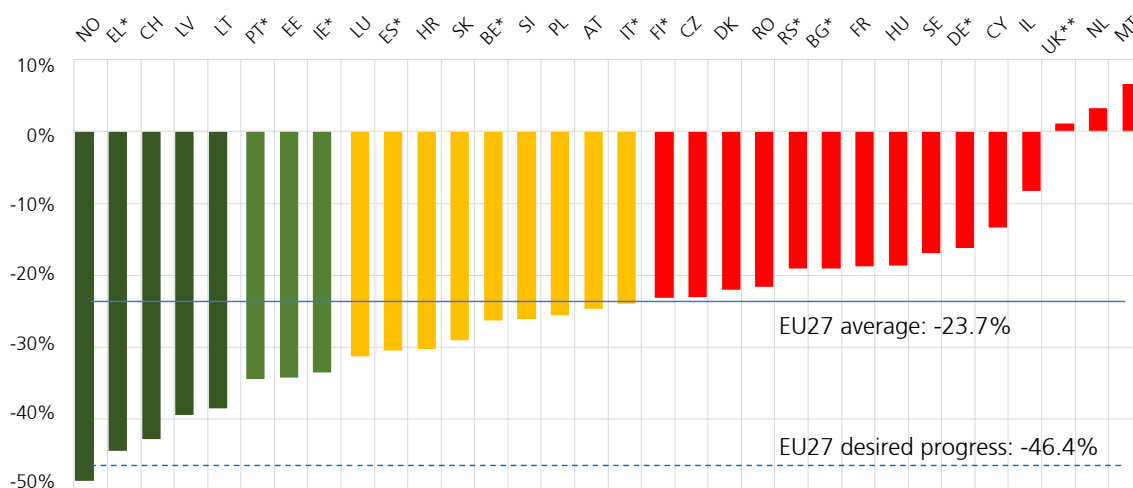
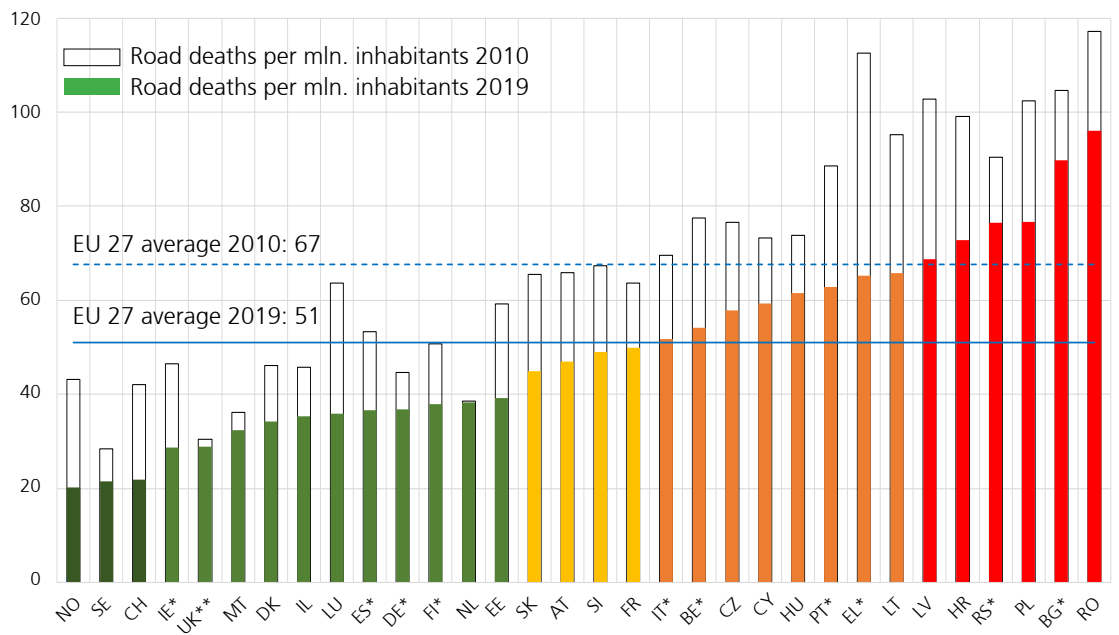


Figure 2. Mortality (road deaths per million inhabitants) in 2019 (with mortality in 2010 for comparison). *National provisional estimates used for 2019, as final figures for 2019 are not yet available at the time of going to print. **UK data for 2019 are the provisional total for Great Britain for the year ending June 2019 combined with the total for Northern Ireland for the calendar year 2019.

