



# NDLERF

Evaluating the deterrent effect of random  
breath testing (RBT) and random drug  
testing (RDT)—The driver's perspective

Research findings

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# Evaluating the deterrent effect of random breath testing (RBT) and random drug testing (RDT)—The driver's perspective

## Research findings

### Project Contacts

Dr Katherine Papafotiou Owens (Ipsos-Eureka)  
Inspector Martin Boorman (Victoria Police)

**Ipsos-Eureka Project**  
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## Executive summary

This report presents the findings from the project evaluation of the deterrent effect of Random Breath Testing (RBT) and Random Drug Testing (RDT)—The driver's perspective undertaken by the Ipsos-Eureka Social Research Institute and Victoria Police in 2009. The project was funded by the National Drug Law Enforcement Research Fund (NDLERF). The project involved a mixed methodology, where review and a qualitative component guided the development of a survey to assess the deterrent effect of random breath testing (RBT) and random drug testing (RDT), and a quantitative component measured the influence of various law enforcement practices on a driver's decision to drink/drug drive. In order to ascertain aspects of law enforcement practice that have the greatest deterrence value to drivers, analysis on Australia-wide data was performed. Australian jurisdiction-specific data is also presented, so that law enforcement agencies can assess the deterrence value of their current RBT and RDT practice to drivers.

### *Project aims*

The project aims focused on identifying which law enforcement practices have the greatest deterrent effect on drivers who consume alcohol and/or drugs, and who indicate they are likely to drink drive and/or drug drive in the future. Importantly, the study focused on measuring RBT and RDT law enforcement practices, from the driver's perspective, rather than from law enforcement activity reports. This aspect of the project is considered instrumental to the findings, since a driver's perception of practice is more likely to influence their behaviour than law enforcement activities that may go unnoticed by drivers. The project involved a review component involving interviews with law enforcement agencies across Australia, a qualitative component involving interviews with alcohol and drugs users, and a quantitative component involving an Australia-wide survey of alcohol and drug users (drivers).

In order to identify the most important aspects of RBT and RDT law enforcement practice, a review of law enforcement practices across Australia was performed. Law enforcement representatives from New South Wales, Victoria, Queensland, Tasmania, South Australia and Western Australia agreed to participate in the review phase. Information from these interviews was used to direct in-depth discussions with alcohol and drugs users, in terms of their drink and drug driving behaviour, and their perspective on the value of RBT and RDT. Key aspects of RBT and RDT were identified for inclusion in the qualitative phase and quantitative phase.

Considering the importance of maintaining confidentiality of law enforcement practices, the information gathered from the interviews with law enforcement representatives is not presented in this report. Information that was instrumental in guiding the development of the discussion guide for in-depth interviews with alcohol and drugs users, and the development of the survey that was administered Australia-wide, is represented within the results.

### *Key findings of the qualitative research*

- Many participants indicated they would know if they were over the legal alcohol limit for driving. However, many of the participants made this judgement using intuition rather than knowledge. By contrast, many said that when it came to drugs they would not really know what it feels like to be over the limit because there is little knowledge about how long one would need to wait before one could drive after consuming drugs.
- Many marijuana smokers indicated that they would drive regularly after smoking marijuana and that driving while affected by marijuana was less dangerous than driving under the influence of alcohol. However, many gave accounts of driving under the influence where their driving ability was severely impacted by the drug.
- While many drivers were aware of RBT on the roads, they did not see RBT as random. Most indicated they knew when and where RBT was conducted on the roads. Drivers reported that 'booze buses' were visible generally late at night and early mornings on the weekends, and usually in the same locations, making particular mention of testing taking place during long weekends and holiday periods. Drivers indicated that there was a greater chance of being tested by mobile police, although many believed they would know the places and times this testing was likely to be undertaken.

- Participants were generally unaware of the specific aspects of RDT, with many drivers not even aware if RDT was being undertaken on the roads in their jurisdiction. Drivers from Queensland appeared to have lower awareness of RDT compared with drivers from New South Wales and Victoria. Participants also believed that there was a very low chance of being tested for drugs while driving due to the lack of resources and there was the perception that they would only be tested if visibly displaying signs of the effects of drug use.
- Many drivers said that they would drive while under the influence of alcohol if it was only a short trip, with drivers reportedly evaluating the chances of being caught against driving somewhere they felt they ‘needed’ to go. Furthermore, participants also reported driving the next day after drinking when there was a likelihood they were still over the legal limit.
- Perceptions of whether someone would ‘get caught’ by RBT were mixed. Even though many drivers believed that RBT was not random, there were many drivers who felt the police were a ‘visible presence’ and that there was a ‘real chance’ of getting caught if they drive over the legal alcohol limit. However, there were other drivers who felt the police were not a ‘visible presence’ on the roads and that there was no need to be worried about being tested, or that there was a very low chance of being tested. This was certainly the case when asked about RDT. In general, participants felt there was no ‘real chance’ of being tested for drugs.
- Some drivers said that RDT was not currently working as a deterrent on the roads and that it needs to be more widespread to be effective. Others mentioned that testing was visible at certain times of the year but questioned whether it was worth RDT being visible throughout the entire year.
- Most drivers were able to mention television advertising campaigns for alcohol and drugs, particularly mentioning the hard-hitting and graphic nature of these ads. However, although some felt these ads were effective, others mentioned these ads probably miss the mark with younger people, as young people see themselves as being invincible and may socialise with people who consistently and repeatedly drink/drug and drive (and go undetected by police, or who are not penalised for drink driving).
- Many drivers felt that the government should spend money and invest resources in alcohol and drug testing on the roads. There were some who felt there are too many drivers being pulled over for drink driving, suggesting that drink driving remains a serious community concern and that more should be done. Others mentioned that the fact there are so many drivers out there driving under the influence means the anti-drink driving message isn’t getting through and that perhaps the money allocated to drink driving campaigns is not being well spent.

### *Key findings of the quantitative research*

The findings from the quantitative phase indicated that drink drivers are more likely to be male, aged between 26 and 35 years, and regular alcohol users. These drivers are also more likely to be in a defacto relationship, working full-time or self-employed. Drug drivers are more likely to be male, aged between 26 and 35 years, and regular cannabis and/or ecstasy users. These drivers are also more likely to be in a defacto relationship and working full-time, self-employed, a stay at home mum/dad or a student.

An examination of the deterrence value of law enforcement practices identified that collectively perceived *credibility* of the program, perceived *enforcement* of the program, reported *visibility* of police testing, *randomness* of police testing, *publicity* of police testing and a driver’s *knowledge* of penalties, significantly influence a driver’s decision to drink/drug drive. The most crucial aspects of the drink/drug driving programs, in terms of having the greatest deterrence value to drink/drug driving were perceived *credibility* and *enforcement*. More specifically, in the case of drink driving, the model revealed that *credibility* issues surrounding whether a driver (or someone they know) had been caught for drink driving and penalised or ‘let off’, had the greatest influence on a driver’s intention to drink drive in the future, relative to the influence of *visibility*, *randomness*, *publicity*, and *knowledge* of penalties. The model also highlighted that *enforcement* impacts on a driver’s decision to drink drive. More specifically, drivers who have had a personal experience with being tested for alcohol (or know someone who has), and perceive avoiding police interception to be difficult, are less likely to drink drive in the future.



In the case of drug driving, *credibility* and *enforcement* had an even greater impact on a driver's intention to drug drive, when compared with the impact of these measures on a driver's intention to drink drive. Drivers who have had a personal experience with drug testing and perceive avoiding police interception to be difficult, are less likely to drug drive.

For both the drink and drug driving programs, accuracy (a component of *credibility*) has some deterrence value. A driver's perception about how accurate the police testing devices are, in testing for the presence of alcohol and drugs, plays a role in a driver's decision to drink/drug drive.

The results pertaining to the influence of perceived *visibility*, *randomness* and *publicity* of the drink/drug driving programs, as well as driver *knowledge* about the penalties associated with drink/drug driving, impacted on a driver's decision to drink/drug drive, to a lesser extent compared with *credibility* and *enforcement*. Analysis of the content presented in the most recent media seen or heard by drivers, suggests that recent media did not focus heavily on aspects of the *enforcement*, and in particular the *credibility*, of the programs. Drivers reported that recent *publicity* on alcohol/drug testing, did not heavily focus on drivers being caught and penalised, or the disruption of avoidance strategies, but rather focused on police 'being out there' and the effects of alcohol and drugs on physiology (eg the brain, driving). It is also possible that the deterrence value of *publicity*, at present, is minimal relative to other aspects of the program, due to the perceived lack of follow up with intensive police testing of drivers. The results relating to *credibility* and *enforcement* suggest that *publicity* is likely to have greater deterrence value to those who intend on drink/drug drive in the future, if it followed up with increased police testing activity (personal experience with being tested).

Specific avoidance strategies were reported by drivers, which involved behaviours that enabled drivers to successfully evade police interception. The most common avoidance strategy reported involved the use of backstreets, either to avoid driving on roads the driver believed would be typical police testing sites, or to avoid a stationary booze/drug bus that was seen by drivers on the road ahead. Drivers also recalled avoiding police interception by receiving a phone call from a friend about police testing at a specific site. Some drivers also indicated that consuming a substance or food helped disguise any alcohol/drug content in their mouth and that this strategy helped them avoid testing positive to alcohol/drugs.

Finally, considering the sample of drivers surveyed in this study (alcohol and/or drug users, many who have previously driven under the influence of alcohol (58% of Australian drivers surveyed) or drugs (44% of Australian drivers surveyed)), the findings indicate that a specific deterrence strategy is more likely to influence a driver's decision to drink/drug drive. Although the data suggests that *visibility*, *randomness* and *publicity* (general deterrence strategies), have less deterrence value to drink/drug driving in the driver population surveyed relative to the deterrence value of *credibility* and *enforcement* (specific deterrence strategies), it is important to consider the aims of general and specific deterrence. General deterrence strategies remain important in maintaining general compliance within the general driving population, whereas, specific deterrence strategies aim to impact the drink/drug driving intentions of a specific high-risk driver group. The specific deterrence strategies recommended in this report should therefore be implemented in conjunction with, not in place of, current general deterrence law enforcement activities.



## Introduction

Alcohol continues to be the most prevalent drug causing road trauma. Recent figures show that alcohol was a factor in 11–48 percent of road fatalities and drugs were present in between six and 32 percent of fatalities, depending on the jurisdiction. The cost of driver fatality has been estimated to be \$2,666,511 per driver killed on our roads, \$265,770 per hospitalised injury crash and \$14,728 per non-hospitalised crash<sup>1</sup>. Thus, benefits of conducting research and implementing strategies aimed at reducing these numbers greatly outweighs the cost associated with research and the implementation of successful anti-drink and drug driving programs. This study evaluated current drink and drug driving deterrence programs operating in each of Australia's states and territories.

## Road fatalities

The incidence of road fatalities by jurisdiction varies widely (see Table 1). However, as Table 2 demonstrates, although the number of fatalities in some jurisdictions may seem high, taking into consideration the jurisdiction's total population presents a different picture.

**Table 1 Road fatalities by state (2005–08)**

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
2005	508	346	330	148	163	51	55	26	1,627
2006	496	337	335	117	203	55	46	13	1,602
2007	435	332	360	124	235	45	58	14	1,603
2008	397	303	327	99	209	40	75	14	1,464

Source: Department of Infrastructure, Transport, Regional Development and Local Government 2009, *Road deaths Australia 2008 statistical summary*

**Table 2 Road fatalities per 100,000 population by state/territory (2005–08)**

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
2005	7.5	6.9	8.3	9.5	8.1	10.5	26.7	7.9	8.0
2006	7.3	6.6	8.2	7.4	9.9	11.2	19.9	3.9	7.7
2007	6.3	6.4	8.6	7.8	11.2	9.1	27.0	4.1	7.6
2008	5.7	5.7	7.6	6.2	9.7	8.0	34.1	4.1	6.9

Source: Department of Infrastructure, Transport, Regional Development and Local Government 2009, *Road deaths Australia 2008 statistical summary*

Fatalities on the roads in the Northern Territory were by far the highest for its population, with 34 people killed in road crashes per 100,000 population in 2008. The high road toll in the Northern Territory is said to be indicative of a road use culture that lacks understanding or respect for the risks of drink driving, driving without seatbelts and speeding<sup>2</sup>.

Almost 10 people per 100,000 population in Western Australia were killed on the roads in 2008, and eight people per 100,000 population in Tasmania. The lowest fatalities by population were recorded by the Australian Capital Territory, New South Wales and Victoria (4.07, 5.70 and 5.72 deaths per 100,000 respectively).

1 Bureau of Infrastructure, Transport and Regional Economics [BITRE], (2009), *Road crash costs in Australia 2006, Report 118*, Canberra, from [http://www.bitre.gov.au/publications/48/Files/Cost\\_of\\_road\\_crashes\\_in\\_Australia.pdf](http://www.bitre.gov.au/publications/48/Files/Cost_of_road_crashes_in_Australia.pdf), (Accessed: January 2010)

2 Northern Territory Government (2006) *Safer Road Use: A Territory Imperative*

## Alcohol and drug use in the community

The 2007 *National Drug Strategy Household Survey* found the vast majority of those aged 14 years or older reported they had consumed alcohol in the 12 months prior to the survey, increasing from 78 percent in 1993 to 83 percent in 2007. One in eight Australians (13%) reported having used at least one illicit drug in the same time period<sup>3</sup>. Among recent drug users, marijuana/cannabis was the most common drug consumed, at nine percent of recent drug users, followed by ecstasy (4%) and meth/amphetamine (2%).

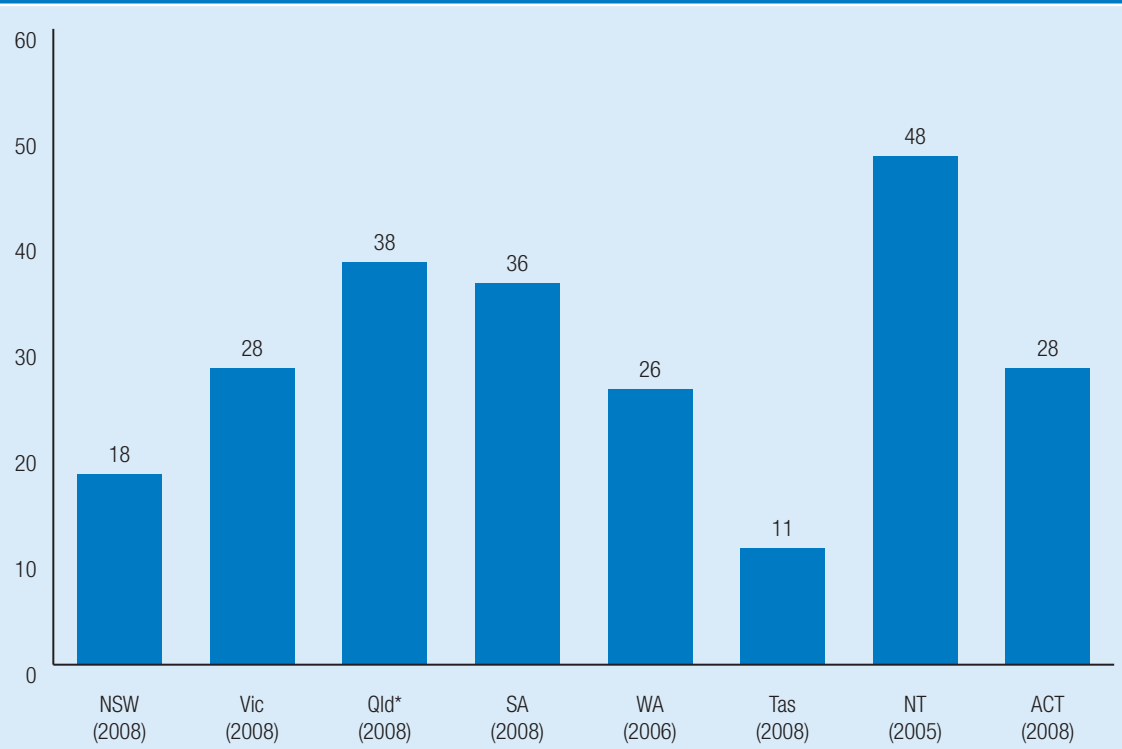
The same study found that one in seven Australians (14%) who had consumed alcohol in 2007 reported they had driven a vehicle while under the influence in the 12 months prior to being interviewed. One in five (21%) of those who had taken drugs in 2007 had also driven while under the influence of illicit drugs.

Another study conducted by the Australian Drug Foundation on drug driving, although limited by its sampling bias, found similar results. Fourteen percent of respondents said they had driven within three hours of consuming alcohol with a BAC over 0.05. Approximately 17 percent of drivers who had consumed illicit drugs had driven within three hours of use<sup>4</sup>. However, the study did note that the figure should have been higher given the high level of illicit drug use among the sample.

## Alcohol and/or drugs in road traffic crashes

Research conducted by Drummer (cited by the Australian Drug Foundation 2007) on the prevalence of alcohol and other drugs in drivers killed in road crashes on Australian roads showed that alcohol was the most commonly detected drug at 29 percent. This was followed by cannabis (14%) and opioids (5%). The study also found alcohol was present in 43 percent of drivers who had tested positive for cannabis<sup>5</sup>.

**Figure 1** Incidence of alcohol in road fatalities by jurisdiction



\*Road fatalities where drugs and alcohol were present

3 Australian Institute of Health and Welfare (2008) 2007 National Drug Strategy Household Survey: detailed findings

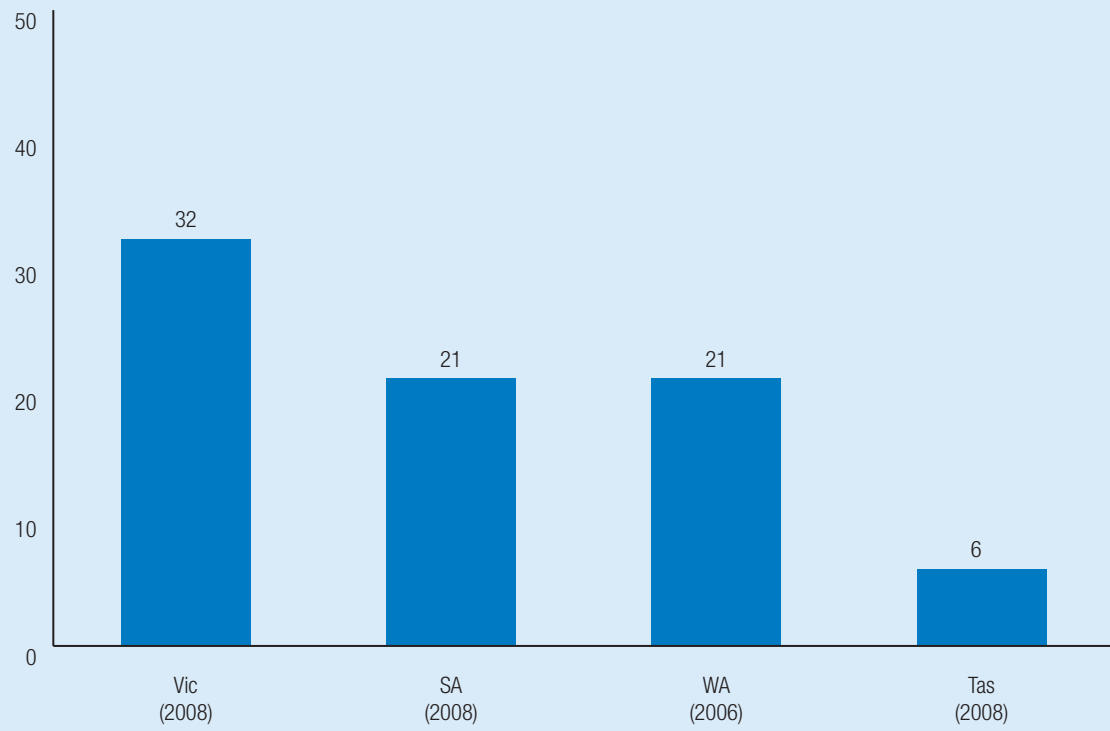
4 Australian Drug Foundation (2007) Drugs and driving in Australia.

5 Ibid

Figures show that like the variation in the road fatalities in each state/territory, the prevalence of alcohol and drugs in road traffic crashes across jurisdictions also varied. As seen in Figure 1, the incidence was highest in the Northern Territory, Queensland and South Australia and lowest in Tasmania.

Figure 2 shows the variance in the incidence of drugs in the road fatality statistics where data is available.

**Figure 2 Incidence of drugs in road fatalities by jurisdiction**



Note: Figures not publically available for all jurisdictions

The following is a summary of the incidence of alcohol and/or drugs in road fatalities for each jurisdiction and recent figures on random breath and drug testing across the states and territories:

- NSW Police conducted more than 4.2 million random breath tests in 2008, with 27,751 drivers detected for drink driving offences<sup>6</sup>. In New South Wales, alcohol was a factor in one in five (18%) road fatalities, increasing to 27 percent for regional areas of New South Wales<sup>7</sup>.
- Between January 2007 and October 2008, over 22,000 roadside drug tests were conducted, with approximately one in five test subjects being heavy vehicle drivers. More than 500 drivers in New South Wales tested positive to drugs, with one in every 43 drivers testing positive<sup>8</sup>.
- In 2008, 50 drivers and motorcyclists were killed on Victorian roads with a blood alcohol concentration (BAC) of 0.05 or over. This equated to 28 percent of the total road toll for 2008<sup>9</sup>. In 2006–07, Victoria Police reported conducting 3,028,000 alcohol screening tests, with 99.5 percent of drivers screened complying with alcohol limits<sup>10</sup>. In 2008–09, 99.6 percent of drivers tested complied with alcohol limits<sup>11</sup>.

6 NSW Police, from [http://www.police.nsw.gov.au/\\_data/assets/pdf\\_file/0020/165170/NSWPF\\_Annual\\_Report\\_2008-09.pdf](http://www.police.nsw.gov.au/_data/assets/pdf_file/0020/165170/NSWPF_Annual_Report_2008-09.pdf) (Accessed January 2010)

7 RTA NSW from <http://www.rta.nsw.gov.au/roadsafety/alcohol/drugs/accidentstatistics.html> (Accessed: January 2010)

8 <http://www.rta.nsw.gov.au/geared/licence/150-drug-drivers.html>

9 TAC Safety, from <http://www.tacsafety.com.au/jsp/content/NavigationController.do?areaID=12&tierID=1&navID=A9348A54&navLink=null&pageID=164> (Accessed: January 2010)

10 Victoria Police, (2008) *Victoria Police Annual Report 2006-2007* from <http://www.police.vic.gov.au/retrievemedia.asp?MediaID=22967> (Accessed: January 2010)

11 Victoria Police, [http://downloads.realviewtechnologies.com/Vetro%20Design/Victoria%20Police%20Annual%20Report/AR09\\_FINAL\\_WEB\\_LR.pdf](http://downloads.realviewtechnologies.com/Vetro%20Design/Victoria%20Police%20Annual%20Report/AR09_FINAL_WEB_LR.pdf) (Accessed: January 2010)

- A third (32%) of all drivers and motorcyclists killed on Victorian roads in 2008 tested positive for drugs. Twenty-one percent tested positive for THC (the active component of cannabis) or amphetamine-type stimulants (such as ecstasy)<sup>12</sup>. Since the introduction of random drug testing in Victoria in 2004, over 72,000 drivers were tested, with almost 1,000 drivers being caught for drug-driving<sup>13</sup>. Recent figures show that one in every 48 drivers randomly tested in Victoria test positive for drugs<sup>14</sup>.
- Drugs and alcohol were reported to be contributing factors in 38 percent or in 126 deaths on Queensland roads in 2008<sup>15</sup>. Queensland Police conducted more than 2.8 million breath tests in 2008–09 and completed more than 200,000 hours on breath testing duties. During 2008–09, 1.8 percent of breath tests were positive compared with 1.2 percent in 2007–08<sup>16</sup>. In 2008–09, Queensland Police conducted 8,736 random drug tests, with an average of one in every 39 drivers testing positive for cannabis/marijuana, MDMA (ecstasy) and/or methylamphetamine (speed or ice)<sup>17</sup>.
- Over a third of people (36%) who died on South Australian roads had a BAC of 0.05 or above. This proportion was even higher among those aged 16–25 years, with more than half (55%) having had a BAC of 0.05 or over<sup>18</sup>. In addition, among the non-fatal casualties in South Australia in 2008, 12 percent of those tested had readings over the legal limit of 0.05<sup>19</sup>. Almost 700,000 random breath tests were conducted in South Australia during 2007–08, with approximately 7,000 people detected drink driving. More than 13,000 drivers were tested for drugs, with almost one in 47 testing positive for driving under the influence of cannabis, ecstasy and/or speed/ice<sup>20</sup>.
- In South Australia, almost one in 10 (9%) drivers and riders tested in 2009 tested positive to drugs<sup>21</sup>. Between 2006–07, more than one in five (21%) drivers or riders killed showed significant levels of cannabis, speed or ecstasy. In addition, more than half of those drivers or riders had a BAC over the legal limit of 0.05.
- In Western Australia, one in four (26%) fatal crashes in 2006 involved a driver/rider with a BAC reading of 0.05 or over. In 2006, illegal drugs were detected in 21 percent of road fatalities. Marijuana was the most commonly detected drug among fatalities. Almost half (47%) of fatalities where drugs were detected, alcohol was also present<sup>22</sup>.
- In 2008–09, around 760,000 preliminary breath tests were conducted, with almost 22,000 drivers found to be over the legal limit (approximately 1 in 35 drivers or 2.9%)<sup>23</sup>. From October 2007 to April 2008, 4,442 road side drug tests were conducted using Western Australia's Breath and Drug bus, with 105 drug charges laid (approximately 1 in 42 drivers).

12 TAC from <http://www.tacsafety.com.au/jsp/content/NavigationController.do?arealD=13&tierID=1&navID=6E54AD9C7F000001013AD88B6352EB95&navLink=null&pageID=1373> (Accessed: January 2010).

13 Ibid

14 <http://www.premier.vic.gov.au/component/content/article/9130.html>

15 State of Queensland, Department of Transport and Main Roads (2009) from [http://www.transport.qld.gov.au/Home/Safety/Road/Driver\\_guide/Alcohol\\_and\\_drugs/Rs\\_driver\\_guide\\_anti\\_drug\\_driving](http://www.transport.qld.gov.au/Home/Safety/Road/Driver_guide/Alcohol_and_drugs/Rs_driver_guide_anti_drug_driving) (Accessed: January 2010)

16 Queensland Police, <http://www.police.qld.gov.au/services/reportsPublications/annualReport/20082009/performance/trafpol/Traffic+enforcement.htm> (Accessed: January 2010)

17 Queensland Police, <http://www.police.qld.gov.au/services/reportsPublications/annualReport/20082009/performance/trafpol/Road+Safety+Initiatives.htm> (Accessed: January 2010)

18 South Australian Police from [http://www.sapolice.sa.gov.au/sapol/road\\_safety/road\\_statistics.jsp](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp) (Accessed: January 2010)

19 Department for Transport, Energy and Infrastructure, Transport (2009), Road Crashes in South Australia, 2008 from [http://www.dtei.sa.gov.au/\\_data/assets/pdf\\_file/0016/41164/pinkbook2008.pdf](http://www.dtei.sa.gov.au/_data/assets/pdf_file/0016/41164/pinkbook2008.pdf)

20 South Australia Police, <http://www.sapolice.sa.gov.au/public/download.jsp?id=48582> (Accessed: January 2010)

21 [http://www.mac.sa.gov.au/drug\\_drive\\_2008/home](http://www.mac.sa.gov.au/drug_drive_2008/home)

22 Marchant, RJ, Hill, DL, Caccianiga, RA, Gant, PD, (2008) Reported Road Crashes in Western Australia 2006 from [http://www.ors.wa.gov.au/\\_layouts/getAsset.aspx?URI=2467944&REV=1&RCN=D09#223222](http://www.ors.wa.gov.au/_layouts/getAsset.aspx?URI=2467944&REV=1&RCN=D09#223222) (Accessed: January 2010).

