



# Drug Driving Enforcement

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Global Road Safety Partnership



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# About GRSP



- Hosted by the International Federation of Red Cross and Red Crescent Societies (IFRC)
- Founded in 1999 after IFRC's 1998 World Disasters Report:
  - Identified catastrophic number of traffic injuries and deaths and dramatic consequences on people and their livelihoods
- Mission: **dedicated to the sustainable reduction of road crash deaths and injuries**
- Forge sustainable partnerships between governments, business and civil society (projects in partnership)
- Contribute to the United Nations Decade of Action for Road Safety (2011-2020)

# GRSP's Role



1. Support civil society to advocate for stronger road safety policies
  - Road Safety Grants Program
2. Enhance capacity of enforcement agencies:
  - Provide training on risk factors (eg speed, seat belts)
  - Provide technical assistance with international best practice enforcement strategies
3. Global Road Safety Leadership Course
  - Workshops for road safety decision makers



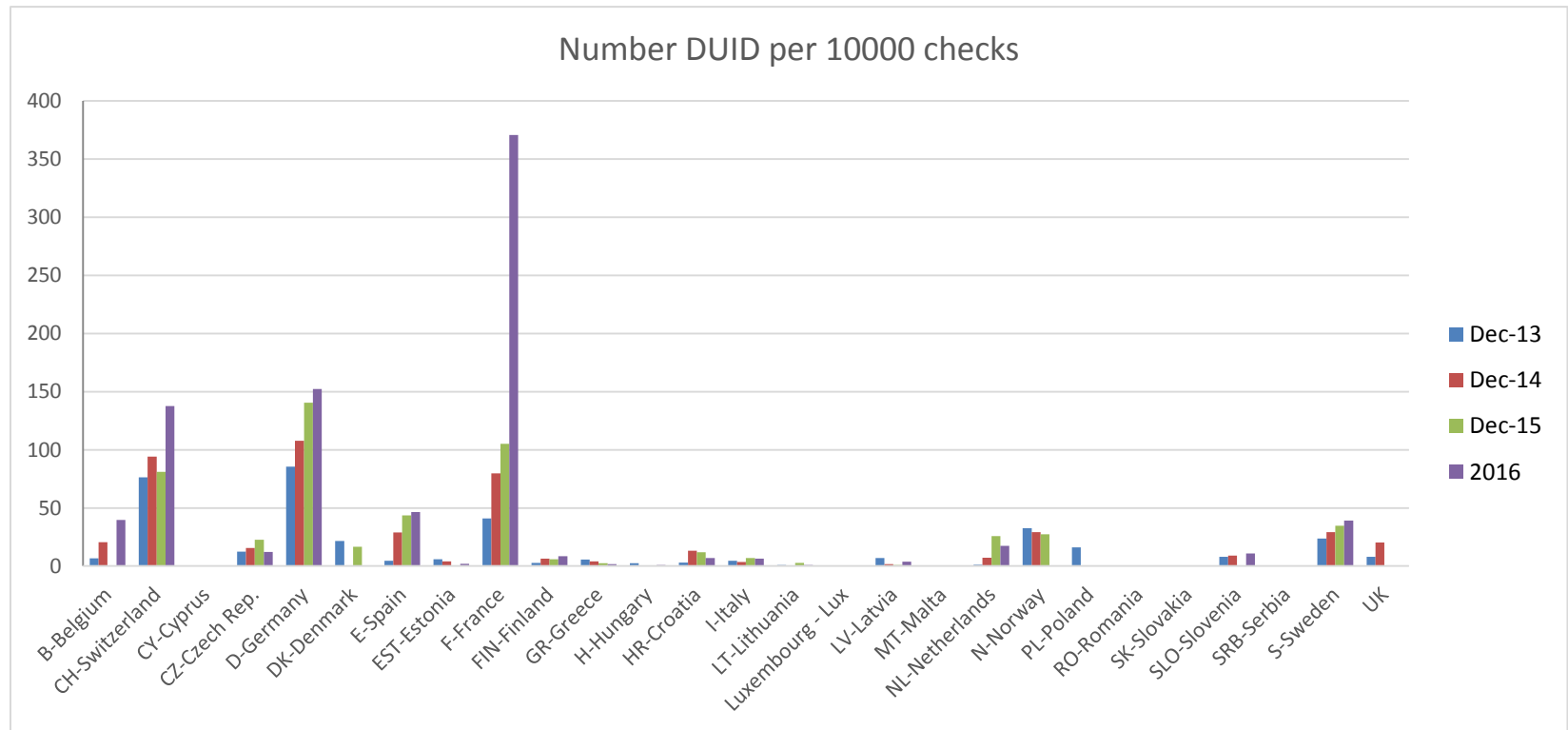
# How to improve knowledge?

- Start to treat DUID problem as a risk factor for road safety
- Standardised data collecting and monitoring system for police
- Training programs for police focused on professional skills for detection and recognize external symptoms of illegal substance use
- Easy and quick devices for roadside tests
- International research programs focused on this issue.



# How to improve knowledge?

Standardised data collecting and monitoring system for police



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# How to improve knowledge?

International research programmes focused on this issue.



Project No: TREN-05-FP6TR-S07.61320-518404-DRUID

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# How to better understand if the policies are working?

In the case of driving under influence of drugs, as well as in other traffic safety issues, a key element in assessing the effectiveness of the action is preparation of appropriate monitoring indicators and KPIs.



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# How to better understand if the policies are working?

- All the indicators are based on the collected data and analysis and comparison of data.
- Those data must be collected according to the same methodology, to keep the appropriate qualitative standard (to be reliable).
- Monitoring issues must be planned on the basis of "milestone





# How to better understand if the policies are working?

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There are several indicators to monitor the traffic problem:

The number of drugs revealed in relation to the number drivers checked

IMPORTANT It is necessary to specify the minimum requirements for the number of probes and investigated drivers.



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# How to better understand if the policies are working?

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There are several indicators to monitor the traffic problem:

The number of traffic accidents dictated by the guilty, the body of which disclosed the prohibited substances.

IMPORTANT It is important to distinguish situations in which the substance has a real influence on the behaviour of the driver (accident) and when only the presence of the drug in body is detected and it is not possible to demonstrate its influence at the time of the incident.



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# How to better understand if the policies are working?

Monitor user groups should be tracked as defined as specific risk groups in drug targeting under the influence of drugs

In the group of young drivers aged 18-24 years, the most common psychoactive substance is THC (1.52% positive cases).

In all age groups, the consumption of psychoactive substances is significantly higher among men than among women (2.79% of men and 0.35% of women use psychoactive substances). In the group of men the most widespread substance was alcohol, in the group of women - other psychoactive substances (especially amphetamine and opiates used in medicine) *European Commission 2012, DRUID*



# Where should future resources be allocated?

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Standardisation of procedures for roadside test for drug enforcement


Researches focused on evaluation and development road side tests (fast and easy to use drugs test)

Focused on most common group of substances



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# Summary and key issues

**Standardisation of procedures for roadside test for drug enforcement**

**Introduce advanced and well prepared training programs for traffic police officers for drug detection in drivers**

**Introduce international standards of drugs level in drivers body (zero tolerance?)**

**Researches focused on evaluation and development road side tests (fast and easy to use drugs test)**

**Introduce international standards of DUID data collecting, monitoring and analysis.**

# Thank you.

## Global Road Safety Partnership

c/o International Federation of  
Red Cross and Red Crescent Societies

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