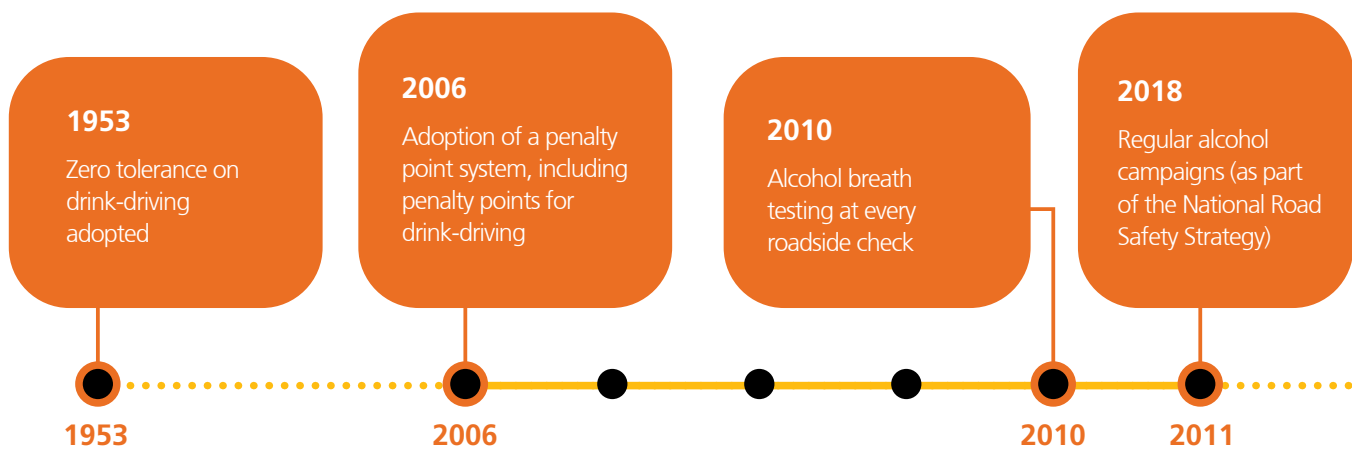


Officially-recorded alcohol-related road deaths accounted for almost 10% of all road deaths in 2019, 60 out of 617 total road deaths. Preliminary figures for 2020 record 57 deaths due to alcohol impairment on Czech roads.



NATIONAL POLICIES

Timeline of the main measures adopted in the fight against drink driving:



The Czech government set road safety targets in its National Road Safety Plan. The strategy covered the period 2011-2020 and the main goal was to reduce the number of deaths to EU-average levels and the number of serious injuries by 40% (from the year 2009). Tackling drink-driving together with speeding, aggressive behaviour and vulnerable road users were addressed as priorities of the strategy.

Specific targets for drink-driving were set in the 2011-2020 strategy:

- a 60% reduction in deaths attributed to drink-driving (no more than 40 people killed compared to 108 in 2010);
- no more than 150 serious injuries attributed to drink-driving.

At the beginning of 2021, drink-driving measures were adopted in the new National Traffic Safety Strategy for 2021 – 2030:

- Make more intensive alcohol roadside checks.
- Increase visible police surveillance with a focus on speed, alcohol and addictive substances;
- Promote in-vehicle technologies installation (i.e. alcohol interlocks) with reference to the implementation of EU Regulation 2019/2144 on type-approval requirements for motor vehicles (Article 6).



BAC LIMITS AND SANCTIONS


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

0g/l

Czechia was a pioneer when, in 1953, the first national road act set drink-driving as a priority for road safety and introduced a policy of zero tolerance. In practice this allows for a tolerance of up to 0.24 g/l when enforcing.

The definition adopted for an alcohol-related road collision is: any collision where a road user is found with a BAC limit above 0.0g/l.