23 WA Police (2009) Western Australia Police Annual Report 09, from [http://www.police.wa.gov.au/LinkClick.aspx?link=PDFs%2fWAPolice\\_2008AnnualReport.pdf&tabid=935](http://www.police.wa.gov.au/LinkClick.aspx?link=PDFs%2fWAPolice_2008AnnualReport.pdf&tabid=935) (Accessed: January 2010).

- In Tasmania, alcohol was a factor in 11 percent of serious injuries or fatalities on the roads in 2008. Drugs were attributed to six percent of serious injuries or fatalities in the same year<sup>24</sup>. A total of 678,140 random breath tests were conducted in Tasmania in 2008–09, almost two tests per driver in that state, with 4,563 drivers found to be over the prescribed legal limit. For random drug testing, 412 RDTs were conducted in 2008–09, with 211 (51%) asked to undertake a confirmatory blood test<sup>25</sup>.
- In the Northern Territory, alcohol was a contributing factor in 48 percent of fatalities in 2005 and 17 percent of serious injuries, and the trend is increasing<sup>26</sup>. In 2008–09, almost 130,000 drivers were breath tested by NT Police. Three percent of those tested were detected for drink driving offences (around 1 in 3 drivers)<sup>27</sup>. While there was little information about the incidence of drug driving in this jurisdiction, 35 percent of drivers found with a positive blood alcohol level also tested positive for another drug<sup>28</sup>.
- Finally, in the Australian Capital Territory, of the 14 fatalities in 2008, 28 percent were attributed to drugs or alcohol<sup>29</sup>. Over 90,000 breath tests were conducted in the 2008–09 financial year, with two percent of those tested returning a positive result (1 in 50 tested)<sup>30</sup>.

The Australian Drug Foundation did note that while there was a high incidence of drugs and alcohol present in the statistics among road fatalities and crashes, the results were not necessarily representative of the prevalence of drug or drink driving in the wider population. However, these numbers do present evidence to the impairment that drugs—including alcohol—have on driving<sup>31</sup>.

The differences in road fatalities and prevalence of alcohol and drugs in road deaths across the jurisdictions highlight the importance of treating each state/territory as a unique group when assessing issues related to road safety. This study takes these differences into account and presents the findings accordingly. This also ensures each law enforcement agency will have access to data that is relevant and actionable in their own jurisdiction.

## Law enforcement: Random breath testing

Between 1990 and 1996, it was estimated that the drink driving program in Victoria reduced the road toll by nine to 10 percent per annum<sup>32</sup>. A key component of this program was RBT.

RBT was introduced in Australia in 1976 in Victoria as a harm minimisation and prevention strategy. Most jurisdictions quickly followed suit and Australia witnessed RBT in all states and territories by 1988. In general, it was considered that RBT had a positive effect on the incidence of alcohol in traffic crashes and the program continues to be enforced Australia-wide. Table 3 shows when RBT was introduced in each of the jurisdictions and the number of years it has been in operation.

24 Department of Infrastructure, Energy and Resources (2009) 2008 Tasmanian Crash Statistics

Serious Injuries and Fatalities from [http://www.transport.tas.gov.au/\\_\\_data/assets/pdf\\_file/0018/37305/2008\\_Tasmanian\\_Serious\\_Injuries\\_and\\_Fatalities.pdf](http://www.transport.tas.gov.au/__data/assets/pdf_file/0018/37305/2008_Tasmanian_Serious_Injuries_and_Fatalities.pdf) (Accessed: January 2010).

25 Tasmania Police (2009) [http://www.police.tas.gov.au/\\_\\_data/assets/pdf\\_file/0014/30551/DPEM\\_Annual\\_Report\\_2008-09.pdf](http://www.police.tas.gov.au/__data/assets/pdf_file/0014/30551/DPEM_Annual_Report_2008-09.pdf)

26 Northern Territory Police (2008) Road Safety Strategy 2008–2013 from [http://www.nt.gov.au/pfes/documents/File/police/publications/strategic/NTP\\_RoadSafeStrat\\_WEBFINAL.pdf](http://www.nt.gov.au/pfes/documents/File/police/publications/strategic/NTP_RoadSafeStrat_WEBFINAL.pdf) (Accessed: January 2010).

27 Northern Territory Police (2009), Annual Report 2008–2009 <http://www.nt.gov.au/pfes/documents/File/police/publications/annrep/AR-0809-Web.pdf> (Accessed: January 2010).

28 Northern Territory Police (2008) Road Safety Strategy 2008–2013 from [http://www.nt.gov.au/pfes/documents/File/police/publications/strategic/NTP\\_RoadSafeStrat\\_WEBFINAL.pdf](http://www.nt.gov.au/pfes/documents/File/police/publications/strategic/NTP_RoadSafeStrat_WEBFINAL.pdf) (Accessed: January 2010).

29 Australian Federal Police from [http://www.afp.gov.au/media\\_releases/act/2009/act\\_road\\_toll\\_wrap\\_up\\_for\\_2008.html](http://www.afp.gov.au/media_releases/act/2009/act_road_toll_wrap_up_for_2008.html) (Accessed: January 2010)

30 Australian Federal Police from [http://www.afp.gov.au/\\_\\_data/assets/pdf\\_file/129863/ACTPolicingAnnualReport08-09.pdf](http://www.afp.gov.au/__data/assets/pdf_file/129863/ACTPolicingAnnualReport08-09.pdf) (Accessed: January 2010)

31 Ibid

32 Newstead, S., Cameron, M. and Narayan, S. (1998). Further modeling of some major factors influencing road trauma trends in Victoria: 1990–1996 (Report 129). Melbourne: Monash University Accident Research Centre.

**Table 3** Random breath testing: Years since introduction (as of January 2010)

	Vic	NT	SA	ACT	NSW	Tas	Qld	WA
<b>Introduced</b>	<b>1976</b>	<b>1980</b>	<b>1981</b>	<b>1982</b>	<b>1982</b>	<b>1983</b>	<b>1988</b>	<b>1988</b>
<b>Years since introduction</b>	33	29	28	26	26	25	21	21

Source: ABS <sup>33</sup>

## The deterrent effect

RBT is based on the conceptualised *Deterrence Theory* by Homel<sup>34</sup>, which is a paradigm of decision-making that is influenced by one's perception on whether the benefit of a crime outweighs the cost if caught committing the crime. The decision to drink drive is predominantly based on the potential risk of being caught as well as the severity of the punishment if caught. For deterrence to work effectively, the perceived risk of being caught must be high and the punishment associated with being caught must be perceived to be severe.

To be a successful strategy, RBT must be highly visible, unpredictable, difficult to evade, have a range of consequences and must be perceived as a threat by the general community<sup>35</sup>. This can be achieved through statewide random RBT (unpredictable testing locations), a high-level of visibility (observed in action), statewide enforcement of RBT (booze bus and mobile RBT), credibility of RBT ('no one gets off') and statewide publicity of RBT (education and media). It is essential that these five principles of the program are consistently monitored and maintained.

The random breath testing programs implemented in each of the jurisdictions around Australia generally involve some, if not all, aspects of deterrence strategies. Understandably, each RBT program differs slightly to take into account the particular characteristics of their jurisdiction in relation to the driving population, resources available and land mass of the region. For example, each state/territory employs different strategies or messages to publicise random breath testing or anti-drink driving messages.

When RBT was introduced, research showed the impact of RBT on road crashes in New South Wales, Queensland Western Australia and Tasmania to be instantaneous, substantial and positive. Between 1982 and 1992, it was found that RBT contributed to a reduction of between 17–42 percent of fatal crashes in New South Wales of and between three and 18 percent of all serious accidents<sup>36</sup>.

Although RBT appeared to have had an initial demonstrable impact on the incidence of alcohol in road deaths, alcohol continues to be the major contributor to road deaths despite increased enforcement efforts over the years and technological improvements in alcohol detection equipment. This predicament may be, in part, the result of RBT programs losing their deterrent effect due to changes in law enforcement practices, road user characteristics and/or road user behaviours. Since the early 1990s, there has been little to no published research to demonstrate that RBT programs are being implemented in line with the principles on which they were originally based. It is important to ascertain whether RBT is being enforced effectively, or whether the existing programs have any influence on a driver's intention to drink drive as this may help explain why there is still such a high incidence of alcohol involved in road deaths.

<sup>33</sup> Australian Bureau of Statistics (2001) A history of road fatalities in Australia from <http://www.abs.gov.au/> (Accessed :January 2010).

<sup>34</sup> Homel, R. (1988). Policing and punishing the drinking driver: A study of general and specific deterrence, NY:Springer-Verlag.

<sup>35</sup> Moloney, M. (1995) *Random Breath Testing in the State of Victoria, Australia* paper presented at the 13th International Conference on Alcohol, Drugs and Traffic Safety (T'95) from <http://casr.adelaide.edu.au/T95/paper/s29p1.html> (Accessed: January 2010)

<sup>36</sup> Henstridge, J., Homel, R., Mackay, P., (1997), The long term effects of random breath testing in four Australian states: A time series analysis, Commonwealth Department of Transport and Regional Development - Federal Office of Road safety.



### Risk and punishment and the penalties associated with drink and drug driving

The perception of RBT *risk* and *punishment*, based on the individual's *most recent* experience of law enforcement, is also a factor in deterring drivers from driving under the influence. In other words, if a driver has not had recent experience of RBT, or is unaware of current penalties for drink driving, the perception of risk decreases and the strategy in place may lose some of its deterrence value.

The penalties for drink and drug driving vary significantly from jurisdiction to jurisdiction. Therefore, it is likely there would be differing perceptions of the *legal* consequences related to drink or drug driving. The level of penalty for most jurisdictions is dependent on licence type, the level of blood alcohol concentration and/or whether it is a first or repeat offence. Penalties can involve, to varying degrees, fines, demerit points, licence disqualification and imprisonment (or a combination of the above). For example, in the Northern Territory, a first drink-driving offence where a driver's BAC is between 0.05 and under 0.08 may include a maximum fine of \$550 and/or up to three months imprisonment; licence disqualification is discretionary. By comparison, in New South Wales, the penalty for the same level of BAC may include a maximum court imposed fine of \$1,100 and licence disqualification of three to six months.

Examining drivers' perceptions of the *risk* and *punishment* associated with both RBT and RDT in their state/territory in terms of the knowledge of the penalties, the likelihood of being tested, as well as the likelihood of being caught and 'let off', is also part of this study.

### Law enforcement: Random drug testing for drugs other than alcohol

Using the similar principles of RBT, RDT was introduced in Victoria in a world first in 2004. Since this time, almost all states/territories in Australia have implemented similar programs, with the exception of the Australian Capital Territory.

As at the end of 2009, the length RDT has been in place in each of the jurisdictions varied from five years in Victoria to one and a half years in the Northern Territory. Table 4 shows when RDT was introduced and the length of time RDT has been in place in each of the jurisdictions.

**Table 4 Random drug testing: Years since introduction (as of January 2010)**

	Vic	Tas	SA	NSW	WA	Qld	NT	ACT
Introduced	Dec 2004	Dec 2005	Jul 2006	Jan 2007	Oct 2007	Dec 2007	July 2008	n/a
Years since introduction	5	4	3.5	3	2	2	1.5	0

Sources: RTA (New South Wales), Department of Transport and Main Roads (Queensland), Arrive Alive (Victoria), Department for Transport, Energy and Infrastructure (South Australia), Office of Road Safety (Western Australia); Safe Road Use (NT Government)<sup>37</sup>.

At present, where random roadside drug testing is being conducted, jurisdictions use a saliva-based test for THC (the active component in marijuana/cannabis), methamphetamine (speed) and MDMA (ecstasy), although some areas may also test for other drugs<sup>38</sup>. The testing procedure for oral fluid across the jurisdictions is similar, with an absorbent collector placed on the driver's tongue or in their mouth. Results can be determined within five minutes. Those testing positive to an initial saliva test are required to undertake further tests for analysis<sup>39</sup>.

37 Sources: <http://www.saferroaduse.nt.gov.au/changestoroadrules.html>; [http://www.transport.qld.gov.au/resources/file/eb56404db90403c/Pdf\\_drug\\_driving\\_fact\\_sheet\\_nov09.pdf](http://www.transport.qld.gov.au/resources/file/eb56404db90403c/Pdf_drug_driving_fact_sheet_nov09.pdf); [http://www.rta.nsw.gov.au/newsevents/downloads/minister\\_releases/04092009\\_roadside\\_drug\\_testing.pdf](http://www.rta.nsw.gov.au/newsevents/downloads/minister_releases/04092009_roadside_drug_testing.pdf); [http://www.arrivealive.vic.gov.au/downloads/Drugsdriving/DrugsandDriving\\_English.pdf](http://www.arrivealive.vic.gov.au/downloads/Drugsdriving/DrugsandDriving_English.pdf); <http://www.ors.wa.gov.au/TopicsRoadSafety/Pages/DrugDriving.aspx>; [http://www.dtei.sa.gov.au/\\_\\_data/assets/pdf\\_file/0015/33360/rd\\_safety\\_action\\_plan.pdf](http://www.dtei.sa.gov.au/__data/assets/pdf_file/0015/33360/rd_safety_action_plan.pdf)

38 Territory and Municipal Services (2008) Discussion Paper: Review of the Road Transport (Alcohol and Drugs) Act 1977 Improving road safety by reducing drink and drug driving on the Territory's roads from [http://www.tams.act.gov.au/\\_\\_data/assets/pdf\\_file/0010/102250/Alcohol\\_and\\_Drugs\\_discussion\\_paper.pdf](http://www.tams.act.gov.au/__data/assets/pdf_file/0010/102250/Alcohol_and_Drugs_discussion_paper.pdf) (Accessed: January 2010)

39 Sources: [http://www.rta.nsw.gov.au/roadsafety/downloads/2006\\_12\\_drugdriving.pdf](http://www.rta.nsw.gov.au/roadsafety/downloads/2006_12_drugdriving.pdf); [http://www.arrivealive.vic.gov.au/downloads/Drugsdriving/DrugsandDriving\\_English.pdf](http://www.arrivealive.vic.gov.au/downloads/Drugsdriving/DrugsandDriving_English.pdf); [http://www.dtei.sa.gov.au/roadsafety/Safer\\_behaviours/Drug\\_driving](http://www.dtei.sa.gov.au/roadsafety/Safer_behaviours/Drug_driving); [http://www.transport.qld.gov.au/resources/file/eb56404db90403c/Pdf\\_drug\\_driving\\_fact\\_sheet\\_nov09.pdf](http://www.transport.qld.gov.au/resources/file/eb56404db90403c/Pdf_drug_driving_fact_sheet_nov09.pdf)

RDT is a new initiative, not only in Australia, but across the world. As such, research on the impact and effectiveness of RDT is scarce. Of the research that does exist, it has been reported that since RDT is based on similar principles as RBT, it will be a more effective method of deterring drivers from drug driving than the increase of legal sanctions, or the presentation of factual information on the risks of drug driving<sup>40</sup>.

One important consideration, however, is that compared with RBT, RDT is novel and it will probably take some time until it is as widely accepted as RBT, or has any effect on drug driver attitudes and behaviours. This is supported by the initial controversy over the sensitivity of the drug testing devices being used by police in roadside testing. In addition, the drug tests were also criticised for being flawed when the first driver tested returned a positive test to cannabis, but was later cleared after confirmatory analysis indicated there were no drugs present in his saliva. It is no surprise therefore, that drug users could feel it is unlikely they will get caught drug driving, with the perception that police are poorly trained at detecting someone under the influence of drugs<sup>41</sup>.

Taking into consideration the differences in the length of time since RDT has been introduced in each of the states/territories, it is not yet apparent whether the negative perceptions discussed above would differ according to the length of time RDT has been in place. In addition, it is not clear how long negative incidents such as the one described earlier may affect the credibility of such programs. One way to find out is to continuously evaluate the program and monitor changes in law enforcement practice, driver behaviours and attitudes towards RDT, and media.

Considering the infancy of RDT and the debate surrounding the likelihood of behavioural change in drug drivers, it is the ideal time to collect benchmark data that will serve as a baseline measure for the continuous monitoring and evaluation of the RDT program. Collecting benchmark data at this early stage of the introduction of RDT will reduce the potential risk of the impact of RDT being underestimated in years to come and accurately represent the current perceptions of the program. If instead, benchmark data were to be collected in years to come, the impact of RDT may have plateaued (as is the case for most programs when in place for some time). This plateau could be misinterpreted as RDT having little effect on attitudes and behaviour. The proposed study will ensure that data from the early years of implementation have been captured, for use in later years to accurately identify changes in behaviours and attitudes towards drug driving.

Immunoassay testing devices are a relatively new invention that has enabled the immediate testing of oral fluid (saliva) for illicit drugs. They have been used by police in Australia to test drivers for a variety of illicit drugs since an initial trial in Victoria in 2004. By comparison with other prominent testing methods (urine analysis, hair analysis and blood analysis) testing of oral fluids is particularly well suited to roadside testing for a number of reasons:

- First, and most significantly, it is less invasive than the alternatives. Subjects are simply required to wipe a swab on their tongue, allowing a sample to be collected in seconds. The entire process can be witnessed by a police officer without the possibility of adulteration of the oral fluid sample.
- The test takes a short time to produce a result (as little as 5 minutes).
- The overall cost of oral fluid testing is cheaper than the alternatives.
- Oral fluid testing is relatively successful in detecting the presence of illicit drugs that have been recently used<sup>42</sup>.

However, oral fluid testing does have limitations, as do the more established testing methods. The technology is still quite new and laboratory testing of the various commercially available products used to test oral fluids has produced variable results. It is important to recognise that oral fluid testing devices have limitations and

40 Jones C, Donnelly N, Swift W & Weatherburn D (2005). Driving under the influence of cannabis: the problem and potential countermeasures. Crime and justice bulletin No. 87. from <http://www.ndlirf.gov.au/pub/Cannabis%20and%20driving.pdf> (Accessed: January 2010)

41 Davey, Jeremy D. and French, Nicole (2002) "They don't Test for it-so I do it": Drug Driving from a User's Perspective. In: 16th International Conference on Alcohol and Drug Traffic Safety, T2002, 4-9 August 2002, Montreal, Canada from [http://www.saaq.gouv.qc.ca/t2002/actes/pdf/\(07a\).pdf](http://www.saaq.gouv.qc.ca/t2002/actes/pdf/(07a).pdf) (Accessed: January 2010)

42 Walsh JM, de Gier JJ, Christopherson AS, Verstraete AG. Drugs and driving. Traffic Inj Prev 2004;5:241-53.

that the performance of a particular type of device is appropriate for its intended purpose<sup>43</sup>. The relative performance of immunoassay testing devices varies from device to device and from drug to drug. The majority of devices perform relatively well in detecting cocaine, amphetamines and methamphetamines<sup>44</sup>. They do not perform as well in detecting THC, the predominant psychoactive component of cannabis<sup>45</sup>. Given that cannabis is the most widely used drug in Australia, this is a significant limitation oral fluid testing. Another limitation is that levels of substances detected in oral fluid do not directly correlate with levels detected in blood plasma. Factors such as the amount of oral fluid produced immediately prior to testing, the pH value of the oral fluid sample and the metabolism of the individual being tested all influence the ability of immunoassay testing devices to detect illicit drugs<sup>46</sup>.

Public concern surrounding the use of oral fluid testing devices has centred on their relative accuracy. Incidents like the one motioned above where a driver returned a positive test to cannabis but was later cleared after confirmatory laboratory analysis indicated there were no drugs present, can cause a belief among the community that false positive results are prevalent. The subsequent laboratory analysis of the oral fluid samples has demonstrated that false positive results are infrequent. Oral fluid testing is far more likely to produce false negative results than false positives<sup>47</sup>. The limitations of oral fluid testing have been taken into account in the drug testing process by making it a requirement that there must be a drug-positive confirmatory laboratory analysis result before a driver is prosecuted<sup>48</sup>. Despite the technical limitations, oral fluid testing has been shown to be an effective mechanism to detect drivers who have recently consumed illicit drugs. Moreover, there is evidence to suggest the use of oral fluid testing is a sufficiently reliable and accurate detection mechanism for use by law enforcement agencies in the context of road safety. For example, in Victoria for the period 2004 to 2006, the drivers testing positive to illicit drugs on an oral fluid test were confirmed positive to illicit drugs on the subsequent laboratory analysis in 98 percent of cases<sup>49</sup>.

## Avoidance strategies

The project also examines the influence of other factors, such as driver characteristics and the use of driver avoidance strategies to evade police detection. For example, the use of backstreets was witnessed in the early 1990s and as a result, a number of jurisdictions incorporated enforcement practices to combat avoidance strategies<sup>50</sup>. Even though RBT may be implemented correctly, drivers still appear to successfully avoid detection. Since then, there appears to be no current information on the strategies drivers undertake to avoid police testing. Anecdotal evidence does suggest that drivers are utilising alternative strategies to avoid detection and as professionals in direct contact with the field operations, the authors have witnessed and heard of a range of strategies undertaken by drivers. These strategies include 'backstreets', 'informers' (where a sober driver takes the desired route first and then confirms to others that the passage is clear), 'word of mouth' (where a driver who has seen alcohol and drug testing taking place, informs other drivers of its location), 'avoiding dates and times' (where drink and drug drivers avoid driving on certain 'unsafe' days or time of day) and others. This study attempts to uncover current driver avoidance strategies and documents these for use by law enforcement to enhance driver testing efforts. Differences across Australian jurisdictions

43 Drummer OH. Drug Testing in Oral Fluid. Clin Biochem Rev. 2006 August; 27(3): 147–159

44 Op cit, pg 152.

45 Ibid.

46 Ibid.

47 Ibid. Other references: Verstraete AG. Oral fluid testing for driving under the influence of drugs: history, recent progress and remaining challenges. Forensic Sci Int 2005;150:143-50.

48 Victorian Government. [http://www.arrivealive.vic.gov.au/downloads/Drugsdriving/DrugsandDriving\\_English.pdf](http://www.arrivealive.vic.gov.au/downloads/Drugsdriving/DrugsandDriving_English.pdf); NSW Government. <http://www.rta.nsw.gov.au/roadsafety/alcoholanddrugs/drugdriving/drugdrivingfaqs.html>

49 Boorman, M, & Owens, K 2009, 'The Victorian Legislative Framework for the Random Testing Drivers at the Roadside for the Presence of Illicit Drugs: An Evaluation of the Characteristics of Drivers Detected from 2004 to 2006', Traffic Injury Prevention, 10, 1, pp. 16-22.

50 Homel, R. (1990). Crime on the roads: Drinking and driving. From [http://www.griffith.edu.au/\\_\\_data/assets/pdf\\_file/0015/13236/crime.pdf](http://www.griffith.edu.au/__data/assets/pdf_file/0015/13236/crime.pdf) (Accessed: January 2010).

and driver populations are also identified. This information facilitates recommendations on new and innovative ways of intercepting drink and drug drivers. These recommendations are likely to involve tailoring random testing programs so that they severely disrupt or restrict the use of avoidance strategies.

## Media and publicity

Media and publicity comes in many forms including news about the road toll and road safety enforcement activities, to advertising campaigns with messages about anti-drink/drug driving or random breath/drug testing. A study on the benefits of road safety advertising conducted by the Traffic Accident Commission (TAC) in Victoria between 1990 and 1993 found the investment in the campaigns produced road trauma savings 7.9 times the costs associated with implementing the campaigns. The same study also found a relationship between publicity associated with law enforcement activity and a reduction in road casualties<sup>51</sup>, although there is some debate about the degree to which advertising impacted on the death toll and that the decrease was more likely attributed to the downward economic trend at the time<sup>52</sup>.

As discussed, publicity of RBT through the media is considered to be one of the principles of the deterrence theory on which many RBT and RDT programs are based. Some argue that media and advertising support law enforcement activities by increasing the perceived risk of detection or punishment. Others believe such education campaigns support enforcement by impacting on the behaviours, beliefs and the social norms associated with a particular driving behaviour<sup>53</sup>. Research into public perceptions of TAC advertising found that the likelihood of advertising changing behaviour depended on the originality or information content, as well as its ability to evoke uncomfortable emotions. Advertising that tended to be more serious, emotional or less pleasant, was perceived by viewers to be more effective in bringing about behaviour change and was also deemed more relevant and credible in the eyes of the participants<sup>54</sup>.

Publicity in the form of advertising campaigns is undertaken independently by all the jurisdictions in Australia. A number of the recent advertising campaigns were seen to support some of the principles of the deterrence such as visibility and statewide enforcement. For example, in 2006, visibility (showing RDT in action) was addressed in Victoria, where advertising revolved around booze buses also being able to test for drugs<sup>55</sup>. In 2007, an advertising campaign in Queensland also concentrated on showing RDT in action with images of people being tested with the drug testing devices, as well as the specific types of drugs detected using the kits<sup>56</sup>. Statewide enforcement was a key message communicated in the 2009 WA campaign, with maps showing geographical areas of enforcement in Albany and Esperance, and showing where in these areas drivers had been caught drink driving<sup>57</sup>.

In looking at the advertising and communications campaigns executed by the jurisdictions over recent years, among other common themes of recent campaigns was: 'Effect on drugs or alcohol on driving skills'. In New South Wales, rather than use shock tactics to scare drivers to prevent drink drivers, the 'Drinking kills driving skills' also known as the 'Brain' campaign used computer-generated graphics to show the physiological effects of alcohol on the brain in relation to coordination, decision making and the ability to handle complex

51 Cameron, M. H., Haworth, N., Oxley, J., Newstead, S. and Le, T. (1993). Evaluation of Transport Accident Commission road safety television advertising (Report No. 52). Melbourne: Monash University Accident Research Centre.

52 Sinclair, L. (2003), Effectiveness of TAC advertising questioned, from <http://203.6.199.74/articles/A9/OC0159A9.asp> (Accessed: January 2010).