The sanctions foreseen by Czech legislation for drivers under the influence of alcohol are the following:

 BAC level (g/L)	 Fines	 Penalty points*	 Driving ban	 Imprisonment
≤0.3 g/l	100 – 800 €	0 out of 12	From 6 months to 1 year	-
Between 0.3 and 1.0g/l	100 – 800 €	7 out of 12	From 1 to 2 years	-
>1.0g/l	1000 to 2000 €	7 out of 12	Up to 10 years	Up to 3 years

*In the Czech penalty point system, points are added to the driving licence up to maximum 12 points. Once a driver get 12 points the driving licence is revoked.



ENFORCEMENT

Czechia has a long tradition in collecting reliable alcohol data after road collisions. A breath test is done and reported by the police for all road crashes that occur and road safety experts believe that the level of underreporting is very low.

Systematic breath testing was introduced in January 2010. All drivers stopped by the police are 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.

Traffic police checks in 2019 found 6572 drivers positive, a percentage of 0.56 up to 0.72% of all checks (range from two types of checks). In 2020, 4937 drivers tested positive, a percentage of 0.41 up to 0.74 % (range from two types of checks). The results showing a BAC of up to 0.24 g/l were not included in the calculation because of the tolerance level allowed during regular enforcement.

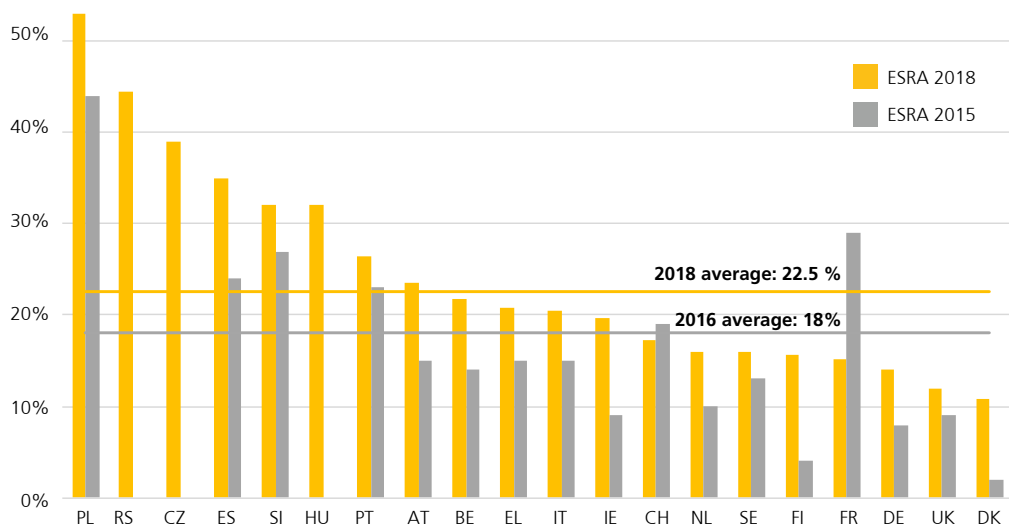


DRIVERS' PERCEPTION

Although levels of enforcement are not the highest compared to other EU countries, it appears that levels of perception of being caught by the police are quite high among Czech drivers.

Figure 3. Proportion (%) of car drivers who considered themselves likely to be checked by the police for drink-driving.

Source: ESRA survey (2015 and 2018)



In the latest e-survey on road safety attitudes from 2019, 39% of respondents thought they were likely or very likely to be tested for drink-driving on a regular trip. This result places Czechia in third place after Poland and Serbia.



REHABILITATION AND ALCOHOL INTERLOCK PROGRAMMES

No alcohol interlock rehabilitation programme is currently in place in Czechia.