53 Howarth, N. (2003) Maximising the impact of road safety advertising from [http://www.austroads.com.au/pdf/TestMethod2/3\\_MAXIMISING\\_THE\\_ROAD\\_SAFETY\\_IMPACT\\_OF\\_ADVERTISING.pdf](http://www.austroads.com.au/pdf/TestMethod2/3_MAXIMISING_THE_ROAD_SAFETY_IMPACT_OF_ADVERTISING.pdf) (Accessed: January 2010)

54 Harrison, W.A., Senserrick, T.M. (2000) Investigation of audience perceptions of Transport Accident Commission road safety advertising, Monash University Accident Research Centre from <http://www.monash.edu.au/muarc/reports/muarc185.pdf> (Accessed: January 2010).

55 TAC, [www.tac.vic.gov.au/](http://www.tac.vic.gov.au/) (Accessed: January 2010)

56 Department of Transport (QLD) [http://www.transport.qld.gov.au/Home/Safety/Road/Campaigns/Anti\\_drug\\_driving\\_campaign](http://www.transport.qld.gov.au/Home/Safety/Road/Campaigns/Anti_drug_driving_campaign) (Accessed: January 2010)

57 Office of Road Safety, WA, [http://www.ors.wa.gov.au/\\_layouts/getAsset.aspx?URI=2573617&REV=1&RCN=D09#291146](http://www.ors.wa.gov.au/_layouts/getAsset.aspx?URI=2573617&REV=1&RCN=D09#291146) (Accessed: January 2010)

problems<sup>58</sup>. In another example, Victoria's 2009 drug driving campaign showed the dramatic effects of how taking cannabis can impair your driving ability where a driver under the influence of drugs is killed when he exits his car<sup>59</sup>. In South Australia, one advertising campaign asked drivers if they could not trust the skills of a surgeon, pilot or bus driver under the influence of drugs, why would they trust themselves<sup>60</sup>?

Avoidance strategies and communicating that drivers will find it difficult to avoid RBT was found to be another common theme among anti-drink driving campaigns, exemplified by the Victorian TAC tagline—'You will get caught, it's just a matter of when'. Among the avoidance strategies targeted included the use of backstreets to avoid detection. This was addressed in the 2009 Tasmanian 'You get smart, we'll get smarter campaign' showing drivers will not be able to avoid police by using small suburban streets<sup>61</sup>. In Western Australia, a similar message was used in the 2009–10 advertising—'Psst...we know that secret back street too' and 'If you think you can make it home on the back roads, think again'<sup>62</sup>. Queensland's advertising—'Good luck trying to avoid the RBTs'—highlighted the 2.6 million random breath tests conducted day or night in the last year, communicating to drivers they are unlikely to avoid being tested given these figures and to think again if they were 'a little bit over' or 'a little bit unsure'<sup>63</sup>. In a twist on the avoidance message, the 2009–10 holiday period enforcement advertising in Victoria informed drinkers they could avoid being tested by taking alternative means of transport during the festive season<sup>64</sup>. As previously mentioned, this study further examines the prevalence of avoidance strategies among drinkers and drug users beyond the ones covered in the current advertising.

Drinking in moderation was the theme in Tasmanian campaign, 'Don't Push Your Luck'. In October 2008, the focus here was to remind people that it might only take one or two drinks to reach the 0.05 BAC limit. Previous Victorian campaigns over the years have also used similar messages. Between 2003 and 2004, the theme for Victoria's anti-drinking campaign was 'Only a little bit over?' with taglines including 'You don't have to be drunk to be a drink driver' targeting low-level drink driving<sup>65</sup>.

Given the investment in the advertising campaigns to promote the existence of RBT, RDT and other anti-drink/drug driving messages, this study examines whether there is a relationship between media recall and reported driver behaviour and intentions. This is important given publicity is considered a key component of deterrence.

58 RTA NSW, <http://www.rta.nsw.gov.au/roadsafety/alcoholanddrugs/campaigns/index.html> (Accessed: January 2010)

59 TAC, [www.tac.vic.gov.au/](http://www.tac.vic.gov.au/) (Accessed: January 2010)

60 Motor Accident Commission, [http://www.mac.sa.gov.au/drug\\_drive/the\\_campaign](http://www.mac.sa.gov.au/drug_drive/the_campaign) (Accessed: January 2010)

61 Road Safety Taskforce, Tasmania, from [http://www.rstf.tas.gov.au/campaigns/alcohol\\_and\\_drugs/campaign\\_information](http://www.rstf.tas.gov.au/campaigns/alcohol_and_drugs/campaign_information) (Accessed: January 2010)

62 Office of Road Safety, WA, <http://www.ors.wa.gov.au/TopicsRoadSafety/Pages/DrinkDriving.aspx> (Accessed: January 2010)

63 Department of Transport (QLD), [http://www.transport.qld.gov.au/Home/Safety/Road/Campaigns/Anti\\_drink\\_driving\\_campaign](http://www.transport.qld.gov.au/Home/Safety/Road/Campaigns/Anti_drink_driving_campaign) (Accessed: January 2010)

64 Ibid

65 Ibid

## Aims of the study

This study specifically evaluates RBT and RDT and the principles of deterrence to determine their overall effectiveness as anti-drink and drug driving programs.

Taking into consideration the literature review presented above, the aims of the study were:

- To determine, from the *driver's perspective*, what aspects of RBT or RDT operations have the greatest deterrence value to drink and drug driving.
- How drink and drug driving law enforcement strategies across Australia are being implemented, in terms of consistency with *deterrence principles*; that is, *random* testing that is *visible*, *enforced*, *credible* and *well-publicised* to all drivers.
- To determine how drink and drug driving law enforcement strategies *deter alcohol and/or drug users* from driving under the influence of alcohol and drugs.
- To deliver to law enforcement the *latest information* on the avoidance strategies used by alcohol/drug users to evade police interception. This information can be used to *progress and enhance existing law enforcement programs*.
- To document, from the driver's perspective, the *incidence of drink and drug driving* across all Australian jurisdictions, relative to the *time (years) since introduction* and perceived differences in the *practice* of drink and drug driving law enforcement.
- To obtain *benchmarks of drink and drug driving* behaviours that will be essential for evaluating and monitoring the *effectiveness* of drink and drug driving strategies over time. This will be instrumental in informing future *road safety/best practice*.

This study used a review and both quantitative and qualitative research methods to attain results. Detailed discussion on the methodology is covered in the following section.

## Research methodology

The research undertaken involved a review of previous and current RBT and RDT law enforcement practices across Australia. This part of the project involved interviews with law enforcement agencies across Australia. Law enforcement representatives from New South Wales, Victoria, Queensland, Tasmania, South Australia and Western Australia participated in the review phase. Information from these interviews was used to direct in-depth discussions with alcohol and drugs users, in terms of their drink and drug driving behaviour, their experiences with RBT and RDT law enforcement practice and their perspective on the value of RBT and RDT. Key aspects of RBT and RDT were identified for inclusion in the qualitative phase and quantitative phase.

The information gathered from the Australia-wide law enforcement interviews is not presented in this report in order to maintain confidentiality of practices. Information that was instrumental in guiding the development of the discussion guide for in-depth interviews with alcohol and drugs users, and the development of the survey that was administered Australia-wide is presented here.

- The subsequent research undertaken involved a mixed methodology design with two phases:
- *a qualitative phase*—60 in-depth interviews; followed by
- *a quantitative phase*—online survey of 3,181 alcohol/drug users across Australia.

The strength of the mixed-method approach was that it provided different perspectives on the behaviours and attitudes of drink/drug drivers through varying levels of detailed data. The in-depth interviews provided a rich understanding of drink/drug driver behaviours, attitudes and experiences as well as the strategies used to avoid police detection. This information helped develop the drink/drug driving survey that was administered across a large sample of drivers (quantitative phase). The quantitative phase resulted in the collection of data that was evaluated using high-level statistical analysis to inform deterrence strategy best practice.

### Phase 1: Qualitative research

This phase served two purposes. First, it provided an in-depth understanding of the project's key themes (aim and objectives). Second, it ensured the groundwork was laid for an efficient and effective quantitative stage. This was achieved by:

- determining factors of relevance for inclusion in the survey and eliminating superfluous factors;
- locating any areas of interest or concern not already countenanced by the research team; and
- identifying language best understood by the participants, enabling a survey that was easily comprehensible to all groups of interest.

The qualitative component of the project assisted in determining the importance of driver profiles, such as drug use patterns, offence history, socioeconomic status, region of residence, attitudes towards authority, sensitivity to reward and sensitivity to punishment.

The qualitative research involved undertaking in-depth interviews with drivers across Australia. In-depth interviews uncovered useful insights with a relatively free exchange of information. There were a number of reasons as to why in-depth interviews were preferable in the context of drink/drug driving, particularly considering that these behaviours are unlawful:

- confidentiality—the topic of the interviews could have been considered controversial and involved the disclosure of sensitive information about drug and alcohol consumption and driving under the influence; and
- depth of feedback—the nature of the information sought in the research was detailed and specific, and accordingly, required the methodology be of a similar nature.

The in-depth interviews were conducted over the telephone.



## Sample

A total of 60 participants were recruited for the qualitative phase of the project. The sample comprised only drug or alcohol users who were drivers with a valid or suspended driver's licence. Fifty-one participants were male, of which 85 percent were aged 18 to 25 years and 15 percent were aged 26 years or above. Nine of the participants were females aged 18 years or above.

The in-depth interviews were divided evenly across New South Wales (n=20), Victoria (n=20) and Queensland (n=20). The sample was also split across regional and metropolitan locations, with 25 percent of the interview participants residing in regional locations. These three states were selected to provide a good cross-section of 'years since introduction' of RDT across Australia. Considering the qualitative nature of the first phase of the research, it was not deemed necessary to sample from all jurisdictions. All Australian jurisdictions were sampled in the quantitative phase.

## Sample structure

The structure for the qualitative research program is shown in Table 5.

<b>Table 5 Structure of qualitative sample (n)</b>					
Jurisdiction	YSI <sup>a</sup>	Males 18–25 yrs	Males 26 yrs+	Females 18 yrs+	Total
Vic	5	13	4	3	20
NSW	3	15	2	3	20
Qld	2	14	3	3	20
Total		42	9	9	60

a: YSI=years since introduction as of January 2010

Those who participated in the qualitative phase of the research comprised:

- five alcohol consumers who had never driven under the influence of alcohol (above the legal limit);
- thirty-nine alcohol consumers who had driven when they believed they were over the limit at the time and those who believed they were under;
- ten drug users who had never driven soon after taking drugs; and
- twenty-five drug users who had driven soon after taking drugs.

Please note the above numbers do not add up to 60 as some respondents indicated that they had both driven under the influence of alcohol *and* driven soon after taking drugs.

Table 6 shows the breakdown of participants by state and whether they indicated they had driven under the influence of alcohol or drugs in the last 12 months.



**Table 6** Sample structure of in-depth interviews

Driven soon after drinking alcohol							Driven soon after taking drugs	
			Total	No	Yes (and believed I was over the limit)	Yes (but believed I was not over the limit)	Yes	No
Queensland								
Brisbane	Male	18–25	11	–	4	2	5	3
Metropolitan		26+	2	–	1	–	1	–
	Female	18+	2	–	–	2	1	–
Qld	Male	18–25	3	–	1	2	1	–
Non-metro		26+	1	–	–	–	1	–
	Female	18+	1	–	1	–	–	–
Total			20	–	7	6	9	3
New South Wales								
Sydney	Male	18–25	12	3	5	2	6	3
Metropolitan		26+	1	–	–	1	–	–
	Female	18+	2	–	2	–	–	1
NSW	Male	18–25	3	–	–	2	1	–
Non-metro		26+	1	1	–	–	–	–
	Female	18+	1	–	–	1	–	–
Total			20	4	7	6	7	4
Victoria								
Melbourne	Male	18–25	10	–	3	2	7	1
Metropolitan		26+	3	–	3	–	–	1
	Female	18+	2	–	–	1	1	–
Vic	Male	18–25	3	–	2	1	–	–
Non-metro		26+	1	1	–	–	–	1
	Female	18+	1	–	–	1	1	–
Total			20	1	8	5	9	3

### Recruitment of participants

Recruitment was undertaken by Australian Fieldwork Solutions (AFS). All research undertaken has been conducted in accordance with the requirements of AS ISO 20252. A strict recruitment process ensured that participants answered the following screening questions:

- *Have you consumed alcohol and/or drugs within the last 12 months?* Required a yes response to be included.
- *Within the last 12 months, have you driven soon after consuming drugs (apart from alcohol)?* Was either answered with a yes or no.
- *Within the last 12 months, have you driven soon after consuming alcohol?* Was either answered with a yes or a no.

### Research materials: Discussion guide

The discussion guide was developed by the chief investigators, who possess considerable expertise in anti-drink/drug driving law enforcement programs and drink/drug driving behaviours. Information from the review phase of the project, which involved interviews with law enforcement across Australia, was also used

to develop the discussion guide. It was essential that the guide included a number of comprehensive themes specific to law enforcement practice, driver behaviour and characteristics, and driver avoidance strategies, in order to identify key measures to be included in the quantitative phase.

### *In-depth interview procedure*

Project team members personally conducted all in-depth interviews. Each interview lasted approximately 40 minutes. All participants in the in-depth interviews received an incentive of \$80 to encourage participation. This incentive was in the form of an iTunes voucher (music download) or a double Gold Class cinema ticket, which was mailed out to them. To preserve anonymity, information gathered during their interview was not linked to their mailing details.

### *Analysis and reporting*

The process of analysis began the moment the discussion ended. Immediately following each interview, facilitators noted their impressions of the key themes, issues, patterns and points of contention that arose during the course of the discussion. This process of immersion in the data helped isolate key themes, points of view, trends and patterns in what the participants said.

On completion of all interviews, facilitators gathered to discuss the key research themes. The project team then developed its top-line findings of the qualitative research and began immersing the results into the quantitative survey instrument.

## **Phase 2: Quantitative research**

As mentioned above, the qualitative phase of this project uncovered key variables relevant to law enforcement practices, drink and drug drivers' behaviours and the avoidance strategies that drivers employed to evade RBT and RDT. The quantitative component of the research then measured to what extent law enforcement programs were being implemented from the driver's perspective, drink and drug driving attitudes and behaviours, and the extent to which drivers avoided police interception. Most importantly, the quantitative survey measured how many alcohol/drug users were deterred from drink/drug driving and under what circumstances this occurred. Unlike the qualitative data, the quantitative data allowed for inferences to be made about the larger population based on high-level statistical analysis of data (identifying statistically significant differences and key drivers of behaviours and attitudes). Drivers across Australia were surveyed and the data analysed as a single population as well by separate Australian jurisdiction populations.

### *Online surveying*

Online surveying was chosen as a cost-effective means of contacting a particularly hard to reach group of drivers across Australia. Not only drug users, but also young males, are less likely in general to take part in telephone surveys. These drivers are also less likely to admit to drug use and illegal drink-driving or drug-driving behaviours in a telephone interview, as they may be overheard by others such as parents, guardians or friends while they are on the phone. An online environment was thought to be seen as more anonymous mode of measuring the likelihood of these (illegal) behaviours.

An additional advantage provided by online surveying was convenience for respondents, allowing them to complete the questionnaire at a time that was suitable to them. In addition, through the use of a 'Finish later' button, respondents were able to complete the questionnaire over multiple sittings if necessary.

Online surveying also minimised any error in administering skips, rotations and other questionnaire design features. The computer systematically guided respondents through the survey and checked responses for appropriateness and consistency.

## Sample

The sample consisted of 3,181 drivers from both metropolitan and rural locations across Australia (69% metropolitan and 31% rural residents). The sample comprised of only alcohol and/or drug users who were also drivers with a current or suspended driver's licence. A detailed breakdown of gender and age is presented in Table 7.

## Sample structure

- The aim was to sample jurisdictions to reflect the Australian population (see Table 7). The sample size across jurisdictions ensured a maximum margin of error of  $\pm 10$  percent. This indicates that if say, 50 percent of individuals sampled in the Northern Territory had engaged in drink driving within the last year, then there would be 95 percent confidence that between 40 percent and 60 percent of people in the Northern Territory had actually done so.

**Table 7** Quantitative sample structure and maximum margin of error by jurisdiction, gender and age in years

Australian jurisdiction	Male (n)			Female (n)			Total (n)	Max margin of error at 95% confidence level
	18–25 yrs	26–45 yrs	46 yrs and over	18–25 yrs	26–45 yrs	46 yrs and over		
New South Wales	108	177	166	56	123	90	720	3.7
Victoria	85	156	124	51	122	71	609	4
Queensland	78	135	132	42	120	79	586	4
Western Australia	59	106	81	40	75	47	408	4.9
South Australia	48	111	76	28	58	47	368	5.1
Northern Territory	2	15	29	5	26	28	105	9.6
Tasmania	16	43	56	9	42	42	208	6.8
Australian Capital Territory	12	34	40	20	40	31	177	7.4
Australia Total	408	777	704	251	606	435	3,181	1.7

## Research materials: Survey instrument

The average length of the survey was 19 minutes. The questionnaire focused on:

- the deterrence principles of RBT and RDT;
- driver characteristics—demographics, offence history, attitudes towards authority, sensation seeking, social desirability; and
- avoidance strategies.

## Online survey procedure

Invitations to participate in the online survey were sent to prospective participants by Ipsos-Eureka's accredited online survey team. Participants were sourced from an online database of individuals who had previously expressed interest in participating in market and social research.

- *Email invitation*—an email letter of introduction was initially sent to all potential respondents.
- *Web link*—participants interested in taking part were asked to log on to a web link using a unique username and password. This user name and password was then used to enter and complete the survey. If required, participants were able to save and exit the survey completing it at a later time ('Finish later' function).
- *Email reminders*—Up to two email reminders were sent to invited individuals who had not responded to the initial invitation or who had begun the survey and used the 'Finish later' function, but had not returned to it after a period of time. These reminders helped to ensure a higher response rate than single invitations alone.

Data was collected over a two month period from 26 October to 21 December. The project was paused for the first three weeks of November (1 November to 22 November).

### *Quality assurance*

Quality assurance in fieldwork is one of the most important aspects of any research, as the analysis, interpretation and strategic implications of the research rely critically on the quality of the data obtained. Some of the measures taken to ensure high-quality data included:

- The online survey was fully piloted to determine whether questions were properly structured and coherent, as well as meeting the scheduled time limit.
- The online survey was programmed to:
  - ensure respondents provided an appropriate response to every question before being allowed to continue with the survey; and
  - that all available fields were answered.

Ipsos-Eureka undertook a systematic process of data cleaning to maximise the integrity and reliability of the data including the checking of:

- structural errors (ie skips, unique identifiers, correct variable structure); and
- non-structural errors (ie correct variable names and labels, out of range values and back-coding)

Data cleaning procedures included a range of methods to detect, revise and/or remove data that was incorrect, redundant, incomplete or incorrectly formatted. Any editing that was required (eg coding of verbatim comments) was also undertaken at this stage.

### *Analysis and reporting*

All statistical analyses were conducted in-house, using the latest version of SPSS. Coding, editing and weighting of variables and statistical manipulations were conducted as appropriate.

In order to determine the deterrence value of RBT and RDT programs on driver (alcohol and/or drug users) behaviours in general, the data were analysed using driver responses from across Australia (as 1 group). This was instrumental in identifying key aspects of RBT and RDT practice that have the greatest impact of a driver's decision to drink and/or drug drive. Information on the driver profile of those who engage in drink and/or drug driving is also presented for Australian drivers as a whole. Subsequently, relevant data is presented for each Australian jurisdiction separately, so that each law enforcement agency can draw upon the perspective of drivers in their own jurisdiction. This will help each jurisdiction guide their own law enforcement practices accordingly—based on the high-level analysis of the behaviours of all Australian drivers.

### *Statistics*

#### **T-tests and Z-tests**

T-tests and Z-tests were conducted on the data using SPSS 15.0. T-tests and Z-tests are techniques used to determine significant differences between mean scores and proportions across various populations. In the case of driver profiles, significant differences across gender, age, area of residence (capital city/regional), relationship status, employment status, drug use type and drug use frequency are presented throughout the report. P-values were adjusted for multiple comparisons (Bonferroni method).

#### **Structural equation modeling**

Structural Equation Modeling (SEM) was conducted on the data using AMOS 17.0. SEM is a technique used to assess the influence of various aspects in the context of a whole model (eg drink driving program). In this case, the model assessed aspects such as *enforcement* and *credibility*, in the context of a range of aspects which could influence reported likelihood to drink or drug drive.

Two types of variables were included in this model:

- Observed variables were directly measured using one questionnaire item. For example, visibility was measured by asking respondents if they had seen a booze or drug bus.
- Latent variables were constructed from a number of observed variables, in line with the proposed model. For example, credibility was constructed from variables relating to accuracy of testing devices, experience of being penalised and experience of being 'let off'.

In this model, parameters were estimated using the maximum likelihood method and model fit was determined using both a chi-square statistic and the Root Mean Square Error of Approximation (RMSEA). As both of these fit statistics were significant at  $p < .001$ , each of the models (for drink driving and drug driving) were determined to be a good fit for the data.

## Qualitative findings

The following section covers the findings from 60 in-depth interviews with drivers across New South Wales, Victoria and Queensland. These interviews provided a number of insights into drinking and drug taking behaviour, as well as driving under the influence of alcohol or drugs. These insights were instrumental in developing the survey tool for the quantitative phase of this study.

### Drinking and drug-taking behaviour

#### *Excess alcohol and/or drug consumption usage is considered 'normal'*

While the amount of alcohol and drug consumed varied greatly between participants, some key themes emerged. As previously noted, the majority of participants consumed both drugs and alcohol, and there were some behaviours and attitudes that were common to both drug and alcohol consumers. These included:

- Many younger participants reported they drink alcohol and consume drugs to excess when they go out and they identify this behaviour as 'the normal thing for them to do'. Many participants mentioned consuming a large volume of standard drinks in one night, while others mentioned being regular poly-drug users.

*Get drunk, see friends...the normal young people thing.*

*Every weekend I get 'rat faced'...throw up, pass out.*

*Rather than having a few beers every night I would rather 20 plus (drinks) in one night and hope it turns into a good night.*

*Start drinking, got to the Valley, take 'Pingas' [ecstasy], smoke weed and then keep drinking.*

- Many participants indicated that they felt more confident and less self-conscious when they were drinking and it was easier for them to socialise.

*[Alcohol] relaxes you and you don't worry about things.*

*[Alcohol] takes the edge off, you're less self-conscious.*

*[Alcohol] makes everything a little more fun and gives me the courage to do things I wouldn't normally do.*

- Those who said they consumed marijuana reported the relaxing and calming effect of smoking, while those using amphetamine-based drugs such as speed or ecstasy/pills said they enjoyed the adrenaline boost and the feeling of being able to do anything.

*[Marijuana is] very relaxing [and you] stop thinking about what is bothering you.*

*[Pills provide a] huge adrenaline boost and gets you ready for anything.*

*[Pills get you] euphoric, happy and ready to go.*

- A common reason given by participants as to why they drink or take drugs was that when intoxicated, it was something different from just feeling 'normal'. They also mentioned that without being under the influence their environment was boring.

*Find Sydney boring if sober so we need to turn to drugs or alcohol to enhance the night.*

*The feeling inside your head, a break from normal waking consciousness [alcohol].*

*You feel happier, merrier after a few drinks.*

### *There was a difference in drink/drug consumption behaviour according to life-stage*

Generally speaking, there seemed to be a difference in the way participants consumed alcohol and drugs depending on their age or 'life stage'. Common life-stage 'events' that had led to a reduction or change in their drinking or drug taking behaviour were:

- *Relationships*—where participants said that now that they had settled down in a long-term relationship, they did not go out as much and have 'big nights' or consume as much alcohol or drugs as they did when they were young and single.

*A good night out these days is a counter meal and one or two drinks at the RSL.*

*My wife and I don't go over the top—getting pissed costs a lot of money.*

- Similarly, those that had settled down and now have a *family with children* mentioned that their priorities have changed. Going out, partying and drinking too much was not something they felt like doing anymore.

*I don't drink to get drunk...I have kids now.*

- *Increased responsibilities*—such as careers and buying a house were also mentioned as reasons for settling down and therefore a change in drinking/drug-taking behaviour.

*I don't take drugs anymore because I work for the SES now.*

*I used to smoke marijuana but not now. You tend to grow out of it.*

*I have to drive 40 minutes to Brisbane every day for work. I need my car.*

- *Awareness of their own and others personal welfare*—participants who were more mature in their outlook were more likely to think of the consequences of drinking or drug taking rather than just the 'highs' associated with it.

*I used to drink drive, but now I don't. My friend killed her own daughter when she was drink driving—that has just spooked me.*

*I recently cut down to one slab a week for health reasons.*

- *Negative experiences*—a common theme was that participants had experienced an accident or near-accident that prompted them to stop driving under the influence of alcohol or drugs.

*We decided to go to another mate's place then it started raining. I was cheap on tyres so they were pretty bald. There were a few times where I was speeding and going through roundabouts without looking. The speed limit was 60 and I was going something like 140. There was a point where I nearly hit a pole. The morning after, I sobered up and sort of recounted the night and thought 'what could have happened?'*

### *Participants often look for the cheapest option to get intoxicated*

A key consideration to those 'going out' was often the amount of money available to drink or take drugs. Participants often looked for the cheapest method of reaching their desired level of intoxication and many said that they would buy their alcohol from a bottle shop or somewhere cheaper and either drink at someone's house or in the car before going into a venue.

*Get fairly drunk beforehand because it's cheaper to drink in the car and then go to a club.*

*Too expensive, so go out and get something beforehand and drink at a mates.*

*Too expensive to drink out of home.*

Participants mentioned that in order to reach the level of 'intoxication' they are after it was often cheaper to buy 'pills' (ecstasy) instead of alcohol. Pills were considered cheaper than buying alcohol at venues and at large events such as festivals. Participants went further and said that if alcohol continues to go up in price, people will increasingly use drugs instead of alcohol.

*Alcohol is very expensive it's cheaper to buy pills.*

*At a festival, beers are \$10 dollars each so it's a lot cheaper to buy ecstasy for \$25.*

*Because of 'alcohol tax' it's too expensive to drink, so prefer to spend \$20 on ecstasy if alcohol is \$20–\$30. If alcohol goes up, people tend to turn to drugs to get high.*

It was mentioned that the group made decisions about what they were going to drink or take well in advance of the event. It was mentioned that the night was more fun when everyone was doing the same thing—be it taking pills, drinking, smoking marijuana, something else or a combination of all. It was mentioned that these nights happen mostly at someone's home as opposed to a club, pub or party.

*We do it as a group. We decided beforehand what we're gonna take, be it pills, grog or whatever and we do it together.*

*When we're coming down early in the morning, we go outside for a "Mother-ette"—a Mother and a cigarette.*

### *'I know what it feels like to be over the limit'*

When asked if they would be aware if they were over the legal BAC of 0.05 percent and what it would feel like, many said that they would know if they were over the limit and often gave similar 'symptoms' of what it feels like to be over the limit. However, many of the participants made this judgement based on intuition rather than knowledge. Often, the 'symptoms' such as impaired motor function and reduced cognitive abilities that participants said were signs they were 'over' may indicate a BAC in excess of 0.05 percent.

*Start slurring my words...just not walking as straight.*

*Unaware of surroundings.*

*A bit slow on the uptake, not quite as coherent as I should be.*

*Not as alert, not as steady on feet.*

*Can't see straight, double vision.*

*I just know.*

*After two glasses of wine, when you get that light headed feeling, when you're on the brink, that's when I know I 'm over the limit.*

There were some drivers who indicated they would know if they were 'OK' to drive after drinking, basing this assumption on factors such as how many drinks they had consumed and the type of drinks they had consumed.

*I would base it on what time I started drinking, what I was drinking and how much I had been drinking.*

*I know the point. 1–2 beers—no more.*

*By the types of drinks I've had.*

*After 4 pots in two hours...wait an hour or so and right to drive.*

*I'm okay to drive if I've only had a couple.*

However, there were some drivers who said they would not be aware if they were over the legal limit and therefore acknowledged judging by how they felt would not be accurate. Some drivers mentioned that there were times when they believed they were okay to drive, but were told by others they were not.

*Pretty hard to judge. After 1–2 maybe but after that I don't think I would know and take that risk.*

*Wouldn't know...going off standard drinks—I don't think that would be right.*

*I had way too much to drink and thought I was Ok to drive but mates told me I was not.*



Of those who had taken drugs, most said they were unsure when it came to driving after taking drugs. Participants reported with alcohol there is a limit, but with drugs one doesn't know the level or how long one would need to wait before you can drive.

*Not sure, hard to tell.*

*After drugs I would not be 100% certain.*

*They don't let us know how much we can take, not sure how long to wait.*

*Legally you shouldn't drive on drugs at all compared with alcohol which has a limit.*

### *There is a clear hierarchy of drugs*

When it came to drugs, drivers often talked of different levels of drugs, suggesting there is a hierarchy. Heroin and ice were seen as the 'hardest', most life-destroying drugs, while pills and marijuana were the least harmful of the drugs other than alcohol. Recent TV advertising campaigns were often mentioned to be a source of information on the dangers and addictiveness of ice. Based on the information in these campaigns, drivers communicated a stronger fear of these 'hard core' drugs and were less likely to experiment with these 'hard core' drugs.

*I do reading on this topic [ice]. It's very addictive—sucks everything out of a person.*

*The ice ones [ads] are pretty sad. Pretty scary what can happen.*

*Heroin's different to weed and pills—a whole other level. I would never touch that stuff.*

Based on the discussions, it was clear this hierarchy was also in play when it came to driving under the influence of drugs. As discussed in a later section, while it may be seen okay to drive under the influence of marijuana, drivers tended to say they would not drive on chemical drugs such as pills/ecstasy, speed etc because to do so was *too dangerous*.

*I would never drive on ecstasy or cocaine.*

*You know you shouldn't drive on chemical drugs [LSD, speed, ecstasy]...I would never drive on these.*

### *The educated drug user*

There were some drug users who saw themselves as quite educated on the subject of drugs and aspects of drug usage. These participants reported looking into testing procedures, citing the internet as an excellent resource for information. Some mentioned that they believed (or had heard) the results of an RDT were not always reliable. Others mentioned that if they were tested and they had been using then they would definitely test positive, while some drivers said that not all drugs could be detected and seemed knowledgeable about which drugs the police were able to test for. Regardless of how knowledgeable these participants sounded, there was a question mark over whether their information they talked about could be deemed accurate.

*They take a few minutes to get a result compared with breath tests. It quicker would implement the same as breathalyser test. There has been a lot of debate about the accuracy and efficiency of test. The word that comes to mind is 'practicability'.*

*Gotta lick it, if you lick it you are getting done.*

*Testing does not pick up all the drugs only speed, ecstasy and marijuana.*

## **Driving under the influence of alcohol/drugs**

### *Driving under the influence when young was very common*

Attitudes to drink and drug driving varied, with many who had consumed alcohol likely to have driven under the influence and over the limit at some point in their driving careers. There was particular mention by drivers to periods when they were young and they drove very intoxicated. Others mentioned they have driven over the limit on multiple occasions.

*I remember thinking 'Oh I shouldn't be driving', struggling to see the digits on the speedo...driving very slow.*

*A few times—you know you have had too much. I was never caught over 0.05 but I would have lost my licence.*

*When I was young I drove blind and I don't know how I got home. I would have been locked up.*

*I have driven over the limit around five times since I was 18 years old.*

*When I was young [18–24] every time I drank I drove. I have lost my licence twice for drink driving. I have currently lost my licence for 16 months.*

Some drivers mentioned that drug drivers are likely to be less concerned with the illegality of driving while under the influence because they are already involving themselves in an illegal activity, so driving on drugs is not their biggest concern.

*Drug users don't give a shit about it, they are already breaking the law.*

### *'It's OK to drive while stoned'*

Marijuana smokers indicated that they would drive regularly while 'stoned' and that many believe their driving is 'fine' when under the influence of marijuana. Some mentioned they believed driving on marijuana was safer than driving on alcohol and they would be less impaired. However, some did say they would only drive if they had not smoked too much.

*Driving on weed is a lot different than driving on ecstasy or speed. I didn't get stoned at that time—I believed I was normal.*

*I feel safer driving under the influence of marijuana compared with alcohol.*

*Ok to drive on marijuana, I would be fine.*

*Driving on alcohol is more dangerous than driving on dope.*

*It does not impede driving unless you smoke an excessive amount.*

Although drivers thought that their driving was OK, there were some regular marijuana and other drug users who mentioned times when the usage of the drug had severely impacted on their ability to drive. This was often prefaced by a belief that they were good enough drivers to continue driving.

*I think I drive OK but sometimes I have forgotten to stop at [a] stop sign. [speed]*

*We used to get sick of sitting around, so we would drive around while smoking bong. One night I passed out in the shop on the counter.*

*With speed, wouldn't matter how much I took—I would drive.*

*I drive OK but I have fallen asleep in the car [after leaving nightclub] because it's out of the club and in the car it is gone all quiet. [speed]*

*I have crashed twice. Once in Adelaide I was smoking all the way and side swiped a car going through a roundabout. Second time in Colac out of a petrol station turned left onto wrong side of road and went straight into a keep left sign.*

Other drivers said they have driven under the influence in the past and would continue to drive when affected by alcohol and/or any type of drug because they did not particularly care about the consequences.

*Mates feel like God and don't care about anything else—like being pulled over. [Speed, ecstasy, ice]*

*I drive on weed every day. I don't even notice it. Drive sweet, never had a car crash.*

*Every Friday night in Summer I drive home drinking 2–3 cans. If they pulled me over I would be over the limit.*

*I drive on marijuana every day or most days.*

*I know what night they are gonna be out [police] so on the nights they're not I just drive. I don't care.*

## Random breath testing and random drug testing

*Most participants had experienced random breath testing numerous times. However, few had ever experienced random drug testing*

Generally speaking all drivers were very aware of the presence of RBT on the roads, with most being tested numerous times throughout their driving career. The drivers often reported these tests were most likely undertaken at night and over the weekend period.

*I have been tested, mainly at night three or four times.*

*Often on a Friday afternoon, maybe six times.*

*I have been tested four times, usually Friday or Saturday nights.*

*I have been tested several times. So have my mates—always at the same place.*

*I have been tested three times. Once for RBT in Melbourne and twice in Bairnsdale. [regional]*

Many drivers provided accounts of when they or a friend had blown over or close to the legal BAC of 0.05 percent.

*I was drinking at the pub and had a few too many. I had not had a drink for the last two hours and drove to my mate's house. We avoided a booze bus but I was pulled over by a patrol and I blew below 0.05 but I was on my P's.*

*I was at the pub with family and friends. I had 2 beers at home and around 5–6 beers at the pub. I left the pub to get a feed. I was going to walk home but drove. I was pulled up 300m from home. This time I blew 0.08 and as it was my second offence they double it and that is how many months you get.*

While nearly all drivers had experienced an RBT, there were only a few that had undertaken or knew of anyone who had undertaken an RDT.

*My mate was tested [RDT] one month ago. [Victoria]*

*I know of people who have been done. Scared for my life. [New South Wales]*

### *Random breath testing is not seen to be random*

All participants seemed aware that RBT is undertaken on the roads but when asked where they were positioned and at what times, most indicated that they had an idea of the times and or the places where they were *likely* to be. Most drivers reported that booze buses were generally visible late at night and early mornings on the weekends over Christmas and New Year and other holiday periods—usually in the same locations.

*Usually out Saturday night/early Sun morning [12 am–5 am] in the same place.*

*Booze buses may be out at all times but at the same places.*

*Between 7 pm and 11 pm Booze Buses will be in one of two spots.*

*Same place Friday and Saturday around 8–10 pm.*

*See them particularly around Christmas and Easter times.*

*Over the Christmas and New Year period, you'd see them along Ipswich Rd.*

Furthermore, within regional areas, RBT was not seen as random because of the small size of the local area, consisting of only one or two main roads where the police would set up breath testing. There were suggestions in regional areas that everyone would know about a RBT within the local area and word would be easily spread throughout the community.

*It's a small town and word gets around. You get a call or a text from mates telling you the location of the police.*

*You can see from one end of the town to the other. A friend will send you a text message...it is only a small town.*

Booze buses were not seen as very random as participants seemed quite aware of the places they would be. However, survey participants noted that there was a greater chance of being tested by mobile police. These were seen as more random and unpredictable because they can be anywhere and not just the larger main roads. Drivers understood that all patrol cars can test for BAC but these were mentioned as being visible at the same times such as mornings, on the weekends or holiday periods.

*See 'patrol cars' undertaking RBT around holiday periods, Christmas and Easter.*

*Mostly cop cars random testing on Saturday and Sunday mornings or on long weekends.*

### *Awareness of random drug testing is almost non-existent*

On the whole, drivers were not very aware of RDT. Having never seen them on the roads before, many drivers seemed unsure of the presence of RDT on the roads and where they would be positioned. There seemed to be a lack of awareness among participants that police could be able to test for alcohol and drugs at the same time. A few drivers had heard of RDT but were not sure if it was still being undertaken or even if it was successful as they just did not see them around.

*Even less so than alcohol...almost like it is non-existent. [Victoria]*

*I have never seen or heard of one. I think there is only one of them on the road. [New South Wales]*

*Not sure how many there are or how successful it is at the moment. [New South Wales]*

*I don't see them around. I am a driver on the roads all the time and I hardly see them. [Victoria]*

*They came in a while ago. Only came in for a trial but have not heard much. I think they brought them back. [Victoria]*

Drivers in Queensland seemed to have a lower awareness of RDT within their state compared with New South Wales and Victoria where RDT has been conducted for a number of years.

*Fairly rare is what I hear. I have never seen one. A fluke of nature to get caught. [Queensland]*

*Never seen a drug bus, been talking about it for years—this drug thing is a crock. I would have come across one by now. I have only heard of one. If I got tested it would be like a punch in the face. I wouldn't see it coming. I would be dumbfounded. [Queensland]*

*Once in a blue moon—I have never seen one. [Queensland]*

*Policeman said 'I have only got 300 tests between here [Currumbin] and Brisbane'. [Queensland]*

### *There is little knowledge of the RDT procedure*

A lack of personal experience with RDT went hand-in-hand with a lack of knowledge on how RDT was undertaken. Drivers were largely unaware of the procedures or testing methodology used in RDT. Many participants even admitted being unsure how a sample was taken by the police. Drivers also gave conflicting accounts of which drugs could be detected in the tests and which could not.

*They get a urine sample, I don't know a lot about it.*

*Lick a bit of paper, [but] never seen one.*

*I know they are there but I don't know much about them.*

*Not entirely accurate, the first people in Melbourne were cleared.*

*They usually test for alcohol and then test for drugs.*

Drivers also indicated that they believed testing would only be undertaken if you were showing visible signs of drug usage, while some believed that the police only targeted certain drivers such as younger males or truck drivers.

*Drug buses are more targeted towards truck drivers not targeting everyday drivers.*

*Standard RBT with random drug testing, younger males.*

### *It is a calculated risk to driving under the influence—it's a game of chance*

Discussions with drivers showed that those who had driven under the influence often calculated the risks of getting caught before doing so.

As previously mentioned, many drivers generally believed that RBT was not random. However, having seen RBT blitzes in the past, some drivers believed that the police were 'out there' and that there was a real chance in getting caught if they drove over the legal limit. Therefore, for these drivers, the risk was too high.

*It's not worth the risk, it's a game of chance.*

*Definitely...see them fairly often.*

*I see a Booze Bus once every 1–2 weeks. They are out there.*

*You like to hope they are...at the end of the day you are going to get caught if you keep doing it.*

*Yes you never know where they will be these days.*

*Driving with P plates you will get pulled over...or driving all over the shop...not likely if driving normally.*

Others said that, while they ordinarily would not drink-drive, they have driven under the influence when it was only a short trip. These drivers seem to calculate the risk of being caught as very low, especially if they knew the area well and were literally driving around the corner. Knowing where the police were likely to be testing also substantially reduced the perceived risk of getting caught.

*If short distance, [less than three kilometres] I would drive.*

*Depends how close to home...if I'm not in a controlled area I would drive home.*

*If you haven't been pulled over within two streets of the pub your chances are pretty high of not being pulled up.*

*Because I am in peak hour traffic on Parramatta Rd (after work) there is no chance that they will be out.*

*A 10% chance at best. I could go out and get trashed tonight and drive home no problems. They are predictable, you know where they are.*

*They can't set one up on the tram tracks [booze/drug bus].*

There were others that believed once they had been drinking, they felt like they had no alternative but to drive or could not be bothered organising an alternative. Many drivers indicated that in deciding whether they will drive under the influence or not, there is a 'trade-off' between driving over the limit and possibly being caught, and going somewhere or getting something that they thought was more important. The benefits for these drivers strongly outweighed the risk of getting caught.

*They just drove because there was no other option, no train or taxi so drove when drinking.*

*I was freaking out but I had to get to work because I was an apprentice, I could not afford a taxi.*

*Only live a few kilometres from the house...knew I was over the limit but drove anyway...had to leave early next morning.*

*It's just easier to have my car with me. Sometimes I go through the drive-through [McDonalds] on the way home.*

*One time we were out of cigarettes, and I'd get in the car, it was only up the road.*

*If I'd only had a few, I'd probably hop in the car if was only around the corner.*

*I had to go to a family thing in the morning. I knew I was still drunk but I had no other way of getting there.*

Finally at the other end of the spectrum, there were drivers who believed the police did not have presence on the roads at all—that there was no risk to driving under the influence. Therefore there was no need to be worried about being tested.

*To be honest if I don't see a booze bus I don't have the feeling they are out. If you don't see a booze bus you don't really worry about it.*

### *'There's no real chance of getting caught if you take drugs and drive'*

When it came to driving under the influence of drugs, participants believed there was a very low risk of being tested. Most drivers had not seen any visible presence of drug testing on the roads by police. Even in jurisdictions where RDT has been in place for a number of years, driver (alcohol/drug user) awareness of RDT was low.

*Not really, I have never seen one. [Queensland]*

*Not doing it good, it's good for me. I have only heard of one. [Queensland]*

*No not yet. Don't see them around much at the moment. [Victoria]*

*I don't think the Drug Bus thing is likely, I have only seen one once, but for alcohol there is. [Queensland]*

*Not from what I have seen...don't know of anyone that has been tested. [Victoria]*

*Definitely out there for alcohol but not really for drugs. [Victoria]*

*I don't know much about it, testing for drugs, can you be tested? [Victoria]*

In addition, there was a consistent perception that there was relatively less investment in RDT (compared with RBT). Participants believed due to the cost and time needed to undertake drug tests with drivers, that police would likely target inner-city areas and times when there was a large-scale event or dance party. Those who believed this were less likely to be cautious.

*Not at the moment...maybe certain times and places, somewhere close to the city but the resources aren't enough to worry you...would be unlikely to get caught.*

*They are because of resources spread very thin...don't see them very often.*

*High chance for alcohol compared [with] drugs because of time and money.*

*They target the inner city and city areas more.*

### *Driving the morning after drinking*

Many drivers said they had driven the next morning after having consuming alcohol the previous night and were unaware what their BAC would be. Drivers mentioned although feeling fine the next day, that they had been over the limit or displayed symptoms characteristic of being over the legal limit.

*Driving home in the morning I feel fine but you never really know.*

*On a Saturday morning [still with alcohol in system] I go to work intoxicated.*

*When I was 19, I was out with friends and had about six beers and two scotches. I felt pretty drunk. The pub closed at 2am and I went home to bed until 4:30am. I had to get up early because I was a dairy farmer. I was pulled over by the cops and blew 0.065 and had no P plates. I lost my licence for 6 months.*

There seems to be a lack of awareness of the risks associated with driving the next day following intoxication. Participants exhibited a lack of forward planning, often viewing driving while still intoxicated as a regrettable necessity borne out of circumstance.

### *'Let off' after testing positive*

There were a few instances where drivers were aware of someone who, after testing positive to alcohol, were let off. However, there were no instances mentioned of any driver testing positive to drugs and being let off,

although it is important to note that there was little or no personal experience among the participants of being drug tested or knowing people who had actually undertaken an RDT. The following are some of the accounts given by participants:

*I had a couple while washing the ute. I had to move the ute at home so I chucked a u-turn in the street. I drove down the road through a red light. I took breathalyser and was over. I told him what I had done and he let me off to drive home. [New South Wales]*

*After a footy match in Brisbane I drank water for a while...thought I was good to go. Cops breathalysed me, I was on my P's and I had a reading. Cops said 'Sleep here, don't drive' and let me off. He said he would follow it up if the car was moved. [Queensland]*

*Mate was pulled over last weekend driving on a suspended licence...he was over the limit...cops said just go home...cops said 'If I see you again, even tomorrow I will bust you—go home'...I have never heard of it before. [Queensland]*

Some participants questioned the value of RBT and RDT especially if the penalties associated with getting caught were not severe enough or people were being 'let off' at the judiciary stage.

*The legislation doesn't support the system. I know that people are getting off on warnings. Just a slap on the wrist for being a naughty boy and a fine they don't end up paying.*

*They go to court but they aren't taking responsibility of their actions, they get off on a technicality.*

### Booze and drug bus avoidance strategies

When asked about ways that drivers could avoid a booze bus or drug bus situation, drivers gave numerous possible ways. It is important to note that the 'strategies' mentioned by drivers were not necessarily tried and tested methods to avoid being tested, but more what they had heard of as possible ways to avoid being tested. Some of the comments about avoidance strategies included:

- The use of back streets and alternate roads to where they think the booze/drug bus will be.

*Use backstreets...avoid main-streets.*

*Drive backstreets it's safer for others.*

*Out at the local sports club...not sure if over but you know where they are going to be so you take the back streets around it.*

*I know back streets well...alternate roads to get home.*

*Some people cut down the back streets to avoid the booze bus, they should have them up little alley ways.*

- Turning off the road once you come across the booze/drug bus, although some mentioned there was a chance that this was not likely to be successful.

*Turn off before it.*

*Turn off before booze bus however mate got pulled up doing this.*

*If it was near home, I'd park the car just before the booze bus and walk the rest of the way home.*

- Friends or colleagues who had seen the booze bus on the road informing them of its presence.

*A work colleague called me and told me that the booze bus was there and I have gone the other way.*

*Had a mate who would drive part of the way and check the road.*

*Friends tested and told me.*

- Some drivers mentioned ways of avoiding being tested that involved getting waved through by the police. These include being waved through because the line is backed up or sticking to the right lane as the left lane is where the police would be set up with some drivers mentioning they had been waved through when they believed they were over the limit.



*Driven through, waved through when drunk.*

*Just take your chances that the line is backed up.*

*Cops usually stick to main road...dual lanes. They are on the left so if you stick to the right they won't pull you over, only those on the left side.*

*Sometime get waved through anyway.*

*Wait for other cars to get in front till the [queue] gets full...then they let the others people through...it happened to me when well over 0.05.*

- There were drivers who talked about using a 'decoy' driver. For example, some participants talked about asking the person who had the least to drink to drive or be breathalysed instead. Others spoke of one person's driving licence being more 'dispensable' than another person's licence so that person would drive (even if they had both been drinking).

*If we've gone out and we've had a few and he's driven in, it's better if I drive. My partner, he needs his licence for work. He's already lost his licence a couple of times, so we can't afford for him to lose it again.*

- Other ways of avoiding detection included the use of a police scanner and the belief that if you are just a little over the police would let you off.

*We use a police scanner.*

*If just over they will let you go home.*

### *Avoiding testing positive*

When asked if they were aware of ways that a driver could avoid testing positive to an RBT, many of the 'strategies' were prefaced with 'I don't know if this is true' or 'this is only what I have heard' with no drivers able to give actual accounts as to whether these actually worked. Some of the ideas included using a mouthwash to avoid testing positive to alcohol while others mentioned using strong flavoured food items such as a Cherry Ripe or Fisherman's Friend.

*Listerine on your tongue, stays in your saliva.*

*Use mouthwash...or Cherry Ripe if in car.*

*Circular breathing [didgeridoo breathing].*

*Chewing a cigarette for alcohol...Fisherman's friend.*

One participant mentioned hearing about people delaying the process by asking for a blood test.

*Someone could ask for a blood test because they know that by the time they get tested, the alcohol will have gone down.*

When asked the same question but for RDT there were fewer suggestions given by drivers likely due to the lack of knowledge of RDT on our roads. Of those who were able to provide a method to avoid a positive reading, a similar message was portrayed in that the drivers were unsure if these methods would actually work or not as it was usually something they had heard about and not experienced personally. Again, some drivers suggested that washing your mouth out with something like a mouthwash or vinegar might help to prevent testing positive.

*Eye drops...washing mouth outs.*

*Maybe mouthwash when you do the swab test.*

*It's all about making sure you don't look like you've taken anything. Get your mates to act straight and they won't test you.*

*Apparently if you wash your mouth out with vinegar, that stuffs up the test. But I'm not sure, I haven't tried it myself.*



There was one driver who mentioned a situation where after smoking marijuana that day, he believed he had avoided testing positive at a RDT because of the chewing gum he had in his mouth.

*When I was smoking I was one of the first three hundred people done. I got away with it...I had a chewing gum that null and voided it...had been smoking, literally shit myself but it did not register...used Extra professional with mint strips.*

It would seem that these 'strategies' are largely based on urban myths and false information, rather than personal experience or 'success'.

## Government advertising and investment in anti-drink/drug driving campaigns

### *Hard hitting advertising is effective but not for the younger generation*

When asked about their recall of advertising campaigns relating to alcohol and drugs, most participants were able to recall specific ads which they described to be quite hard hitting and graphic. Many drivers said that the ads were an effective means for education on the consequences of using drugs and alcohol.

*They are necessary; they open your eyes to what might happen.*

*Essential, everybody needs to be constantly reminded to be careful not to drink drive.*

*They do hit the mark...fair amount of shock value...force sense into people.*

*Excellent for everyone to realise what is happening and what they are doing to you.*

*Fairly effective, see the image of a person who has gone that way.*

*Got a lot better over the last few years...better demonstrate the effects they have on people.*

However, it was felt that although these ads can be very graphic and hard hitting, they perhaps miss the mark with younger drivers who feel 'invincible' or have an attitude that 'it won't happen to me'.

As previously mentioned, one of the common themes was the prevalence with which personal experience deterred participants from drink driving. Numerous participants mentioned that they had stopped drink driving, or taking drugs and driving, due to a negative experience in which they or close friends or family had been involved in an accident or near-accident.

*When I was younger maybe not...feel more invincible when younger.*

*A lot of people ignore them...young...arrogant...with an invincible attitude.*

*When you are older you start to notice them more but when you are younger you feel invincible.*

*I don't think they do any good. It's more peer pressure than anything.*

*For older people it works but when you're young you're more carefree, you don't worry about things, you're more worried about what your friends think...if they think you're a wuss.*

Drivers suggested that for younger drinkers and drug users, television advertising campaigns may not be the ideal medium to educate them. Nevertheless, it was necessary to reach them at an early age—perhaps while at school—using the personal stories of people who have been directly affected by alcohol and drugs.

*At school can do awareness programs, but I remember thinking 'whatever'.*

*Get people to come out to school year after year after year. They should bring people who have been affected by it—like parents of kids who died and injured people.*

It was also felt that there are drivers for whom such advertising campaigns would not have any effect because they may be in denial about their behaviour or that once they start drinking so advertising is not top of mind and has no effect on them.

*I think the target audience don't take notice because they don't think they have a problem.*

*Memorable, take notice but I don't think I should stop drinking because of the ad.*

*But when you start drinking you don't think about them, you just go out without giving it a second thought.*

Drivers were asked how these advertising campaigns could be improved and have a better impact or relevance. Some drivers suggested making the ads even more graphic and shocking.

*Add more 'shit yourself' factor...more full on...more intense...more shocking.*

*Showing more graphic images, shock value...show people what can happen from not acting properly or responsibly.*

There were others who suggested a way to make the ads more effective would be the use of 'real' real-life stories and testimonials by people that had been affected by alcohol and drugs.

*Show someone like the Asian woman in the ad that dies...a real person and the effects.*

*Actual people on drugs and alcohol in clubs, what they are they like in real life.*

*Accident victims telling their story...very effective...these people have actually been in accidents. Their real emotions get to me.*

*Actual real people who have been affected by drugs and alcohol.*

### *Too many drivers are still driving under the influence*

When asked if the government should spend money on these sorts of alcohol and drug testing programs, there were some who thought that for the amount of money that was being spent, there were still too many drivers being pulled up over the limit, with some even saying that it was not worth spending any more money at all.

*No use spending heaps of money on it if in ten years statistics have not changed.*

*No I don't think enough is being done to catch these people. The money being spent is not working. If they are spending this amount of money they should be getting more people, a lot of people still driving under the influence.*

*Wasting heaps of money, still pulling over heaps of people for drink driving...people dying on our roads from drink driving.*

*Government spending millions but people still do it. No more money into alcohol testing.*

There were, however, others who said they thought that these types of programs were worth the government spending money on and that they should, in fact, put more resources and money into them to maximise their effectiveness.

*Need to spend more money and time, make it more efficient so it can work...don't do it enough. Only when they think everyone is going clubbing. I see people all the time [in peak hour traffic] taking drugs and drinking.*

*Worth it...needs to be thought through a bit more but needs to be done day after day in order to catch people.*

*I think so...saves about eight in ten accidents.*

*We should have more out there.*

Some drivers said that the RDT was not currently working as a deterrent on the roads and that it needed to be more widespread to be effective, while others mentioned that testing was visible at certain times of the year but questioned its worth at other times.

*Drug testing needs to be more widespread to be effective.*

*Not doing their job much...All my mates are being pulled over for alcohol but not being tested for drugs but they are on drugs.*

*Crackdown at Christmas but what happens at the other times of the year.*

## Quantitative findings—Australia

The following Tables present the data obtained from all drivers across Australia<sup>66</sup>.