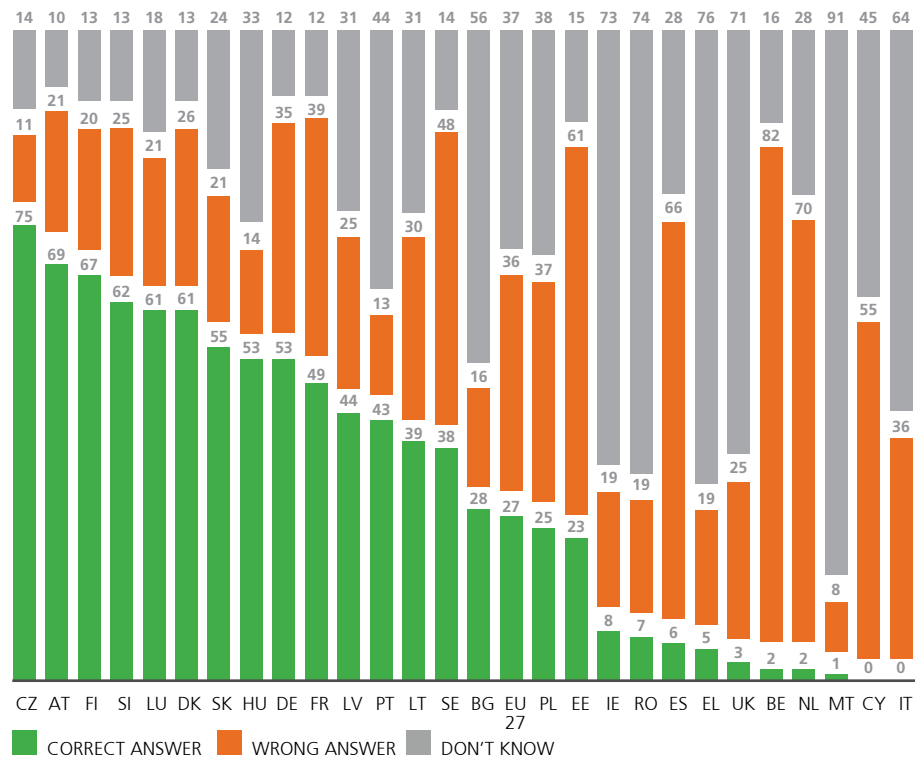
CAMPAIGNS

Due to the early introduction of a Zero BAC limit for all drivers, today drinking and driving is socially unacceptable in Czechia and the population is well aware of the limit in their country. For more than fifty years the message for drivers has been clear: never drive after drinking.

Results from a Eurobarometer survey from 2010 showed that the knowledge of the legal national BAC limit was highest amongst Czech interviewees. 75% of respondents knew that the limit was zero in Czechia. Yet alcohol consumption in the general population remains high and above the EU average.

Figure 4. Knowledge of BAC in EU countries.

(Question: What is the national legal alcohol level allowed for drivers?) Source: Eurobarometer 2010



One of the most recent drink-driving campaigns run by the Czech Governmental Council for Road Safety (Besip) launched in October 2020 and is called "Nenech se ovlivnit" (Don't be influenced). It focuses on young drivers under 25, showing the risks related to alcohol and drug consumption while driving. The campaign includes a TV spot and two radio spots, which were broadcast from October to December 2020 on TV and radio stations and shared on the web and social networks.



<https://youtu.be/7qxD-ubCHs>

From January to March 2021, the campaign will make intensive use of social networks. Video spots intended primarily for the youngest drivers aged 15 to 25 give the impression that they were shot from a mobile phone and are a record of the real situation ending in a road crash. Similarly, radio spots evoke a real atmosphere after and before a collision.



SOURCES

Czech Governmental Council for Road Safety (BESIP):

<https://www.ibesip.cz/>

National Road Safety strategy:

<https://www.ibesip.cz/Pro-odborniky/Narodni-strategie-BESIP/Plneni-strategie>

Drivers' perception:

ESRA Survey 2018 <https://www.esranet.eu/en/publications/>

EU Barometer 'EU citizens attitudes towards alcohol' (2010):

https://ec.europa.eu/health/sites/health/files/alcohol/docs/ebs_331_en.pdf

ETSC, 14th PIN Annual Report (2020):

<https://etsc.eu/wp-content/uploads/14-PIN-annual-report-FINAL.pdf>

ETSC Drink-Driving Towards Zero Tolerance (2012):

https://etsc.eu/wp-content/uploads/2014/02/Drink_Driving_Towards_Zero_Tolerance.pdf

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