### Driver profile

Age	n	%
18–25 years	659	21
26–45 years	1,383	43
46 years and over	1,139	36
Total	3,181	100
Gender	n	%
Male	1,889	59
Female	1,292	41
Total	3,181	100

How often drive	n	%
Daily	2,729	86
Weekly	359	11
Fortnightly	25	1
Monthly	21	1
Less than once a month	47	1
Total	3,181	100
Current level of employment	n	%
Full-time employed	1,300	41
Part-time/casual employed	542	17
Stay at home mum/dad	228	7
Self-employed	193	6
Looking for work	131	4
Retired	327	10
Semi-retired	35	1
Pensioner (including Disability Support)	186	6
Student	183	6
Other, specify	33	1
I'd prefer not to say	23	1
Total	3,181	100

<sup>66</sup> Please note that, because of rounding, not all percentages will add to 100%

Which of the following drugs (including alcohol) have you...?	Consumed in last 5 years		Consumed in last 12 months	
	n	%	n	%
Alcohol	3,047	96	2,956	93
Cannabis (marijuana, mull)	1,613	51	999	31
Methamphetamines (ice, powder, base and crystal)	429	13	202	6
Cocaine	344	11	193	6
Ecstasy	656	21	370	12
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	207	7	109	3
Ketamine (Special K)	118	4	42	1
Heroin	55	2	30	1
GHB-type substance (GHB, GBL, 1,4b)	52	2	22	1
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	326	10	161	5
Benzodiazepines (valium, serapax, temazepam, benzos)	763	24	438	14
Analgesics (morphine, codeine)	22	1	17	1
None	–	–	109	3

	No infringements	1 infringement	2 infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=3,181)	38%	21%	14%	20%	6%	2%	1%

	Have not received any offences	1 offence	2 offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=3,181)	94%	4%	1%	1%	0%	1%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=3,181)	67%	22%	8%	4%	0%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	1,851	58
No	1,215	38
Don't know	115	4
Total	3,181	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=1,689 <sup>a</sup> )	8%	12%	7%	7%	15%	15%	37%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=990)	1%	27%	27%	26%	9%	4%	2%	1%	1%	1%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit, in the future? (0=extremely unlikely; 10=extremely likely) (n=3,181)	72%	13%	9%	4%	3%

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	1,034	44
No	1,273	54
Don't know	61	3
Total	2,368	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=926 <sup>a</sup> )	22%	10%	6%	4%	10%	12%	36%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=536)	10%	18%	19%	19%	11%	6%	4%	1%	3%	10%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs, in the future? (0=extremely unlikely; 10=extremely likely) (n=3,181)	79%	7%	7%	3%	4%

How often do you engage in these driving behaviours? (0=never; 10=all the time) (n=3,181)	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit	31%	21%	26%	16%	7%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	60%	19%	14%	5%	2%
Talk on a mobile phone while driving	53%	18%	18%	8%	4%
Speed up to beat a red traffic light	32%	21%	26%	14%	7%
Drive too close to other drivers (ie tailgating)	53%	21%	18%	5%	2%

## Random breath testing: Alcohol

The following section presents the data from the survey, relevant to aspects of RBT law enforcement practice. Statements in the survey that focused on the following aspects of RBT are presented:

- *Visibility*—seeing police testing;
- *Enforcement*—testing by police, avoidance of testing (displayed at the end of RDT section);
- *Credibility*—processing by police (whether a driver is penalised or ‘let off’) and perceived accuracy of testing devices;
- *Randomness*—extent to which testing by police is perceived as random;
- *Publicity*—media about police testing; and
- *Knowledge*—level of knowledge about penalties associated with being caught drink or drug driving

### Visibility

Ever seen a ‘booze bus’ or mobile police car testing drivers for alcohol?	n	%
Yes	3,001	94
No	165	5
Don’t know	15	0
Total	3,181	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a ‘booze bus’ or mobile police car testing drivers for alcohol? (n=2,717 <sup>a</sup> )	21%	25%	12%	10%	16%	11%	3%	2%	2%

a: Excludes missing data/‘Don’t know’ responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a ‘booze bus’ or mobile police car testing drivers for alcohol in the past year? (n=2,235)	1%	14%	17%	16%	11%	10%	20%	4%	3%	2%	2%

### Enforcement

Ever been tested for driving under the influence of alcohol	n	%
Yes	2,475	78
No	695	22
Don’t know	11	0
Total	3,181	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=2,145 <sup>a</sup> )	7%	9%	8%	7%	16%	19%	10%	8%	15%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'booze bus') in the past year? (n=1,364)	13%	40%	19%	12%	5%	4%	5%	1%	1%	0%	0%

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=1,382)	54%	25%	10%	6%	2%	2%	2%	1%

Thinking of the most recent time tested, in the past year	n	%
<b>Time of the day tested</b>		
Midnight–2:59 am	75	5
3:00 am–5:59 am	34	2
6:00 am–8:59 am	69	5
9:00 am–11:59 am	124	9
Midday–2:59 pm	89	6
3:00 pm–5:59 pm	245	17
6:00 pm–8:59 pm	344	24
9:00 pm–11:59 pm	319	22
Can't recall/don't know	134	9
Total	1,433	100
<b>Day of the week tested</b>		
Monday	46	3
Tuesday	80	6
Wednesday	88	6
Thursday	146	10
Friday	241	17
Saturday	340	24
Sunday	102	7
Can't recall/don't know	390	27
Total	1,433	100

Location where tested	n	%
City streets	261	18
Suburban streets	788	55
Freeway/highway	215	15
Rural streets	155	11
Can't recall/don't know	14	1
Total	1,433	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	2,552	80
No	508	16
Don't recall/don't know	121	4
Total	3,181	100

### Credibility

Ever been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	357	14
No	2,116	85
Don't know	2	0
Total	2,475	100
Ever been caught but 'let off' for drink driving	n	%
Yes	187	8
No	2,277	92
Don't know	11	0
Total	2,475	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=318 <sup>a</sup> )	5%	4%	6%	7%	7%	70%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=152 <sup>a</sup> )	11%	8%	7%	8%	9%	58%

a: Excludes missing data/'Don't know' responses



Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	2,001	78
No	527	21
Don't know	24	1
Total	2,552	100
Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	514	20
No	1,942	76
Don't know	96	4
Total	2,552	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=3,181)	2%	5%	26%	41%	25%

### Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=3,181)	10%	20%	35%	23%	12%

### Publicity

Ever seen or heard ads or media about testing for alcohol	n	%
Yes	2,490	78
No	506	16
Don't know	185	6
Total	3,181	100

Briefly describe the ads or media you have seen or heard [about police testing for alcohol]	n	%
TV ads/reports/programs	474	19
You will get caught/If you drink and drive you will get caught	275	11
Man leaves pub/thinks he sees police and police cars everywhere	252	10
You're a bloody idiot/If you drink and drive you are a bloody idiot	234	9
Blitz warnings/campaigns ie Christmas/holiday times etc	189	8
Booze buses/RBT units/Police are everywhere/testing anywhere/anytime	157	6
Every police car is a mobile RBT/booze bus	125	5
Targeting/testing drink drivers/over alcohol limit	117	5
Radio ads/reports	121	5
Other specific advertisement mentions	99	4
Other specific slogan mentions	95	4
Shows drivers being pulled over/being tested/breathalysed/saliva/swab testing	109	4
Car crashes/accidents/fatal car crashes/road carnage/shows people/young people involved in crashes	110	4
Roadside billboards/billboards	112	4
Driver taking backstreets to avoid police/to avoid booze bus	69	3
Police putting drawing pin into board/pin goes through drivers car/police pinning down locations to test drink drivers	79	3
Don't drink and drive	82	3
Don't know/can't recall	241	10
Total	2,490	100

Note: Only values 3% or greater shown in Table above

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=2,490 <sup>a</sup> )	28%	26%	11%	8%	14%	9%	3%

a: Excludes missing data/'Don't know' responses

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=2,421)	3%	15%	14%	16%	14%	8%	11%	5%	8%	7%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=1,354)	8%	37%	15%	14%	11%	4%	6%	2%	2%	1%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=3,181)	9%	17%	36%	25%	12%
Danger rating of driving under the influence of the following BAC levels (0=not dangerous at all; 10=extremely dangerous) (n=3,181)	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	81%	10%	7%	1%	1%
0.02% BAC	49%	25%	17%	4%	6%
0.04% BAC	22%	29%	29%	9%	12%
0.05% BAC	12%	19%	34%	14%	21%
0.06% BAC	7%	10%	29%	21%	33%
0.08% BAC	3%	5%	19%	24%	49%
0.10% BAC	1%	2%	10%	17%	71%
Greater than 0.10% BAC	0%	1%	4%	7%	89%

## Random drug testing: Drugs other than alcohol

The following section presents the data from the survey, relevant to aspects of RDT law enforcement practice. Statements in the survey that focused on the following aspects of RDT are presented:

- *Visibility*—Seeing police testing
- *Enforcement*—Testing by police, avoidance of testing (displayed at the end of RDT section)
- *Credibility*—Processing by police (whether a driver is penalised or ‘let off’) and perceived accuracy of testing devices
- *Randomness*—Extent to which testing by police is perceived as random
- *Publicity*—Media about police testing
- *Knowledge*—Level of knowledge about penalties associated with being caught drink or drug driving

### Visibility

Ever seen a ‘Drug Bus’ or mobile police car, testing drivers for drugs	n	%
Yes	754	24
No	2,170	68
Don’t know	257	8
Total	3,181	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a ‘Drug Bus’ or mobile police car testing drivers for drugs? (n=620 <sup>a</sup> )	14%	15%	11%	11%	23%	17%	9%

a: Excludes missing data/‘Don’t know’ responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'Drug Bus' or police testing drivers for drugs in the past year? (n=513)	4%	35%	23%	25%	9%	4%

## Enforcement

Ever been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	161	5
No	2,984	94
Don't know	36	1
Total	3,181	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=146 <sup>a</sup> )	9%	5%	12%	7%	19%	18%	30%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug bus only) in the past year? (n=95)	14%	49%	17%	14%	6%

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=94)	57%	19%	13%	9%	2%

Thinking of the most recent time tested, in the last year. Time of the day tested	n	%
Midnight–2:59 am	12	12
3:00 am–5:59 am	3	3
6:00 am–8:59 am	4	4
9:00 am–11:59 am	11	11
Midday–2:59 pm	10	10
3:00 pm–5:59 pm	10	10
6:00 pm–8:59 pm	15	15
9:00 pm–11:59 pm	23	23
Can't recall/don't know	14	14
Total	102	100

Day of the week tested	n	%
Monday	6	6
Tuesday	6	6
Wednesday	6	6
Thursday	7	7
Friday	21	21
Saturday	22	22
Sunday	5	5
Can't recall/don't know	29	28
Total	102	100
Location where tested	n	%
City streets	19	19
Suburban streets	53	52
Freeway/highway	22	22
Rural streets	5	5
Can't recall/don't know	3	3
Total	102	100

Know anyone who has been tested by a 'Drug Bus' or police testing drivers for drugs	n	%
Yes	487	15
No	2,569	81
Don't know	125	4
Total	3,181	100

### Credibility

Ever been caught and penalised (fine or loss of licence) for drug driving	n	%
Yes	20	12
No	141	88
Don't know	0	—
Total	161	100
Ever been caught but 'let off' for drug driving	n	%
Yes	13	8
No	148	92
Don't know	0	0
Total	161	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of licence) for drug driving (n=18 <sup>a</sup> )	6%	0%	22%	6%	6%	39%	22%

a: Excludes missing data/'Don't know' responses

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught but 'let off' for drug driving (n=13 <sup>a</sup> )	15%	8%	8%	23%	8%	23%	15%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	164	34
No	312	64
Don't know	11	2
Total	487	100
Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	57	12
No	416	85
Don't know	14	3
Total	487	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=3,181)	7%	10%	43%	27%	13%

### Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=3,181)	13%	13%	36%	19%	18%

### Publicity

Ever seen or heard any media	n	%
Yes	1,001	31
No	1,620	51
Don't recall/don't know	560	18
Total	3,181	100

Briefly describe the ads or media you have seen or heard [about police testing for drugs]	n	%
TV ads/reports/programs	182	18
Targeting/testing drug drivers/under the influence of drugs	64	6
Driving to party/no alcohol but taken drugs/thought it was just a booze bus/get caught	45	4
Driver driving under influence of drugs gets out of car to change drivers/gets hit by car	43	4
You will get caught/If you drink and drive you will get caught	43	4
News/current affairs reports/programs	43	4
Radio ads/reports	41	4
You will get caught/if you drive and take drugs you will get caught	45	4
Pilot/doctor/bus driver perform their duties under the influence of drugs	27	3
Cartoon/driver on drugs/flying car/police pull up behind him	35	3
Every booze bus is a drug bus/testing for both alcohol and drugs	27	3
Newspaper ads/stories	27	3
Launch time/introduction of drug testing/new drug testing units	32	3
Don't take drugs and drive	26	3
Don't know/can't recall	186	19
Total	1,001	100%

Note: only values 3% or greater shown in Table above

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=1,001 <sup>a</sup> )	16%	20%	11%	11%	21%	16%	6%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=942)	6%	13%	18%	26%	19%	9%	3%	1%	2%	3%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=364)	19%	26%	15%	21%	9%	5%	3%	0%	1%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=3,181)	34%	23%	28%	9%	6%
How dangerous do you believe it is to drive under the influence of the following drugs? (0=not dangerous at all; 10=extremely dangerous) (n=3,181)	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	9%	11%	20%	17%	43%
Methamphetamines (ice, powder, base and crystal)	2%	3%	9%	14%	73%
Cocaine	2%	3%	11%	14%	69%
Ecstasy	2%	2%	10%	14%	72%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	1%	1%	4%	8%	87%
Ketamine (Special K)	1%	1%	7%	11%	80%
Heroin	1%	1%	5%	10%	83%
GHB-type substance (GHB, GBL, 1,4b)	1%	1%	6%	11%	82%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	4%	5%	19%	20%	52%
Benzodiazepines (valium, serapax, temazepam, benzos)	2%	4%	16%	20%	58%
Analgesics (morphine, codeine)	4%	7%	17%	19%	52%

## Enforcement: Avoidance strategies

The following section presents the data from the survey relevant to *enforcement*—driver avoidance of RBT and RDT

### Personal experience with avoidance strategies

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	403	13
No	2,680	84
Don't know	98	3
Total	3,181	100

In what way have you avoided or escape being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	304	75
Receiving a call from a friend about police testing ahead	163	40
Making a U-turn on the road when seeing a police testing site ahead	118	29
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	86	21
Consuming a substance or food to disguise the alcohol/drug content in your mouth	68	17
Listening to radio to find out where the police are testing	62	15
Having someone drive ahead of you to check whether police are testing drivers	48	12
Swapping drivers before reaching the police testing site ahead	40	10
Waved through by police/luck	25	6
Other, specify briefly	31	8
Total	403	100



The Tables below present the profile of drivers who indicated that they successfully avoided RBT or RDT. Significant differences across groups are highlighted.

Have you ever avoided or escaped being tested for alcohol or drugs by police?	Gender			
	Male		Female	
	n	%	n	%
Yes	268	<b>14</b>	135	10
No	1,549	82	1,131	<b>88</b>
Don't know	72	<b>4</b>	26	2
Total	1,889	100	1,292	100

Note: Shading indicates a significant difference at the 95% level of confidence

Have you ever avoided or escaped being tested for alcohol or drugs by police?	Age					
	18–25 years		26–45 years		46 years and over	
	n	%	n	%	n	%
Yes	110	<b>17</b>	185	<b>13</b>	108	9
No	528	80	1,156	<b>84</b>	996	<b>87</b>
Don't know	21	3	42	3	35	3
Total	659	100	1,383	100	1,139	100

Note: Shading indicates a significant difference at the 95% level of confidence

Have you ever avoided or escaped being tested for alcohol or drugs by police?	Location			
	Capital city		Regional area	
	n	%	n	%
Yes	270	12	133	13
No	1,843	84	837	84
Don't know	69	3	29	3
Total	2,182	100	999	100

Have you ever avoided or escaped being tested for alcohol or drugs by police?	Alcohol usage level			
	Regular (monthly or more)		Non-regular (less than monthly)	
	n	%	n	%
Yes	356	13	37	10
No	2,247	84	317	86
Don't know	77	3	13	4
Total	2,680	100	367	100

Have you ever avoided or escaped being tested for alcohol or drugs by police? (% Yes)	Usage level			
	Regular (monthly or more)		Non-regular (less than monthly)	
	n	%	n	%
Alcohol	356	13	37	10
Cannabis (marijuana, mull)	97	19*	185	17
Methamphetamines (ice, powder, base and crystal)	21	33*	88	24*
Cocaine	15	42*	74	24*
Ecstasy	23	32*	117	20*
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	10	43*	50	27*
Ketamine (Special K)	5	50	35	32*
Heroin	8	42*	12	33*
GHB-type substance (GHB, GBL, 1,4b)	6	55*	9	22
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	23	21	52	24*
Benzodiazepines (valium, serapax, temazepam, benzos)	44	15	64	14
Analgesics (morphine, codeine)	0	0	1	8

Note: Shading indicates a significant difference between regular and non-regular users at the 95% level of confidence

Asterisk (\*) indicates significantly higher proportion than alcohol users at the 95% level of confidence

## Others' experiences with avoidance strategies

The tables below present the profile of drivers who indicate that they know someone who has successfully avoided RBT or RDT.

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	752	24
No	2,226	70
Don't know	203	6
Total	3,181	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	608	81
Receiving a call from a friend about police testing ahead	404	54
Making a U-turn on the road when seeing a police testing site ahead	322	43
Consuming a substance or food to disguise the alcohol/drug content in your mouth	202	27
Swapping drivers before reaching the police testing site ahead	193	26
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	166	22
Listening to radio to find out where the police are testing	129	17
Having someone drive ahead of you to check whether police are testing drivers	123	16
Other, specify briefly	64	9
Total	752	100

The Tables below present the profile of drivers who indicated that they knew someone who had successfully avoided RBT or RDT. Significant differences across groups are highlighted.

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	Gender			
	Male		Female	
	n	%	n	%
Yes	420	22	332	<b>26</b>
No	1,339	71	887	69
Don't know	130	7	73	6
Total	1,889	100	1,292	100

Note: Shading indicates a significant difference at the 95% level of confidence

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	Age					
	18–25 years		26–45 years		46 years and over	
	n	%	n	%	n	%
Yes	199	<b>30</b>	325	23	228	20
No	414	63	967	<b>70</b>	845	<b>74</b>
Don't know	46	7	91	7	66	6
Total	659	100	1,383	100	1,139	100

Note: Shading indicates a significant difference at the 95% level of confidence

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	Location			
	Capital city		Regional area	
	n	%	n	%
Yes	493	23	259	<b>26</b>
No	1,541	71	685	69
Don't know	148	7	55	6
Total	2,182	100	999	100

Note: Shading indicates a significant difference at the 95% level of confidence

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	Alcohol usage level			
	Regular (monthly or more)		Non-regular (less than monthly)	
	n	%	n	%
Yes	648	24	80	22
No	1,869	70	260	71
Don't know	163	6	27	7
Total	2,680	100	367	100

Note: Shading indicates a significant difference at the 95% level of confidence

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police? (% Yes)	Usage level			
	Regular (monthly or more)		Non-regular (less than monthly)	
	n	%	n	%
Alcohol	648	24	80	22
Cannabis (marijuana, mull)	156	31*	303	27
Methamphetamines (ice, powder, base and crystal)	28	44*	126	34*
Cocaine	18	<b>50*</b>	98	32
Ecstasy	29	41	181	31
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	13	57*	71	39*
Ketamine (Special K)	7	70*	45	42*
Heroin	10	53	13	36
GHB-type substance (GHB, GBL, 1,4b)	9	<b>82*</b>	16	39
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	36	34	80	37*
Benzodiazepines (valium, serapax, temazepam, benzos)	78	27	129	28
Analgesics (morphine, codeine)	3	30	3	25

Note: Shading indicates a significant difference between regular and non-regular users at the 95% level of confidence

Asterisk (\*) indicates significantly higher proportion than alcohol users at the 95% level of confidence

## Driver profile of drink drivers

The following Tables display the characteristics of drivers who indicated that they had driven when they believe they may have been over the legal alcohol limit.

Have you ever driven when you believe you may have been over the legal alcohol?	n	%
Yes	1,851	58
No	1,215	38
Don't know	115	4
Total	3,181	100

The following Tables highlight significant differences across groups, relevant to drivers who indicated that they had driven when they believed they may have been over the legal alcohol limit.

Have you ever driven when you believe you may have been over the legal alcohol limit?	Gender			
	Male		Female	
	n	%	n	%
Yes	1,203	<b>64</b>	648	50
No	617	33	598	<b>46</b>
Don't know	69	4	46	4
Total	1,889	100	1,292	100

Note: Shading indicates a significant difference at the 95% level of confidence

Have you ever driven when you believe you may have been over the legal alcohol limit?	Age					
	18–25 years		26–45 years		46 years and over	
	n	%	n	%	n	%
Yes	352	53	885	<b>64</b>	614	54
No	282	<b>43</b>	447	32	486	<b>43</b>
Don't know	25	4	51	4	39	3
Total	659	100	1,383	100	1,139	100

Note: Shading indicates a significant difference at the 95% level of confidence

Have you ever driven when you believe you may have been over the legal alcohol limit?	Location			
	Capital city		Regional area	
	n	%	n	%
Yes	1,266	58	585	59
No	830	38	385	39
Don't know	86	4	29	3
Total	2,182	100	999	100

Have you ever driven when you believe you may have been over the legal alcohol limit?	Relationship status									
	Single		Married		Defacto		Divorced		Widowed	
	n	%	n	%	n	%	n	%	n	%
Yes	581	<b>61</b>	674	53	390	<b>65</b>	157	57	31	52
No	341	36	544	<b>43</b>	189	32	106	39	26	43
Don't know	36	4	46	4	17	3	12	4	3	5
Total	958	100	1,264	100	596	100	275	100	60	100

Note: Shading indicates a significant difference at the 95% level of confidence between single, married and defacto, marital status

Have you ever driven when you believe you may have been over the legal alcohol limit?	Employment status									
	Full-time		Stay at home mum/dad		Self-employed		Retired		Student	
	n	%	n	%	n	%	n	%	n	%
Yes	839	<b>65</b>	114	50	127	<b>66</b>	149	46	94	51
No	415	32	107	<b>47</b>	58	30	168	<b>51</b>	81	44
Don't know	46	4	7	3	8	4	10	3	8	4
Total	1,300	100	228	100	193	100	327	100	183	100

Note: Shading indicates a significant difference at the 95% level of confidence between the bolded figures and the other categories

Have you ever driven when you believe you may have been over the legal alcohol? (% Yes)	Usage level					
	Regular (monthly or more)		Non-regular (less than monthly)		Overall use	
	n	%	n	%	n	%
Alcohol	1,647	<b>61</b>	156	43	1,803	59
Cannabis (marijuana, mull)	346	68	768	70*	1,114	69*
Methamphetamines (ice, powder, base and crystal)	48	76	278	76*	326	76*
Cocaine	23	64	229	74*	252	73*
Ecstasy	55	77	417	71*	472	72*
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	19	83	139	76*	158	76*
Ketamine (Special K)	8	80	77	71*	85	72
Heroin	13	68	26	72*	39	71
GHB-type substance (GHB, GBL, 1,4b)	10	91	29	71*	39	75
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	69	64	157	72*	226	69*
Benzodiazepines (valium, serapax, temazepam, benzos)	167	57	289	62	456	60
Analgesics (morphine, codeine)	6	60	4	33	10	45

Note: Shading indicates a significant difference between *regular* and *non-regular* users at the 95% level of confidence

Asterisk (\*) indicates significantly higher proportion than alcohol users at the 95% level of confidence

The following Tables display the characteristics of drivers who indicated that they are likely to drive under the influence of alcohol (above the legal limit) in the future.

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely) (n=3,181)	72%	13%	9%	4%	3%

The following Tables highlight differences across groups, relevant to drivers who indicated that they are likely to drive under the influence of alcohol (above the legal limit) in the future.

How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely)	Gender	
	Male	Female
n	1,889	1,292
Mean	<b>1.74</b>	0.92

Note: Shading indicates a significant difference at the 95% level of confidence

How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely)	Age		
	18–25 years	26–45 years	46 and over
n	659	1,383	1,139
Mean	<b>2.01</b>	<b>1.62</b>	0.81

Note: Shading indicates a significant difference at the 95% level of confidence

How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely)	Location	
	Capital city	Regional area
n	2,182	999
Mean	<b>1.54</b>	1.13

Note: Shading indicates a significant difference at the 95% level of confidence

How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely)	Relationship status				
	Single	Married	Defacto	Divorced	Widowed
n	958	1,264	596	275	60
Mean	<b>1.86</b>	<b>1.17</b>	<b>1.41</b>	0.99	1.08

Note: Shading indicates a significant difference between single, married, defacto with divorced relationship status at the 95% level of confidence

How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely)	Employment status				
	Full-time	Stay at home mum/dad	Self-employed	Retired	Student
n	1,300	228	193	327	183
Mean	<b>1.80</b>	<b>1.01</b>	<b>1.28</b>	0.53	<b>1.64</b>

Note: Shading indicates a significant difference between other categories and retired employment status at the 95% level of confidence

How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely)	Usage level					
	Regular (monthly or more)		Non-regular (less than monthly)		Overall use (in last 5 years)	
	n	Mean	n	Mean	n	Mean
Alcohol	2,680	<b>1.56</b>	367	0.51*	3,047	1.44
Cannabis (marijuana, mull)	509	<b>1.99*</b>	1,104	1.62*	1,613	1.74*
Methamphetamines (ice, powder, base and crystal)	63	<b>4.33*</b>	366	2.09*	429	2.42**
Cocaine	36	<b>4.06*</b>	308	2.45*	344	2.62**
Ecstasy	71	<b>4.21*</b>	585	1.95*	656	2.19**
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	23	<b>5.61*</b>	184	2.72*	207	3.04**
Ketamine (Special K)	10	<b>5.70*</b>	108	2.47*	118	2.75**
Heroin	19	4.05*	36	3.19*	55	3.49*
GHB-type substance (GHB, GBL, 1,4b)	11	<b>5.36*</b>	41	2.39*	52	3.02**
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	107	2.44*	219	2.17*	326	2.26**
Benzodiazepines (valium, serapax, temazepam, benzos)	294	1.20	469	1.37*	763	1.30
Analgesics (morphine, codeine)	10	0.80	12	0.75	22	0.77

Note: Shading indicates a significant difference between regular and non-regular users at the 95% level of confidence

Asterisk (\*) indicates significantly higher proportion than alcohol users at the 95% level of confidence

Double Asterisk (\*\*) indicates significantly higher proportion than alcohol and cannabis users at the 95% level of confidence

## Driver profile of drug drivers

The following Tables display the characteristics of drivers, who indicated that they had driven, after taken drugs, when they believed the effects of the drugs had not worn off.

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	1,034	44
No	1,273	54
Don't know	61	3
Total	2,368	100

The following Tables highlight significant differences across groups, relevant to drivers who indicated that they had driven, after taken drugs, when they believed the effects of the drugs had not worn off.

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	Gender			
	Male		Female	
	n	%	n	%
Yes	645	<b>48</b>	389	38
No	653	49	620	<b>60</b>
Don't know	43	3	18	2
Total	1,341	100	1,027	100

Note: Shading indicates a significant difference at the 95% level of confidence

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	Age					
	18–25 years		26–45 years		46 years and over	
	n	%	n	%	n	%
Yes	172	37	613	<b>52</b>	249	34
No	281	<b>61</b>	536	45	456	<b>63</b>
Don't know	9	2	31	3	21	3
Total	462	100	1,180	100	726	100

Note: Shading indicates a significant difference at the 95% level of confidence

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	Location			
	Capital city		Regional area	
	n	%	n	%
Yes	695	43	339	45
No	883	55	390	52
Don't know	37	2	24	3
Total	1,615	100	753	100



Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	Relationship status									
	Single		Married		Defacto		Divorced		Widowed	
	n	%	n	%	n	%	n	%	n	%
Yes	337	46	309	36	284	<b>54</b>	72	37	19	45
No	374	51	518	<b>61</b>	231	44	116	59	22	52
Don't know	24	3	21	2	7	1	8	4	1	2
Total	735	100	848	100	522	100	196	100	42	100

Note: Shading indicates a significant difference at the 95% level of confidence between defacto compared to single, married and divorced respondents for *Yes*, and married compared with single and defacto respondents for *No*

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	Employment status									
	Full-time		Stay at home mum/dad		Self-employed		Retired		Student	
	n	%	n	%	n	%	n	%	n	%
Yes	472	<b>47</b>	87	<b>46</b>	77	<b>52</b>	25	15	43	<b>36</b>
No	512	51	99	52	66	45	133	<b>81</b>	76	63
Don't know	25	2	3	2	5	3	6	4	2	2
Total	1,009	100	189	100	148	100	164	100	121	100

Note: Shading indicates a significant difference at the 95% level of confidence between the bolded figures and the other categories

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off? (% Yes)	Usage level					
	Regular (monthly or more)		Non-regular (less than monthly)		Overall use	
	n	%	n	%	n	%
Alcohol	870	44	120	48	990	44
Cannabis (marijuana, mull)	362	<b>71*</b>	511	46	873	54*
Methamphetamines (ice, powder, base and crystal)	47	75*	274	75**	321	75*
Cocaine	27	75*	198	64**	225	65*
Ecstasy	54	<b>76*</b>	349	60	403	61*
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	17	74	129	70**	146	71*
Ketamine (Special K)	7	70	73	68**	80	68*
Heroin	17	89	28	78**	45	82*
GHB-type substance (GHB, GBL, 1,4b)	9	82	25	61	34	65
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	48	45	121	55	169	52
Benzodiazepines (valium, serapax, temazepam, benzos)	94	32	167	36	261	34
Analgesics (morphine, codeine)	4	40	1	8	5	23

Note: Shading indicates a significant difference between regular and non-regular users at the 95% level of confidence

Asterisk (\*) indicates significantly higher proportion than alcohol users at the 95% level of confidence

Double asterisk (\*\*) indicates significantly higher proportions than alcohol, cannabis, benzodiazepines and analgesic users at the 95% level of confidence among non-regular users

The following Tables display the characteristics of drivers who indicated that they are likely to drive under the influence of drugs in the future.

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs in the future? (0=extremely unlikely; 10=extremely likely)	79%	7%	7%	3%	4%

The following Tables highlight significant differences across groups, relevant to drivers who indicated that they are likely to drive under the influence of drugs in the future.

How likely are you to drive in [state/territory] under the influence of drugs in the future? (0=extremely unlikely; 10=extremely likely)	Gender	
	Male	Female
n	1,889	1,292
Mean	<b>1.51</b>	0.85

Note: Shading indicates a significant difference at the 95% level of confidence

How likely are you to drive in [state/territory] under the influence of drugs in the future? (0=extremely unlikely; 10=extremely likely)	Age		
	18–25 years	26–45 years	46 and over
n	659	1,383	1,139
Mean	<b>1.58</b>	<b>1.62</b>	0.58

Note: Shading indicates a significant difference at the 95% level of confidence

How likely are you to drive in [state/territory] under the influence of drugs in the future? (0=extremely unlikely; 10=extremely likely)	Relationship status				
	Single	Married	Defacto	Divorced	Widowed
n	958	1264	596	275	60
Mean	<b>1.57</b>	0.92	<b>1.51</b>	1.03	0.67

Note: Shading indicates a significant difference between single, defacto with married relationship status at the 95% level of confidence

How likely are you to drive in [state/territory] under the influence of drugs in the future? (0=extremely unlikely; 10=extremely likely)	Employment status				
	Full-time	Stay at home mum/dad	Self-employed	Retired	Student
n	1,300	193	131	327	183
Mean	<b>1.39</b>	<b>1.44</b>	<b>1.93</b>	0.36	1.09

Note: Shading indicates a significant difference between full-time, stay at home mum/dad, self-employed with retired employment status at the 95% level of confidence

How likely are you to drive in [state/territory] under the influence of drugs in the future? (0=extremely unlikely; 10=extremely likely)	Location	
	Capital city	Regional area
n	2,182	999
Mean	1.28	1.17

Note: Shading indicates a significant difference at the 95% level of confidence

How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely)	Usage level					
	Regular (monthly or more)		Non-regular (less than monthly)		Overall use (in last 5 years)	
	n	Mean	n	Mean	n	Mean
Alcohol	2,680	1.24	367	1.11	3,047	1.22
Cannabis (marijuana, mull)	509	3.84*	1,104	0.99	1,613	1.89*
Methamphetamines (ice, powder, base and crystal)	63	5.92*	366	2.78*	429	3.24**
Cocaine	36	4.75*	308	2.60*	344	2.83**
Ecstasy	71	5.04*	585	2.23*	656	2.54**
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	23	6.61*	184	3.49*	207	3.84**
Ketamine (Special K)	10	7.40*	108	2.92*	118	3.30**
Heroin	19	6.84*	36	3.86*	55	4.89**
GHB-type substance (GHB, GBL, 1,4b)	11	6.27*	41	3.29*	52	3.92**
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	107	2.21*	219	2.53*	326	2.42*
Benzodiazepines (valium, serapax, temazepam, benzos)	294	1.54	469	1.33	763	1.41
Analgesics (morphine, codeine)	10	0.80	12	0.50	22	0.64

Note: Shading indicates a significant difference between regular and non-regular users at the 95% level of confidence

Asterisk (\*) indicates significantly higher proportion than alcohol users at the 95% level of confidence

Double Asterisk (\*\*) indicates significantly higher proportion than alcohol, cannabis *and* Benzodiazepine users at the 95% level of confidence

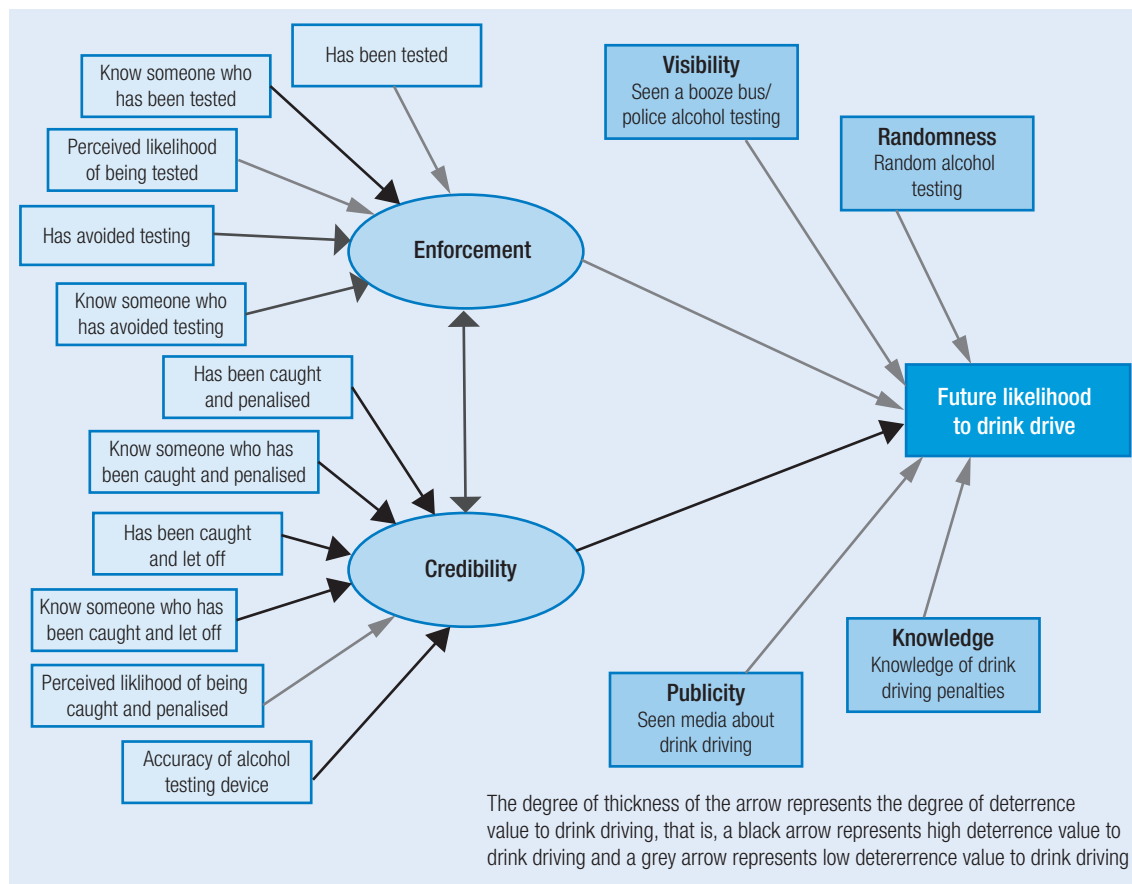
## Deterrence value of drink and drug driving programs

In order to assess the influence of various elements of anti-drink driving and anti-drug driving law enforcement programs on a driver's intention to drink or drug drive, a structural equation model was developed. Key elements of law enforcement programs measured in this study were included in the model to identify which aspects of each program have the greatest influence, relative to each other, on a driver's intention to drink or drug drive:

- *Visibility*—seeing police testing;
- *Enforcement*—testing by police, avoidance of testing;
- *Credibility*—processing by police (whether a driver is penalised or 'let off') and perceived accuracy of testing devices;
- *Randomness*—extent to which testing by police is perceived as random;
- *Publicity*—media about police testing; and
- *Knowledge*—level of knowledge about penalties associated with being caught drink or drug driving.

The drink driving program and drug driving program were evaluated separately.

### Drink driving deterrence model



A structural equation model was performed including six aspects of law enforcement practice related to the RBT program. The analysis revealed that perceived *credibility* of the program, perceived *enforcement* of the program, reported *visibility* of police testing, *randomness* of police testing, *publicity* of police testing and a driver's *knowledge* of penalties, collectively, significantly influence a driver's likelihood to drink drive (RMSEA=0.88,  $p < .001$ ).

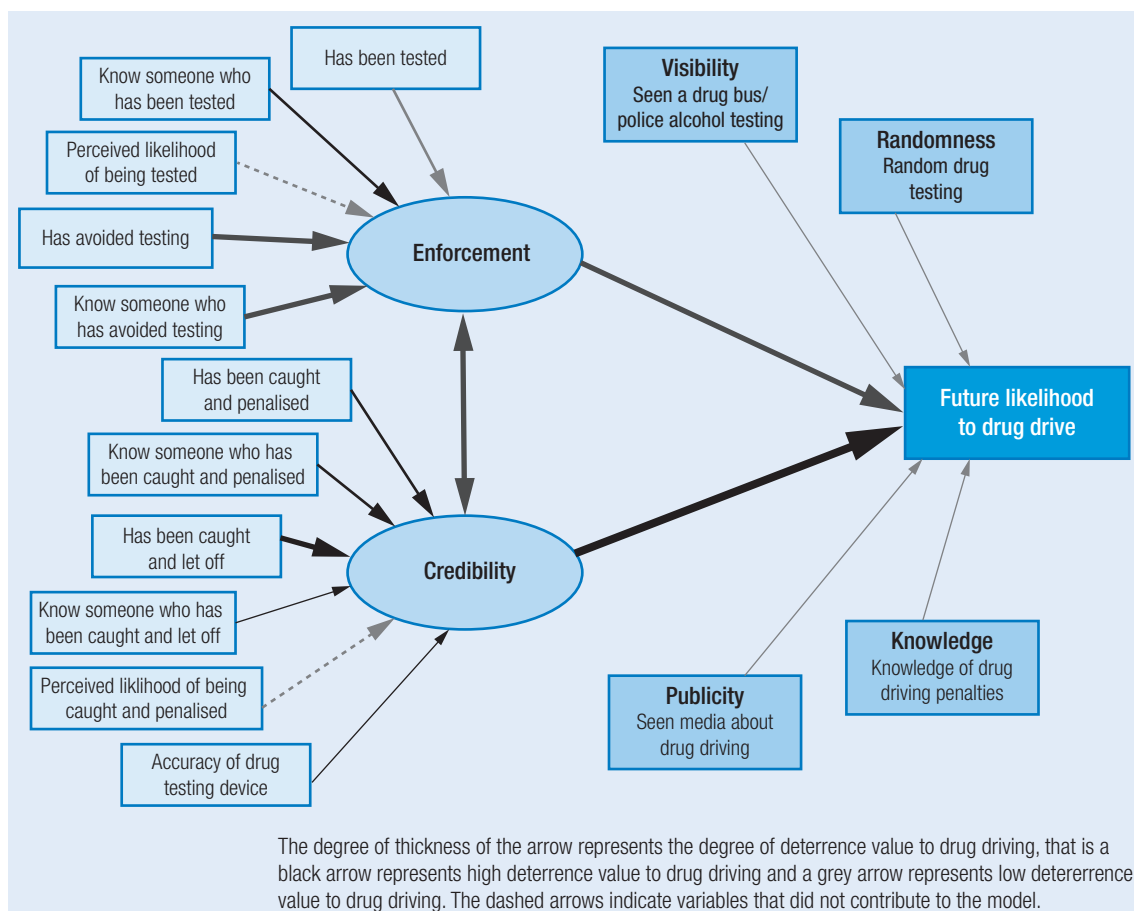
The model displayed above demonstrates that the most important aspect of drink driving law enforcement practice, in terms of having the greatest deterrent value to drink driving, is perceived *credibility*. Compared with all other aspects of the anti-drink driving program measured in the study, *credibility* stood out as the most critical to guiding behaviour change. The strongest aspects of *credibility* involve a driver's own experience with being caught and penalised for drink driving (and/or knowing someone who has been penalised), and personal experience with being caught and 'let off' for drink driving (and/or knowing someone who has been 'let off'). The perceived likelihood of being caught and penalised in the future has less deterrent value than having had personal contact or knowing someone who has had personal contact with the drink driving program.

To a lesser extent, *enforcement* also influences a driver's stated likelihood to drink drive in the future. This influence exists predominantly because of the strong relationship between *enforcement* and *credibility*. The model suggests that *credibility* and *enforcement* are interrelated; in other words, they impact each other. Changes in a driver's experience with *enforcement* (positive or negative) will indirectly effect their perception of *credibility* and vice versa. The most important aspect of *enforcement* is whether a driver perceives that police testing can successfully be avoided. The belief about avoidance is developed through the driver's own experience with successfully (or unsuccessfully) avoiding police detection and/or knowing someone who has successfully (or unsuccessfully) avoided police detection. Although the deterrent value of *enforcement* alone is

minimal, this value increases when the program's *credibility* is perceived to be high (due to their inter-relation). In addition, although *credibility* has the greatest deterrent value to drink driving, because of its strong relationship with *enforcement*, it is critical that *enforcement* remains a priority so that it does not indirectly diminish the impact of *credibility*.

*Visibility*, *publicity* and *randomness* of alcohol testing and *knowledge* of drink driving penalties have little influence on a driver's decision to drink drive, relative to the impact of *credibility* and *enforcement*. More specifically, seeing a booze bus (or other police testing) in action, being aware that alcohol testing is random, seeing/hearing media about alcohol testing taking place and knowing the penalties for drink driving, each do not have a strong deterrent effect on drink driving behaviour. The results indicate that personal contact and exposure to alcohol testing (*credibility* and *enforcement*) outweighs the impact of other drink driving enforcement principles measured in this study.

### Drug driving deterrence model



A structural equation model was performed including six aspects of law enforcement practice related to the RDT program. The analysis revealed that perceived *credibility* of the program, perceived *enforcement* of the program, reported *visibility* of police testing, *randomness* of police testing, *publicity* of police testing and a driver's *knowledge* of penalties, collectively, significantly influence a driver's likelihood to drug drive (RMSEA = 0.91,  $p < .001$ ).

The drug driving deterrence model demonstrates that the most important aspect of drug driving law enforcement practice, in terms of having the greatest deterrent value to drug driving, is perceived *credibility*. Compared with all other aspects of the anti-drug driving program measured in the study, *credibility* stands out as the most critical to guiding behaviour change. The strongest aspects of *credibility* involve a driver's own experience with being caught and penalised for drug driving, and a driver's own experience with being caught and 'let off' for drug driving. Knowing someone who has been caught and penalised or caught and 'let off' does not impact on the *credibility* of the drug driving program, as much as it does on the *credibility* of the drink driving program. The perceived likelihood of being caught and penalised in the future does not influence a driver's decision to drug drive, relative to the other aspects of *credibility*. In other words, previous personal contact with the drug driving program has an impact on deterrence; however, the mere *possibility* that a driver will be drug tested does not.

*Enforcement* also plays an important role in the drug driving program, although to a lesser extent by comparison with the impact of *credibility*. The strongest aspect of *enforcement* is whether a driver perceives that police drug testing can be successfully avoided. This perception is developed through the driver's own experience with having successfully avoided police testing (or unsuccessfully avoided testing) or knowing someone who has successfully avoided police testing (or unsuccessfully avoided testing). The model indicates that a negative impact on *enforcement* alone can have a negative impact on the drug driving program as a whole.

The drug driving model also indicates that *credibility* and *enforcement* are strongly interrelated, more so than is the case for drink driving; in other words, they impact each other. Changes in a driver's experience with *enforcement* (whether positive or negative) will have a strong impact on the driver's perception about the *credibility* of the program and vice versa. Although *credibility* has the greatest deterrent value to drug driving, by comparison with the other aspects of the program measured in the study, it is critical that *enforcement* always remain a priority so that it does not indirectly diminish the impact of *credibility*. This is especially important in the case of drug driving, compared with drink driving, since the inter-relationship between *credibility* and *enforcement* is stronger.

*Visibility*, *publicity* and *randomness* of drug testing, as well as *knowledge* of drug driving penalties, have little influence on a driver's likelihood to drug drive, relative to the impact of *credibility* and *enforcement*. More specifically, seeing a drug bus (or other police drug testing) in action, being aware that drug testing is random, seeing/hearing media about drug testing taking place and knowing what the penalties are for drug driving, each do not have a strong deterrent effect on drug driving behaviour, compared with *credibility* and *enforcement*. The results indicate that personal contact and exposure to drug testing (*credibility* and *enforcement*) considerably outweighs the impact of other drug driving enforcement principles measured in this study.

## Discussion

### Driver profile of drink drivers

Drivers who reported having driven when they believed they may have been over the legal alcohol limit were significantly more likely to be:

- male;
- aged between 26 and 45 years;
- in a single or defacto relationship;
- working full-time or self-employed; and
- regular alcohol users (monthly or more).

Drivers who reported that they were likely to drive under the influence of alcohol (above the legal limit) in the future were significantly more likely to be:

- male;
- aged between 18 and 25 years, or 26 and 45 years;
- in a single or defacto relationship;
- working full-time, or student;
- living in a capital city;
- ketamine, GHB, LSD, ecstasy, cocaine and/or methamphetamine users (in particular regular users of these drugs monthly or more).

### Driver profile of drug drivers

Drivers who reported having driven after taking drugs when they believed the effects of the drugs had not worn off were significantly more likely to be:

- male;
- aged between 26 and 45 years;
- in a defacto relationship;
- working full-time, self-employed, a stay at home mum/dad or student; and
- regular cannabis and/or ecstasy users (monthly or more).

Drivers who reported that they were likely to drive under the influence of drugs in the future were significantly more likely to be:

- male;
- aged between 18 and 45 years;
- single or in a defacto relationship;
- working full-time, self-employed or a stay at home mum/dad; and
- ketamine, heroin, LSD, GHB, ecstasy, methamphetamine, cocaine and/or cannabis users (in particular regular users of these drugs monthly or more).

### Deterrence value of random breath testing

Drivers are most influenced in their decision to drink drive in the future by their perceptions of the *credibility* of the drink driving program. As direct contact with enforcement is a determining factor in perceptions of *credibility*, this demonstrates the importance of drivers having had a personal experience or contact with

police alcohol testing, or knowing someone who has. In addition, perceived *credibility* of the program is particularly influenced by perceptions of what occurs when a driver is intercepted by police. The model presented in this report suggests that drivers, who have *direct contact* with police alcohol testing (as opposed to only *seeing* police alcohol testing) and are over the legal alcohol limit, *must* be penalised and not 'let off' under any circumstances.

From the driver's perspective, merely knowing that testing occurs around them, either by seeing it in practice, seeing or hearing about it in the media, or knowing that testing is random (that they *may* be tested), is not enough to influence the driver's decision to drink drive. These aspects of the program have minimal impact on a driver's drink driving behaviour, compared with having *direct contact* with alcohol testing. Considering this finding, law enforcement agencies should place considerable importance on having and maintaining direct contact with as many drivers as possible. This will ensure that those drivers, by drawing on their own personal experience with alcohol testing, are less likely to engage in drink driving. High levels of police alcohol testing of drivers, in line with maintaining *credibility*, will also render high numbers of drink drivers being caught and penalised (and not 'let off').

In addition, driver knowledge about the magnitude of drivers intercepted by police, who have been tested and penalised appropriately, will impact on a driver's perception of *credibility*. The important message depicted in the drink driving model of deterrence, presented in this study, is that under *no* circumstances should a police officer allow a driver, who is over the legal alcohol limit, go unpenalised. A driver being 'let off' can severely risk the *credibility* of the program and in turn jeopardise the program as a whole—considerably more so than if any other aspect of the program measured in this study were compromised.

It is worth mentioning the deterrence value of perceived accuracy. Although the deterrent value of perceived accuracy is low compared with other aspects of *credibility*, it does contribute to the overall value of the deterrence model presented in this study. It should be considered that perceptions of accuracy of alcohol testing devices may have some impact on drivers' perceptions about being 'let off' for drink driving. For example, in an event where a driver believes that they may be over the legal limit and the alcohol testing device renders them below the legal limit, this could be interpreted by the driver as being 'let off' for drink driving. Therefore, the perceived accuracy of the testing device contributes to a driver's perception of being 'let off' for drink driving. Although it is broadly accepted that alcohol testing devices are highly accurate, it should be considered that in cases of low levels of alcohol in particular (near 0.05% BAC), drivers who overestimate their BAC (consider themselves to be over the limit), but render a result under the legal limit, may consider the testing device to be inaccurate. Education on the accuracy of the device and/or reports on the number of drivers successfully detected and penalised by police, are likely to address this issue.

In addition to *credibility*, *enforcement* plays a role in a driver's intention to drink drive. More specifically, a drink driving program that ensures a driver cannot avoid being tested for alcohol has some influence on a driver's decision to drink drive. Drivers must believe that it is difficult to avoid police alcohol testing and this must be demonstrated in police testing activities and strategies. Considering the deterrence model presented in this study, creating the *perception* that police are testing, whether through media or police presence, is not valuable on its own—drivers must experience the testing for themselves. Whether police increase their alcohol testing activities (test more drivers) or enhance activities to combat avoidance strategies (back streets, U-turns), police must demonstrate that *everyone* is likely to be tested. Put simply, drink drivers will not be deterred by claims or promotions about 'police are out there', 'testing is random' and 'the penalties for drink driving are high' alone. If a drink driver does not experience the process for themselves (or know someone who has), they are unlikely to be deterred from drink driving.

Finally, by comparison with the influence of *credibility* and *enforcement* on drink driving, *visibility*, *publicity* and *randomness* of alcohol testing, as well as *knowledge* of drink driving penalties, have minimal impact on a driver's decision to drink drive. These aspects of the drink driving program will have minimal influence on drivers, unless they somehow relate to *credibility* and *enforcement*. For instance, in the case of *publicity*, media that promotes facts about the *credibility* (and *enforcement*) of the drink driving program, will have greater deterrent value to drink driving, than media that promotes that alcohol testing random or that the



penalties for drink driving are high. Furthermore, increased police presence (*visibility*), that results in more drivers having personal contact with actually being tested for alcohol, will have greater deterrent value to drink driving than increased *visibility* that only aims create the *perception* of police alcohol testing activity. In the latter case, law enforcement should expect minimal impact for considerable effort and resources.

## Deterrence value of random drug testing

*Credibility* and *enforcement* have a stronger influence on a driver's decision to drug drive than on their decision to drink drive. In the case of drug driving law enforcement, both *credibility* and *enforcement* principles play a major role in a driver's decision to drug drive. This difference between the two programs is likely a product of the infancy of anti-drug driving law enforcement. It appears that since the drug driving programs have only recently been introduced (in relation to drink driving programs), both *credibility* and *enforcement* require significant priority.

Although both *credibility* and *enforcement* have more deterrent value to drug drivers than to drink drivers, *credibility* continues to be the aspect of law enforcement practice with the greatest impact on behaviour. This demonstrates the importance of a driver having had a personal experience or contact with police drug testing. As is the case with drink driving, personal experience must demonstrate that drivers are tested for drugs: if the driver tests positive to drugs, they will *always* be penalised and never 'let off'; and if the driver tests negative to drugs, they will *always* be released with no further action taken. Merely knowing that drug testing occurs around them—either by seeing it in practice, seeing/hearing about it in the media, and/or knowing that testing is random—is not enough to influence the driver's decision to drug drive.

This is particularly true for drug driving, when the deterrence value of personal experience with being caught and penalised/'let off' for drink driving (minimal value) is compared with the deterrence value of personal experience with being caught and penalised/'let off' for drug driving (strong value). Considering this, law enforcement agencies should place considerable importance on initiating and maintaining direct contact with as many drivers as possible. In the event that a driver tests positive to drugs, the driver must *always* be penalised and not 'let off'. This will ensure that drivers, who draw from their own experience with drug testing (rather than the experience of others, or what they see/hear in the media), are less likely to drug drive in the future.

As mentioned in the discussion on drink driving, under *no* circumstances should a driver who tests positive to drugs be released unpenalised, that is 'let off'. The negative impact of such an event on *credibility*, in particular regarding the drug driving program, would severely jeopardise the drug driving program as a whole.

It is important to consider the impact of accuracy of the testing device on *credibility* and perceptions of being 'let off'. In an event where a driver has consumed drugs and the drug testing device renders the driver negative to drugs, the driver is likely to consider the device to be inaccurate and that the drug driving offence went unpenalised (ie 'let off'). Considering this possibility, and the enormous importance of *credibility* to the drug driving program, attention to the accuracy of drug testing devices is warranted. Accuracy of the device was also found to have more deterrent value compared with other aspects of the program measured in this study (eg *visibility*, *publicity* and *randomness*).

In addition to *credibility*, *enforcement* plays a role in a driver's decision to drug drive in the future. This is evident in the drug driving deterrence model to a larger degree, compared with the drink driving deterrence model. A drug driving program that ensures a driver cannot avoid being tested for drugs has a huge influence on that driver's decision to drug drive. In the case of drug driving, it is particularly important that drivers believe that it is difficult to avoid police drug testing and this must be demonstrated by police drug testing activities and strategies. As was recommended for the drink driving program, this position could be addressed through an increase in police drug testing activities (testing more drivers) and enhancing police strategies and activities to combat avoidance behaviours (using back streets, U-turns). Police must strongly demonstrate that *everyone* is likely to be tested for drugs. As is the case for drink driving, it is important that police demonstrate the actuality of a driver being tested for drugs, rather than only creating the *perception* that drivers are being

tested for drugs. Drug drivers are not likely deterred by the *possibility* (or the 'promise') of being tested for drugs by police, but rather, they are deterred by their own previous experience of being drug tested by police. Considering the infancy of drug driving programs and the resources available to test drivers for drugs, it is clear that drug drivers believe that being tested for drugs by police is considerably less likely than being tested for alcohol by police.

Finally, by comparison with the influence of *credibility* and *enforcement* on drug driving, *visibility*, *publicity* and *randomness* of drug testing, as well as *knowledge* of drug driving penalties has minimal impact on a driver's decision to drug drive. As was discussed in the case of the drink driving deterrence model, these aspects of the drug driving program have minimal impact on drivers, unless they somehow strongly relate to the *credibility* and *enforcement* of the program.

## The deterrence value of random breath testing and random drug testing

The recommendations developed from the drink and drug driving deterrence models, strongly support an increase in police resources that will enable police to test more drivers for alcohol and drugs. Specifically, the model supports that law enforcement prioritise increasing resources to enhance the *credibility* and *enforcement* aspects each program. This strategy implies implementing *specific deterrence* strategies—'targeting' a specific high-risk group of drivers.

Considering the sample of drivers surveyed in this study—alcohol and/or drug users, many of whom have previously driven under the influence of alcohol (58% of Australian drivers surveyed) or drugs (44% of Australian drivers surveyed); the findings support that a *specific deterrence* strategy is more likely to influence at-risk drivers—drivers with an intention to drink/drug drive in the future. Having said this, it is important to consider the aims of *specific deterrence strategies*, in conjunction with *general deterrence* strategies already in place across Australia. *General deterrence* strategies (*visibility*, *randomness* and *publicity*) are important in maintaining general compliance within the general driving population. By contrast, *specific deterrence* strategies aim to impact the drink/drug driving intentions of a specific high-risk driver group. For these reasons, the *specific deterrence* strategies recommended in this report, should be implemented in conjunction with, not in place of, existing *general deterrence* law enforcement activities.

Finally, considering the impact of a driver's personal experience with police alcohol/drug testing and their personal experience with avoiding police alcohol/drug testing on their decision to drink/drug drive, an increase in police resources (testing) is likely to render a greater return on investment in drink/drug driving programs—positive benefits for road safety as a whole.

## Avoidance strategies

Considering the results obtained from the drink and drug driving deterrence models, and the original objectives of the project, it is important to identify the strategies used by drivers to avoid police testing. An in-depth analysis of the types of strategies used by drivers to avoid being tested by police and the profile of drivers who indicate that they have (or know someone who has) successfully avoided police testing, was warranted.

Results from the deterrence models presented in this study indicate that a driver's perception of the *credibility* and *enforcement* of each law enforcement testing program plays a crucial role in influencing a driver's decision to drink/drug drive. The recommendations presented indicate that police should ensure that as many drivers as possible are alcohol/drug tested and subsequently penalised if they test positive to alcohol/drugs, and that police should focus on disrupting driver avoidance strategies. Disrupting avoidance strategies will, in turn, have a positive impact on a driver's perceptions of the *credibility* and *enforcement* of each program. In order to develop and maintain law enforcement strategies that will hinder drivers' attempts to avoid police testing, behaviours that drivers report help them successfully evade interception by police were identified.

Australia-wide, more than one in 10 (13%) alcohol and/or drug users indicated that they have previously successfully avoided or escaped being tested by police for alcohol or drugs. The most common successful avoidance strategies reported by drivers involved (in descending order):

- the use of back streets to evade police interception (n=304 drivers);
- the driver receiving a call from a friend about police testing occurring in the driver's direction of travel (n=163 drivers);
- the driver making a U-turn (loop) on the road when seeing a police testing site ahead (n=118 drivers);
- the driver choosing to drive under the influence of alcohol/drugs only during times that they believed police were *unlikely* to be testing drivers (n=86 drivers);
- the driver consuming a substance or food to disguise the alcohol/drug content in their mouth (n=68 drivers).

Considering the top five common avoidance strategies reported by drivers, at least three out of the five could be disrupted by law enforcement activities (the first, third and fourth most common strategy). In the case of drivers using backstreets to evade police interception, law enforcement should include, as part of their alcohol/drug testing locations, mobile police patrol of backstreets (eg suburban roads) that are likely to be used by drivers to avoid typical/predictable booze/drug bus (stationary) testing locations (eg main roads, highways, freeways etc). This activity is known as 'satelliting' and involves a group of police officers, whose primary activity is to patrol the areas surrounding stationary testing sites. In addition, mobile police patrols of backstreets should be conducted independent of stationary booze/drug bus activities. In this case, backstreet patrolling should take place in addition to, not in place of, stationary activities. It is important that drivers are shown, through actual police activity (not only through media that creates the perception), that police actively and continuously patrol backstreets to intercept drivers and test them for alcohol/drugs.

The third most common avoidance strategy reported involved drivers making a U-turn on the road when they see police testing ahead. The law enforcement activity likely to disrupt this strategy, involves police officers investigating drivers who appear to be attempting to avoid police testing—observation of a driver committing a U-turn, or a driver turning into a backstreet at a point (distance) where the driver is likely to have noticed police testing ahead. As was the case for disrupting backstreet avoidance strategies, 'satelliting' activities should take place during stationary police testing (booze/drug bus). Ideally, 'satelliting' activity should utilise portable testing devices for higher efficiency, so that police can test drivers on the spot, as opposed to having to take drivers back to the stationary testing site—this will also result in less time required to process drivers and more drivers intercepted and tested. It is acknowledged that this may prove difficult in the case of testing drivers for drugs, since in some Australian jurisdictions, the procedures for the administration of drug tests require specific handling of the device (eg placing the device on a stable table) that is not favourable to mobile testing. In these cases, it is worth law enforcement investigating drug testing devices that are appropriate for mobile drug testing.

The fourth most common avoidance strategy reported by drivers involved drink/drug driving only during times that the driver believed police would *not* be testing. Whether or not these drivers have accurate beliefs about the typical times that police test drivers is unclear, as the study did not collate actual police activity with driver experience. Nevertheless, there appears to be a perception that police test during specific times, days and locations. Driver reports on when and where they were most recently tested for alcohol/drugs, suggests that this perception is justified. The survey found that police test drivers for alcohol, most often during the times 3:00 pm to midnight (63% of drivers reported being alcohol tested during this time), Thursday to Saturday (51% of drivers) and in suburban streets (51% of drivers).

The survey found that police test drivers for drugs, most often during the times 6:00 pm to 3:00 am (50% of drivers reported being drug tested during this time), Friday to Saturday (43% of drivers) and in suburban streets (52% of drivers). Drivers' personal experiences with police testing suggests that police testing activities are not spread evenly across times of the day, days of the week and locations, and this is likely to be having an negative impact on a driver's decision to drink/drug drive. Drivers are likely to perceive police activity as being consistent and predictable, and this perception is likely to impact on a driver's perception of effective *enforcement*. In order to address this issue, law enforcement should consider increasing police testing

during times that fall outside those reported by drivers surveyed in this study. Considering that the times and locations reported by drivers are important testing times for police—that is, times chosen based on intelligence—police testing during other times, should occur in addition to, not in place of, current activities. Current police activities should not be disrupted, but rather, police activities should be increased and spread.

The second and fifth most common strategy used by drivers to avoid police testing cannot be directly disrupted by law enforcement. The second most common avoidance strategy involved a driver receiving a call from a friend about police testing occurring in the driver's direction of travel. It is unlikely that law enforcement activities could stop drivers from calling their friends and warning them about police testing. However, one way that police could disrupt this strategy, is to take into consideration the altered behaviour of the driver who receives the call about police testing ahead. This driver is likely to use backstreets or alternative routes to get to their destination. In these instances, law enforcement strategies utilised to disrupt backstreet avoidance are likely to have some impact.

The fifth most common strategy involved drivers consuming a substance or food to disguise the alcohol/drug content in their mouth. It is not clear whether this behaviour is in fact a true avoidance strategy or an urban myth. For instance, drivers who consume a substance or food prior to alcohol/drug testing cannot be sure that they would have been over the legal alcohol limit, or tested positive to drugs, if they had *not* consumed the substance or food. Many drivers interviewed during the qualitative phase of the survey admitted that although they had heard about various substances that can render police tests negative, they could not be sure if these tactics actually worked. Information pertaining to the use of substances to render police tests negative is unscientific and based on individual assumptions. Nevertheless, some drivers appeared to believe that consuming a substance or food can disguise the alcohol/drug content in their mouth. This perception weighs on one aspect of the drink/drug driving deterrence model—*credibility*—the accuracy of the device. In this context, law enforcement activity is unlikely to be able to directly influence a driver's perception of the accuracy (or tamper-proof qualities) of the testing device. Education or publicity on the accuracy of the device and/or reports on the number of drivers successfully detected and penalised by police, is more likely to place in question this avoidance strategy for drivers.

Finally, an examination of the driver profile of those who indicated they had successfully avoided or escaped police testing revealed that avoidance strategies were more likely to be used by male drivers. Drivers who fell within the 18–45 years age group were also more likely to have used avoidance strategies, compared with older drivers. Drivers aged between 18–24 years were also more likely to know someone who had successfully avoided police testing. Drivers who report regular use of cocaine, ecstasy and GHB were also significantly more likely to report successfully avoiding police testing. Regular users of cocaine and GHB were also more likely to know someone who had successfully avoided police testing. It should be mentioned here, that although in many Australian jurisdictions police do not test drivers for cocaine and GHB, this discussion refers predominantly to reports about *avoiding* police testing, as opposed to being tested for alcohol/drugs and 'let off'.

The results pertaining to the use of avoidance strategies clearly highlight the need for an increase in police resources; specifically, an increase in mobile alcohol/drug testing of drivers. Whether this mobile police testing focuses on intercepting drivers in backstreets, or intercepting drivers on roads surrounding a stationary police testing site ('satelliting'), the strategy requires increased police resources and equipment. Considering the impact of a driver's personal experience with police alcohol/drug testing and their personal experience with avoiding police alcohol/drug testing on their decision to drink/drug drive, it is critical that mobile police testing be conducted in *addition* to, not in place of, stationary/current police testing activities. This investment in police resources is likely to have positive benefits for road safety.

## Publicity

The study examined whether *publicity* played a role in influencing a driver's intention to drink/drug drive. The drink/drug driving deterrence models demonstrated that in the current climate, *publicity* (media) has little deterrence value to drink/drug driving. Considering that *credibility* and *enforcement* has the greatest

deterrence value to drink/drug driving, it was important to examine the subject matter of *publicity*, in order to ascertain whether media is focusing on the most effective information.

Almost four in five (78%) drivers reported having seen or heard advertisements or media about police testing drivers for alcohol. The most common type of media was television commercials, news reports about testing in place, or television programs about traffic police. Other common media included commercials stating ‘*if you drink and drive you will get caught*’, a man leaving a pub and seeing police everywhere and ‘*if you drink and drive you’re a bloody idiot*’. These media focus predominantly on creating the *perception* of increased police presence and increasing the negative social stigma of drink driving (ie ‘you’re a bloody idiot’). Considering the recommendations relating to *credibility* and *enforcement* (eg increasing the number of drivers who have direct contact with police testing and the disruption of driver avoidance strategies), current *publicity* may not be hitting the mark in terms of a high level of deterrence.

The results from this study suggest that creating the *perception* that police are testing drivers is not enough to deter drivers from drink driving—*publicity* must be followed up with police action/testing (ie providing drivers with a personal experience with testing). Secondly, the results from this study suggest that *publicity* that does not focus on the *credibility* and *enforcement* of the program is unlikely to have a large deterrent effect on drink driving. Taken together, *publicity* about alcohol testing should focus on facts about the number of drivers tested, caught and penalised (not ‘let off’) and the disruption of avoidance strategies.

Although it is acknowledged that in previous years, road safety *publicity* has focused on the disruption of backstreet avoidance strategies, very few drivers reported seeing/hearing about this recently (3% of Australian drivers). In addition, since young male drivers (more likely to report using avoidance strategies) have only recently started driving, it is possible that they have not been exposed to, or taken notice of, previous media about police disrupting backstreet avoidance behaviours. For this reason, previous campaigns on the disruption of avoidance strategies would have limited impact on the avoidance behaviours of young drivers. *Publicity* should continue to highlight these police activities, throughout the years, and this publicity should be followed up with police action.

Almost one in three (31%) drivers across Australia reported seeing/hearing advertisements or media about police testing drivers for drugs. Considering the infancy of the drug testing program, is it not surprising that this proportion is lower than what was reported for media about police testing drivers for alcohol. In terms of increasing the deterrence value of *publicity* on police drug testing, recommendations are similar to those developed for *publicity* about police alcohol testing. Media focusing on creating the *perception* that police are testing drivers for drugs, should be followed up with police drug testing activities—drivers should have a personal experience with being drug tested. *Publicity* should also focus on police disrupting avoidance strategies.

Finally, findings from the drink/drug driving deterrence models (*credibility* impacts drink/drug driving) and strategies used to avoid police testing (consuming a substance or food to render the test result negative), highlight the need to promote the accuracy of testing devices. This *publicity* will help dispel the myth that consuming a substance or food will disguise the alcohol/drug content in a driver’s mouth. No drivers reported seeing any such *publicity*.

In summary, analysis of the content presented in the most recent media seen or heard by drivers, suggests that recent media did not focus heavily on aspects of the *enforcement*, and in particular the *credibility*, of the programs. Drivers reported that recent *publicity* on alcohol/drug testing did not heavily focus on drivers being caught and penalised, or the disruption of avoidance strategies, but rather focused on police ‘being out there’ and the effects of alcohol and drugs on physiology (eg effect of drugs on the brain and/or driving skills). It is also possible that the deterrence value of *publicity*, at present is minimal, relative to other aspects of the program, due to the perceived lack of follow-up with intensive police testing of drivers. This is particularly important in the case of drug driving, since RDT is a recent initiative and therefore, drivers have had less exposure to the program. The results relating to *credibility* and *enforcement* suggest that *publicity* is likely to have a greater deterrence value to those who intend to drink/drug drive in the future, if it followed up with increased police testing activity (personal experience with being tested).

## Future research directions

The results from the study highlight the benefits of identifying the level of drink/drug driving across Australia. The study also provides benchmark data to all Australian jurisdictions, which will enable law enforcement to examine perceptions, attitudes and behaviour among drivers in their jurisdiction. The quantitative survey developed as part of this project covers aspects of law enforcement practice that also can be monitored over time at the national or jurisdiction level. More specifically, the survey allows law enforcement agencies to track the value of their drink/drug driving program activity, changes in program processes/procedures and publicity—providing essential information to help shape future directions.

The methodology developed as part of this project and the statistical analysis performed also makes it possible to track the deterrence value of specific aspects of RBT and RDT. For instance, it would be beneficial to re-examine the drink/drug driving deterrence models presented in this report at a later date, in order to identify any changes in the value of *credibility*, *enforcement* and in particular, *visibility*, *publicity* and *knowledge* in deterring drivers from driving under the influence. If we consider that in the future, *publicity* across Australia focuses on the *credibility* and *enforcement* of each program, re-examination of the drink/drug driving deterrence models could be conducted to see whether the deterrence value of *publicity* has increased as a result. This examination will be instrumental in supporting the findings presented in this report and re-affirming the recommendations put forth. It is also important given the infancy of the RDT program.

Finally, considering the large amount of rich data collected as part of this project, other relationships between driver attitudes, perceptions and behaviours could be examined. However, due to the main objectives of the current project, this additional analysis fell beyond the scope of the project. Nevertheless, the available data does provide opportunity for additional analysis that could address a number of NDLERF or jurisdiction-specific law enforcement objectives and/or priorities. The chief investigators of this project welcome discussions about conducting further analysis/research using the rich data collected in this study.

## Jurisdiction-specific results

The following sections provide data specific to each Australian jurisdiction, relevant to RBT and RDT. The aim of this section of the report is to provide each jurisdiction with information about the drivers surveyed in their jurisdiction and the perceptions, attitudes and behaviours of those drivers. Law enforcement agencies across Australia should take into consideration the Australia-wide analysis and examine how the deterrence value of various aspects of RBT and RDT presented in this study, impacts on the state of law enforcement practice in their jurisdiction.

### New South Wales

#### *Driver profile*

Age	n	%
18–25 years	164	23
26–45 years	300	42
46 years and over	256	36
Total	720	100
Gender	n	%
Male	451	63
Female	269	37
Total	720	100
How often drive	n	%
Daily	577	80
Weekly	111	15
Fortnightly	7	1
Monthly	10	1
Less than once a month	15	2
Total	720	100

Current level of employment	n	%
Full-time employed	304	42
Part-time/casual employed	131	18
Stay at home mum/dad	42	6
Self-employed	38	5
Looking for work	35	5
Retired	66	9
Semi-retired	7	1
Pensioner (including Disability Support)	38	5
Student	46	6
Other, specify	8	1
I'd prefer not to say	5	1
Total	720	100



	No infringements	1 infringement	2 infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=720)	45%	21%	13%	14%	5%	2%	0%

	Have not received any offences	1 offence	2 offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=720)	94%	4%	1%	0%	0%	1%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=720)	68%	20%	7%	4%	1%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	377	52
No	309	43
Don't know	34	5
Total	720	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=352 <sup>a</sup> )	8%	11%	8%	9%	13%	14%	38%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=133)	0%	25%	31%	26%	9%	4%	1%	1%	1%	0%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit in the future? (0=extremely unlikely; 10=extremely likely) (n=720)	72%	13%	9%	4%	3%



Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	235	42
No	314	56
Don't know	12	2
Total	561	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=210 <sup>a</sup> )	21%	9%	6%	4%	13%	14%	33%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=213)	40%	16%	16%	10%	7%	2%	2%	1%	3%	3%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs in the future? (0=extremely unlikely; 10=extremely likely) (n=720)	77%	7%	8%	4%	4%

How often do you engage in these driving behaviours? (0=never; 10=all the time) (n=720)	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit	25%	17%	27%	20%	11%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	58%	18%	16%	5%	2%
Talk on a mobile phone while driving	46%	20%	21%	8%	5%
Speed up to beat a red traffic light	28%	19%	28%	17%	9%
Drive too close to other drivers (ie tailgating)	52%	21%	17%	7%	3%

### Random breath testing: Alcohol

#### Visibility

Ever seen a 'booze bus' or mobile police car testing drivers for alcohol?	n	%
Yes	669	93
No	44	6
Don't know	7	1
Total	720	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a 'booze bus' or mobile police car testing drivers for alcohol? (n=611 <sup>a</sup> )	23%	27%	11%	10%	16%	8%	3%	1%	1%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a 'booze bus' or mobile police car testing drivers for alcohol in the past year? (n=500)	1%	9%	13%	15%	10%	12%	23%	7%	5%	3%	3%

## Enforcement

Ever been tested for driving under the influence of alcohol?	n	%
Yes	542	75
No	173	24
Don't know	5	1
Total	720	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=487 <sup>a</sup> )	8%	9%	8%	6%	14%	19%	11%	7%	18%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'booze bus') in the past year? (n=296 <sup>a</sup> )	11%	45%	17%	12%	4%	5%	5%	1%	1%	0%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=302 <sup>a</sup> )	48%	30%	10%	5%	1%	2%	2%	1%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested		
Time of the day tested	n	%
Midnight–2:59 am	16	5
3:00 am–5:59 am	5	2
6:00 am–8:59 am	16	5
9:00 am–11:59 am	43	14
Midday–2:59 pm	23	7
3:00 pm–5:59 pm	56	18
6:00 pm–8:59 pm	55	18
9:00 pm–11:59 pm	69	22
Can't recall/don't know	28	9
Total	311	100
Day of the week tested	n	%
Monday	9	3
Tuesday	18	6
Wednesday	23	7
Thursday	35	11
Friday	51	16
Saturday	81	26
Sunday	20	6
Can't recall/don't know	74	24
Total	311	100
Location where tested	n	%
City streets	58	19
Suburban streets	173	56
Freeway/highway	45	14
Rural streets	33	11
Can't recall/don't know	2	1
Total	311	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	557	77
No	130	18
Don't recall/don't know	33	5
Total	720	100

## Credibility

Ever been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	68	13
No	473	87
Don't know	1	0
Total	542	100
Ever been caught but 'let off' for drink driving	n	%
Yes	43	8
No	497	92
Don't know	2	0
Total	542	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=62 <sup>a</sup> )	3%	3%	13%	5%	2%	74%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=38 <sup>a</sup> )	21%	8%	11%	0%	11%	50%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	411	74
No	140	25
Don't know	6	1
Total	557	100
Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	111	20
No	425	76
Don't know	21	4
Total	557	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=720)	2%	6%	26%	42%	24%

## Randomness

	0-1	2-3	4-6	7-8	9-10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=720)	9%	22%	33%	23%	13%

## Publicity

Ever seen or heard ads or media about testing for alcohol	n	%
Yes	568	79
No	113	16
Don't know	39	5
Total	720	100

	Within the last month	1 month	2 months	3 months	4-6 months	7-12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=568 <sup>a</sup> )	29%	27%	13%	7%	15%	7%	2%

a: Excludes missing data/'Don't know' responses

	Never	Once or twice	3-4 times	5-6 times	7-10 times	11-15 times	16-20 times	21-30 times	31-50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=555)	3%	12%	11%	14%	17%	8%	14%	6%	8%	8%

	Never	Once or twice	3-4 times	5-6 times	7-10 times	11-15 times	16-20 times	21-30 times	31-50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=320)	7%	36%	18%	14%	11%	5%	6%	2%	1%	1%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=720)	9%	16%	35%	27%	13%
Danger rating of driving under the influence of the following BAC levels (0=not dangerous at all; 10=extremely dangerous) (n=720)					
	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	80%	9%	8%	1%	2%
0.02% BAC	45%	25%	18%	5%	8%
0.04% BAC	17%	28%	31%	9%	14%
0.05% BAC	8%	19%	34%	15%	24%
0.06% BAC	5%	8%	29%	23%	35%
0.08% BAC	3%	3%	18%	26%	50%
0.10% BAC	1%	2%	9%	16%	73%
Greater than 0.10% BAC	0%	0%	5%	6%	89%

## Random drug testing: Drugs other than alcohol

### Visibility

Ever seen a 'drug bus' or mobile police car, testing drivers for drugs	n	%
Yes	117	16
No	539	75
Don't know	64	9
Total	720	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a 'drug bus' or mobile police car testing drivers for drugs? (n=101 <sup>a</sup> )	14%	14%	8%	10%	19%	23%	13%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'drug bus' or police testing drivers for drugs in the past year? (n=84)	4%	36%	35%	15%	7%	4%

## Enforcement

Ever been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	30	4
No	680	94
Don't know	10	1
Total	720	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=26 <sup>a</sup> )	12%	8%	8%	12%	12%	12%	38%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug bus only) in the past year? (n=14)	14%	36%	14%	21%	14%

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=14)	50%	21%	14%	7%	7%

Thinking of the most recent time tested in the last 12 months		
Time of the day tested	n	%
Midnight–2:59 am	1	6
3:00 am–5:59 am	2	13
6:00 am–8:59 am	1	6
9:00 am–11:59 am	2	13
Midday–2:59 pm	0	–
3:00 pm–5:59 pm	1	6
6:00 pm–8:59 pm	5	31
9:00 pm–11:59 pm	3	19
Can't recall/don't know	1	6
Total	16	100
Day of the week tested	n	%
Monday	1	6
Tuesday	1	6
Wednesday	0	–
Thursday	1	6
Friday	5	31
Saturday	4	25
Sunday	2	13
Can't recall/don't know	2	13
Total	16	100
Location where tested	n	%
City streets	5	31
Suburban streets	6	38
Freeway/highway	3	19
Rural streets	2	13
Can't recall/don't know	0	–
Total	16	100

Know anyone who has been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	108	15
No	588	82
Don't know	24	3
Total	720	100

### Credibility

Ever been caught and penalised (fine or loss of licence) for drug driving	n	%
Yes	9	30
No	21	70
Don't know	0	–
Total	30	100
Ever been caught but 'let off' for drug driving	n	%
Yes	5	17
No	25	83
Don't know	0	–
Total	30	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of licence) for drug driving (n=7 <sup>a</sup> )	14%	0%	0%	14%	14%	29%	29%

a: Excludes missing data/'Don't know' responses

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught but 'let off' for drug driving (n=5)	20%	0%	0%	20%	20%	20%	20%

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	54	50
No	53	49
Don't know	1	1
Total	108	100
Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	17	16
No	90	83
Don't know	1	1
Total	108	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=720)	6%	12%	45%	25%	12%



## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=720)	11%	15%	38%	18%	18%

## Publicity

Ever seen or heard any media	n	%
Yes	115	16
No	480	67
Don't recall/don't know	125	17
Total	720	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=115 <sup>a</sup> )	14%	23%	11%	9%	18%	15%	10%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=103)	7%	20%	25%	24%	14%	6%	1%	2%	0%	1%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=42)	21%	38%	7%	14%	14%	2%	2%	0%	0%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=720)	32%	28%	25%	9%	6%
How dangerous do you believe it is to drive under the influence of the following drugs?					
(0=not dangerous at all; 10=extremely dangerous) (n=720)	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	10%	11%	20%	17%	42%
Methamphetamines (ice, powder, base and crystal)	1%	4%	9%	14%	72%
Cocaine	3%	5%	13%	13%	66%
Ecstasy	2%	3%	10%	17%	68%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	1%	0%	5%	8%	85%
Ketamine (Special K)	1%	0%	7%	13%	78%
Heroin	2%	0%	5%	11%	82%
GHB-type substance (GHB, GBL, 1,4b)	1%	0%	6%	13%	80%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	4%	7%	17%	20%	53%
Benzodiazepines (valium, serapax, temazepam, benzos)	3%	4%	14%	20%	60%
Analgesics (morphine, codeine)	5%	6%	17%	18%	54%

## Enforcement: Avoidance strategies

### Personal experience

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	97	13
No	607	84
Don't know	16	2
Total	720	100

In what way have you avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	77	79
Receiving a call from a friend about police testing ahead	35	36
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	25	26
Making a U-turn on the road when seeing a police testing site ahead	24	25
Consuming a substance or food to disguise the alcohol/drug content in your mouth	17	18
Listening to radio to find out where the police are testing	12	12
Having someone drive ahead of you to check whether police are testing drivers	9	9
Swapping drivers before reaching the police testing site ahead	9	9
Waved through by police/luck	2	2
Other, specify briefly	8	8
Total	97	100

## Others' experiences with avoidance strategies

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	168	23
No	515	72
Don't know	37	5
Total	720	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	136	81
Receiving a call from a friend about police testing ahead	83	49
Making a U-turn on the road when seeing a police testing site ahead	63	38
Consuming a substance or food to disguise the alcohol/drug content in your mouth	43	26
Swapping drivers before reaching the police testing site ahead	44	26
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	39	23
Listening to radio to find out where the police are testing	24	14
Having someone drive ahead of you to check whether police are testing drivers	20	12
Other, specify briefly	9	5
Total	168	100

## Victoria

### Driver profile

Age	n	%
18–25 years	136	22
26–45 years	278	46
46 years and over	195	32
Total	609	100
Gender	n	%
Male	365	60
Female	244	40
Total	609	100
How often drive	n	%
Daily	524	86
Weekly	67	11
Fortnightly	5	1
Monthly	4	1
Less than once a month	9	1
Total	609	100

Current level of employment	n	%
Full-time employed	236	39
Part-time/casual employed	122	20
Stay at home mum/dad	43	7
Self-employed	33	5
Looking for work	16	3
Retired	64	11
Semi-retired	10	2
Pensioner (including Disability Support)	34	6
Student	46	8
Other, specify	1	0
I'd prefer not to say	4	1
Total	609	100

	No infringements	1 infringement	2 infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=609)	37%	19%	12%	22%	8%	2%	0%

	Have not received any offences	1 offence	2 offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=609)	95%	3%	0%	1%	0%	0%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=609)	63%	24%	9%	4%	0%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	354	58
No	228	37
Don't know	27	4
Total	609	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=315 <sup>a</sup> )	4%	11%	6%	5%	17%	18%	38%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=182)	1%	29%	30%	25%	7%	5%	2%	1%	1%	1%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit, in the future? (0=extremely unlikely; 10=extremely likely) (n=609)	76%	11%	8%	3%	3%

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	203	42
No	262	55
Don't know	13	3
Total	478	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=178 <sup>a</sup> )	16%	11%	5%	4%	14%	10%	40%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=101)	12%	20%	20%	20%	7%	5%	3%	2%	1%	11%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs, in the future? (0=extremely unlikely; 10=extremely likely) (n=609)	81%	6%	7%	3%	3%

How often do you engage in these driving behaviours? (0=never; 10=all the time) (n=609)	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit	35%	23%	24%	13%	4%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	58%	19%	15%	6%	2%
Talk on a mobile phone while driving	55%	14%	19%	8%	4%
Speed up to beat a red traffic light	34%	23%	24%	14%	5%
Drive too close to other drivers (ie tailgating)	54%	20%	19%	5%	1%

## Random breath testing: Alcohol

### Visibility

Ever seen a 'booze bus' or mobile police car testing drivers for alcohol	n	%
Yes	593	97
No	15	2
Don't know	1	0
Total	609	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a 'booze bus' or mobile police car testing drivers for alcohol? (n=552 <sup>a</sup> )	23%	28%	13%	8%	14%	9%	2%	1%	1%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a 'booze bus' or mobile police car testing drivers for alcohol in the past year? (n=470)	2%	11%	19%	15%	12%	8%	23%	4%	4%	2%	1%

### Enforcement

Ever been tested for driving under the influence of alcohol	n	%
Yes	473	78
No	134	22
Don't know	2	0
Total	609	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=404 <sup>a</sup> )	9%	11%	9%	8%	20%	19%	7%	7%	10%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'booze bus') in the past year? (n=286 <sup>a</sup> )	11%	35%	22%	13%	6%	4%	6%	1%	1%	1%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=296)	61%	23%	6%	5%	1%	2%	1%	0%

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	8	3
3:00 am–5:59 am	7	2
6:00 am–8:59 am	12	4
9:00 am–11:59 am	19	6
Midday–2:59 pm	17	6
3:00 pm–5:59 pm	46	15
6:00 pm–8:59 pm	85	28
9:00 pm–11:59 pm	75	25
Can't recall/don't know	37	12
Total	306	100
Day of the week tested	n	%
Monday	11	4
Tuesday	15	5
Wednesday	16	5
Thursday	44	14
Friday	60	20
Saturday	61	20
Sunday	16	5
Can't recall/don't know	83	27
Total	306	100
Location where tested	n	%
City streets	51	17
Suburban streets	159	52
Freeway/highway	50	16
Rural streets	43	14
Can't recall/don't know	3	1
Total	306	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	483	79
No	111	18
Don't recall/don't know	15	2
Total	609	100

### Credibility

Ever caught and penalised (fine or loss of license) for drink driving	n	%
Yes	48	10
No	425	90
Don't know	0	–
Total	473	100
Ever been caught but 'let off' for drink driving	n	%
Yes	39	8
No	433	92
Don't know	1	0
Total	473	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=41 <sup>a</sup> )	10%	2%	10%	2%	10%	66%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=32 <sup>a</sup> )	6%	13%	13%	13%	9%	47%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	372	77
No	105	22
Don't know	6	1
Total	483	100
Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	86	18
No	380	79
Don't know	17	4
Total	483	100



	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=609)	2%	4%	24%	42%	28%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=609)	7%	17%	39%	27%	10%

## Publicity

Seen or heard ads or media about testing for alcohol	n	%
Yes	502	82
No	84	14
Don't know	23	4
Total	609	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=502 <sup>a</sup> )	33%	31%	9%	10%	9%	7%	1%

a: Excludes missing data/'Don't know' responses

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=496)	2%	11%	14%	17%	12%	7%	11%	5%	10%	9%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=323)	7%	29%	16%	19%	15%	4%	5%	3%	2%	1%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=609)	9%	14%	38%	28%	11%

### Danger rating of driving under the influence of the following BAC levels

(0=not dangerous at all; 10=extremely dangerous) (n=609)

	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	80%	12%	6%	2%	0%
0.02% BAC	46%	29%	17%	4%	4%
0.04% BAC	19%	29%	30%	10%	11%
0.05% BAC	11%	15%	37%	15%	22%
0.06% BAC	5%	9%	27%	24%	35%
0.08% BAC	2%	4%	18%	24%	52%
0.10% BAC	1%	2%	8%	17%	72%
Greater than 0.10% BAC	0%	1%	4%	7%	88%

### Random drug testing: Drugs other than alcohol

#### Visibility

Ever seen a 'drug bus' or mobile police car, testing drivers for drugs	n	%
Yes	268	44
No	296	49
Don't know	45	7
Total	609	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a 'drug bus' or mobile police car testing drivers for drugs? (n=207a)	14%	16%	13%	13%	22%	15%	7%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'drug bus' or police testing drivers for drugs in the past year? (n=171)	2%	28%	22%	29%	13%	5%

#### Enforcement

Ever been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	43	7
No	558	92
Don't know	8	1
Total	609	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=39a)	8%	5%	13%	5%	18%	18%	33%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug bus only) in the past year? (n=25)	24%	36%	24%	8%	8%

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=25)	60%	4%	20%	12%	4%

Thinking of the most recent time tested, in the past year			
Time of the day tested	n	%	
Midnight–2:59 am	3	12	
3:00 am–5:59 am	0	–	
6:00 am–8:59 am	1	4	
9:00 am–11:59 am	1	4	
Midday–2:59 pm	2	8	
3:00 pm–5:59 pm	4	15	
6:00 pm–8:59 pm	4	15	
9:00 pm–11:59 pm	8	31	
Can't recall/don't know	3	12	
Total	26	100	
Day of the week tested	n	%	
Monday	2	8	
Tuesday	0	–	
Wednesday	2	8	
Thursday	2	8	
Friday	5	19	
Saturday	6	23	
Sunday	1	4	
Can't recall/don't know	8	31	
Total	26	100	
Location where tested	n	%	
City streets	4	15	
Suburban streets	15	58	
Freeway/highway	7	27	
Rural streets	0	–	
Can't recall/don't know	0	–	
Total	26	100	

Know anyone who has been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	92	15
No	483	79
Don't know	34	6
Total	609	100

## Credibility

Ever been caught and penalised (fine or loss of licence) for drug driving	n	%
Yes	4	9
No	39	91
Don't know	0	–
Total	43	100
Ever been caught but 'let off' for drug driving	n	%
Yes	2	5
No	41	95
Don't know	0	–
Total	43	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of licence) for drug driving (n=4)	0%	0%	25%	0%	0%	75%	0%

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught but 'let off' for drug driving (n=2)	0%	0%	50%	0%	0%	50%	0%

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	30	33
No	61	66
Don't know	1	1
Total	92	100
Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	10	11
No	76	83
Don't know	6	7
Total	92	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=609)	5%	9%	40%	30%	16%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=609)	9%	11%	39%	23%	17%

## Publicity

Seen or heard any media	n	%
Yes	324	53
No	182	30
Don't recall/don't know	103	17
Total	609	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=324)	17%	23%	11%	11%	22%	12%	5%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=309)	4%	9%	15%	28%	23%	11%	4%	1%	3%	4%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=129)	17%	26%	16%	20%	9%	5%	5%	1%	2%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=609)	26%	21%	34%	13%	5%
<b>How dangerous do you believe it is to drive under the influence of the following drugs?</b>					
(0=not dangerous at all; 10=extremely dangerous) (n=609)	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	6%	10%	22%	18%	44%
Methamphetamines (ice, powder, base and crystal)	2%	1%	10%	16%	71%
Cocaine	1%	2%	11%	17%	68%
Ecstasy	1%	1%	10%	14%	73%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	0%	1%	3%	8%	87%
Ketamine (Special K)	1%	1%	7%	12%	79%
Heroin	1%	1%	6%	10%	83%
GHB-type substance (GHB, GBL, 1,4b)	0%	1%	6%	11%	82%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	2%	5%	23%	20%	49%
Benzodiazepines (valium, serapax, temazepam, benzos)	2%	5%	19%	22%	52%
Analgesics (morphine, codeine)	5%	7%	19%	21%	49%

### Enforcement: Avoidance strategies

#### Personal experience with avoidance strategies

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	75	12
No	515	85
Don't know	19	3
Total	609	100

In what way have you avoided or escape being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	54	72
Receiving a call from a friend about police testing ahead	30	40
Making a U-turn on the road when seeing a police testing site ahead	25	33
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	17	23
Listening to radio to find out where the police are testing	11	15
Consuming a substance or food to disguise the alcohol/drug content in your mouth	10	13
Having someone drive ahead of you to check whether police are testing drivers	9	12
Swapping drivers before reaching the police testing site ahead	6	8
Waved through by police/luck	6	8
Other, specify briefly	4	5
Total	75	100

#### Others' experiences with avoidance strategies

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	128	21
No	438	72
Don't know	43	7
Total	609	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	96	75
Receiving a call from a friend about police testing ahead	68	53
Making a U-turn on the road when seeing a police testing site ahead	49	38
Consuming a substance or food to disguise the alcohol/drug content in your mouth	31	24
Swapping drivers before reaching the police testing site ahead	31	24
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	24	19
Listening to radio to find out where the police are testing	16	13
Having someone drive ahead of you to check whether police are testing drivers	13	10
Other, specify briefly	15	12
Total	128	100

## Queensland

### Driver profile

Age	n	%
18–25 years	120	20
26–45 years	255	44
46 years and over	211	36
Total	586	100
Gender	n	%
Male	345	59
Female	241	41
Total	586	100
How often drive	n	%
Daily	520	89
Weekly	55	9
Fortnightly	4	1
Monthly	2	0
Less than once a month	5	1
Total	586	100

Current level of employment	n	%
Full-time employed	238	41
Part-time/casual employed	83	14
Stay at home mum/dad	43	7
Self-employed	41	7
Looking for work	32	5
Retired	62	11
Semi-retired	3	1
Pensioner (including Disability Support)	40	7
Student	33	6
Other, specify	6	1
I'd prefer not to say	5	1
Total	586	100

	No infringements	One infringement	Two infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=586)	37%	19%	14%	22%	7%	2%	0%

	Have not received any offences	1 offence	2 offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=586)	92%	4%	1%	1%	1%	1%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=586)	70%	21%	7%	2%	0%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	334	57
No	230	39
Don't know	22	4
Total	586	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=303 <sup>a</sup> )	10%	12%	7%	4%	14%	12%	41%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=158)	0%	27%	27%	28%	10%	4%	4%	1%	0%	0%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit, in the future? (0=extremely unlikely; 10=extremely likely) (n=586)	76%	12%	7%	2%	3%

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	203	43
No	254	54
Don't know	14	3
Total	471	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=183 <sup>a</sup> )	25%	9%	7%	3%	7%	12%	37%

a: Excludes missing data/'Don't know' responses



	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=95)	9%	13%	20%	19%	16%	6%	1%	0%	3%	13%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs, in the future? (0=extremely unlikely; 10=extremely likely) (n=586)	80%	7%	6%	2%	5%

How often do you engage in these driving behaviours? (0 = never; 10 = all the time) (n=586)					
	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit	28%	22%	28%	15%	8%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	58%	20%	14%	5%	3%
Talk on a mobile phone while driving	53%	19%	17%	6%	5%
Speed up to beat a red traffic light	31%	20%	23%	15%	11%
Drive too close to other drivers (ie tailgating)	56%	21%	18%	4%	2%

### Random breath testing: Alcohol

#### Visibility

Ever seen a 'booze bus' or mobile police car testing drivers for alcohol	n	%
Yes	552	94
No	31	5
Don't know	3	1
Total	586	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a 'booze bus' or mobile police car testing drivers for alcohol? (n=498 <sup>a</sup> )	21%	25%	13%	8%	16%	12%	2%	2%	1%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a 'booze bus' or mobile police car testing drivers for alcohol in the past year? (n=404)	1%	18%	16%	17%	10%	8%	18%	3%	5%	1%	2%

## Enforcement

Ever been tested for driving under the influence of alcohol	n	%
Yes	463	79
No	121	21
Don't know	2	0
Total	586	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=412 <sup>a</sup> )	9%	11%	9%	8%	16%	20%	10%	5%	13%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'Booze Bus') in the past year? (n=279 <sup>a</sup> )	12%	38%	19%	14%	6%	5%	5%	0%	1%	0%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=288 <sup>a</sup> )	47%	23%	13%	9%	1%	2%	3%	1%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	15	5
3:00 am–5:59 am	13	4
6:00 am–8:59 am	24	8
9:00 am–11:59 am	30	10
Midday–2:59 pm	22	7
3:00 pm–5:59 pm	61	21
6:00 pm–8:59 pm	65	22
9:00 pm–11:59 pm	40	13
Can't recall/don't know	27	9
Total	297	100

Day of the week tested	n	%
Monday	13	4
Tuesday	20	7
Wednesday	16	5
Thursday	23	8
Friday	47	16
Saturday	63	21
Sunday	26	9
Can't recall/don't know	89	30
Total	297	100
Location where tested	n	%
City streets	58	20
Suburban streets	192	65
Freeway/highway	25	8
Rural streets	18	6
Can't recall/don't know	4	1
Total	297	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	474	81
No	95	16
Don't recall/don't know	17	3
Total	586	100

### Credibility

Ever caught and penalised (fine or loss of license) for drink driving	n	%
Yes	78	17
No	385	83
Don't know	0	–
Total	463	100
Ever been caught but 'let off' for drink driving	n	%
Yes	26	6
No	436	94
Don't know	1	0
Total	463	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=70 <sup>a</sup> )	0%	4%	4%	13%	6%	73%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=19 <sup>a</sup> )	16%	0%	5%	11%	5%	63%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	387	82
No	84	18
Don't know	3	1
Total	474	100
Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	91	19
No	369	78
Don't know	14	3
Total	474	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=586)	3%	5%	29%	37%	25%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=586)	12%	16%	34%	24%	13%

## Publicity

Ever seen or heard ads or media about testing for alcohol	n	%
Yes	423	72
No	111	19
Don't know	52	9
Total	586	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=423)	21%	25%	12%	9%	17%	12%	4%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=404 <sup>a</sup> )	3%	18%	16%	19%	14%	8%	7%	3%	5%	6%

a: Excludes missing data/'Don't know' responses

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=194 <sup>a</sup> )	9%	45%	14%	11%	8%	4%	4%	3%	2%	1%

a: Excludes missing data/'Don't know' responses

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=586)	11%	22%	35%	21%	10%
Danger rating of driving under the influence of the following BAC levels (0=not dangerous at all; 10=extremely dangerous) (n=586)					
	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	83%	10%	4%	1%	2%
0.02% BAC	55%	22%	13%	3%	7%
0.04% BAC	24%	31%	25%	8%	12%
0.05% BAC	14%	21%	33%	11%	20%
0.06% BAC	9%	10%	30%	19%	32%
0.08% BAC	3%	6%	20%	23%	48%
0.10% BAC	0%	1%	11%	19%	68%
Greater than 0.10% BAC	0%	0%	3%	8%	89%

## Random drug testing: Drugs other than alcohol

### Visibility

Ever seen a 'drug bus' or mobile police car, testing drivers for drugs	n	%
Yes	90	15
No	455	78
Don't know	41	7
Total	586	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a 'drug bus' or mobile police car testing drivers for drugs? (n=80 <sup>a</sup> )	9%	18%	6%	11%	24%	21%	11%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'Drug Bus' or police testing drivers for drugs in the past year? (n=66)	6%	55%	15%	21%	3%	0%

## Enforcement

Ever been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	21	4
No	561	96
Don't know	4	1
Total	586	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=19 <sup>a</sup> )	5%	0%	5%	11%	11%	32%	37%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug bus only) in the past year? (n=10)	10%	70%	20%	0%	0%

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=10)	40%	40%	20%	0%	0%

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	4	33
3:00 am–5:59 am	1	8
6:00 am–8:59 am	1	8
9:00 am–11:59 am	1	8
Midday–2:59 pm	0	–
3:00 pm–5:59 pm	0	–
6:00 pm–8:59 pm	1	8
9:00 pm–11:59 pm	1	8
Can't recall/don't know	3	25
Total	12	100
Day of the week tested	n	%
Monday	0	–
Tuesday	0	–
Wednesday	1	8
Thursday	1	8

Friday	2	17
Saturday	4	33
Sunday	0	–
Can't recall/don't know	4	33
Total	12	100
<b>Location where tested</b>	<b>n</b>	<b>%</b>
City streets	4	33
Suburban streets	7	58
Freeway/highway	0	–
Rural streets	0	–
Can't recall/don't know	1	8
Total	12	100

<b>Know anyone who has been tested by a 'drug bus' or police testing drivers for drugs</b>	<b>n</b>	<b>%</b>
Yes	86	15
No	484	83
Don't know	16	3
Total	586	100

### Credibility

<b>Ever been caught and penalised (fine or loss of licence) for drug driving</b>	<b>n</b>	<b>%</b>
Yes	2	10
No	19	90
Don't know	0	–
Total	21	100
<b>Ever been caught but 'let off' for drug driving</b>	<b>n</b>	<b>%</b>
Yes	2	10
No	19	90
Don't know	0	–
Total	21	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drug driving (n=2)	0%	0%	50%	0%	0%	0%	50%

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught but 'let off' for drug driving (n=2)	0%	0%	0%	50%	0%	50%	0%

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	23	27
No	61	71
Don't know	2	2
Total	86	100
Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	7	8
No	76	88
Don't know	3	3
Total	86	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=586)	8%	10%	44%	26%	13%

### Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=586)	15%	13%	34%	16%	21%

### Publicity

Seen or heard any media	n	%
Yes	191	33
No	299	51
Don't recall/don't know	96	16
Total	586	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=191 <sup>a</sup> )	11%	14%	9%	8%	23%	29%	6%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=180)	9%	14%	29%	22%	12%	9%	1%	1%	2%	2%



	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=48)	27%	33%	13%	17%	6%	2%	2%	0%	0%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=586)	36%	24%	26%	7%	7%
How dangerous do you believe it is to drive under the influence of the following drugs? (0=not dangerous at all; 10=extremely dangerous) (n=586)	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	10%	13%	19%	16%	42%
Methamphetamines (ice, powder, base and crystal)	1%	2%	9%	12%	76%
Cocaine	2%	4%	11%	10%	75%
Ecstasy	2%	2%	10%	12%	75%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	1%	1%	3%	5%	90%
Ketamine (Special K)	1%	2%	6%	9%	83%
Heroin	1%	1%	4%	8%	87%
GHB-type substance (GHB, GBL, 1,4b)	1%	1%	5%	9%	84%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	4%	5%	16%	20%	56%
Benzodiazepines (valium, serapax, temazepam, benzos)	3%	6%	13%	17%	62%
Analgesics (morphine, codeine)	4%	6%	16%	19%	55%

## Enforcement: Avoidance strategies

### Personal experience with avoidance strategies

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	64	11
No	507	87
Don't know	15	3
Total	586	100

In what way have you avoided or escape being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	49	77
Receiving a call from a friend about police testing ahead	34	53
Making a U-turn on the road when seeing a police testing site ahead	20	31
Consuming a substance or food to disguise the alcohol/drug content in your mouth	12	19
Listening to radio to find out where the police are testing	12	19
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	11	17
Having someone drive ahead of you to check whether police are testing drivers	6	9
Swapping drivers before reaching the police testing site ahead	6	9
Waved through by police/luck	3	5
Other, specify briefly	9	14
Total	64	100

### Others' experiences with avoidance strategies

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	126	22
No	429	73
Don't know	31	5
Total	586	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	113	90
Receiving a call from a friend about police testing ahead	80	63
Making a U-turn on the road when seeing a police testing site ahead	59	47
Consuming a substance or food to disguise the alcohol/drug content in your mouth	43	34
Swapping drivers before reaching the police testing site ahead	39	31
Listening to radio to find out where the police are testing	28	22
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	28	22
Having someone drive ahead of you to check whether police are testing drivers	23	18
Other, specify briefly	12	10
Total	126	100

## Western Australia

### Driver profile

Age	n	%
18–25 years	99	24
26–45 years	181	44
46 years and over	128	31
Total	408	100
Gender	n	%
Male	246	60
Female	162	40
Total	408	100
How often drive	n	%
Daily	362	89%
Weekly	36	9
Fortnightly	2	0%
Monthly	3	1
Less than once a month	5	1
Total	408	100

Current level of employment	n	%
Full-time employed	169	41
Part-time/casual employed	78	19
Stay at home mum/dad	36	9
Self-employed	28	7
Looking for work	16	4
Retired	37	9
Semi-retired	4	1
Pensioner (including Disability Support)	15	4
Student	18	4
Other, specify	3	1
I'd prefer not to say	4	1
Total	408	100

	No infringements	1 infringement	2 infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=408)	27%	19%	13%	26%	10%	3%	1%

	Have not received any offences	1 offence	2 offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=408)	92%	4%	1%	1%	1%	0%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=408)	63%	22%	9%	6%	0%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	278	68
No	117	29
Don't know	13	3
Total	408	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=259 <sup>a</sup> )	10%	14%	8%	7%	19%	17%	25%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=187)	1%	27%	23%	26%	11%	5%	4%	1%	1%	1%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit, in the future? (0=extremely unlikely; 10=extremely likely) (n=408)	60%	17%	12%	7%	4%

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	150	49
No	147	48
Don't know	10	3
Total	307	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=138*)	25%	10%	7%	7%	8%	11%	33%

\*Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=88)	10%	16%	15%	14%	14%	11%	6%	1%	2%	11%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs, in the future? (0=extremely unlikely; 10=extremely likely) (n=408)	72%	8%	10%	5%	6%

How often do you engage in these driving behaviours? (0=never; 10=all the time) (n=408)					
	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit	22%	22%	29%	18%	10%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	59%	21%	13%	5%	3%
Talk on a mobile phone while driving	47%	20%	19%	10%	4%
Speed up to beat a red traffic light	24%	22%	29%	18%	7%
Drive too close to other drivers (ie tailgating)	46%	21%	23%	7%	3%

### Random breath testing: Alcohol

#### Visibility

Ever seen a 'booze bus' or mobile police car testing drivers for alcohol	n	%
Yes	392	96
No	13	3
Don't know	3	1
Total	408	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a 'booze bus' or mobile police car testing drivers for alcohol? (n=356*)	13%	20%	13%	11%	18%	16%	4%	4%	1%

\*Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a 'booze bus' or mobile police car testing drivers for alcohol in the past year? (n=299)	2%	18%	19%	18%	9%	10%	17%	2%	1%	1%	3%

## Enforcement

Ever been tested for driving under the influence of alcohol	n	%
Yes	338	83
No	70	17
Don't know	0	–
Total	408	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=291 <sup>a</sup> )	4%	8%	7%	8%	18%	20%	12%	12%	12%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'booze bus') in the past year? (n=179 <sup>a</sup> )	25%	39%	15%	8%	5%	3%	4%	1%	1%	1%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=178 <sup>a</sup> )	48%	27%	12%	6%	2%	1%	3%	1%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	16	9
3:00 am–5:59 am	3	2
6:00 am–8:59 am	5	3
9:00 am–11:59 am	15	8
Midday–2:59 pm	3	2
3:00 pm–5:59 pm	25	13
6:00 pm–8:59 pm	55	29
9:00 pm–11:59 pm	52	28
Can't recall/don't know	13	7
Total	187	100
Day of the week tested	n	%
Monday	4	2
Tuesday	9	5
Wednesday	17	9
Thursday	19	10
Friday	26	14
Saturday	45	24
Sunday	20	11
Can't recall/don't know	47	25
Total	187	100
Location where tested	n	%
City streets	34	18
Suburban streets	91	49
Freeway/highway	37	20
Rural streets	21	11
Can't recall/don't know	4	2
Total	187	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	336	82
No	59	14
Don't recall/don't know	13	3
Total	408	100

## Credibility

Ever been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	58	17
No	279	83
Don't know	1	0
Total	338	100
Ever been caught but 'let off' for drink driving	n	%
Yes	39	12
No	297	88
Don't know	2	1
Total	338	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=54 <sup>a</sup> )	9%	7%	6%	6%	9%	63%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=38 <sup>a</sup> )	3%	13%	3%	3%	6%	71%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	278	83
No	57	17
Don't know	1	0
Total	336	100
Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	92	27
No	233	69
Don't know	11	3
Total	336	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=408)	3%	6%	30%	38%	23%



## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=408)	10%	20%	36%	23%	11%

## Publicity

Ever seen or heard ads or media about testing for alcohol	n	%
Yes	318	78
No	68	17
Don't know	22	5
Total	408	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=318 <sup>a</sup> )	21%	24%	10%	8%	21%	11%	4%

a: Excludes missing data/'Don't know' responses

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=306)	5%	16%	13%	12%	13%	8%	13%	5%	8%	7%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=114)	13%	38%	12%	14%	11%	2%	5%	4%	2%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=408)	8%	16%	37%	27%	13%
Danger rating of driving under the influence of the following BAC levels (0=not dangerous at all; 10=extremely dangerous) (n=408)					
	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	82%	8%	7%	1%	2%
0.02% BAC	53%	23%	16%	3%	6%
0.04% BAC	22%	33%	29%	6%	10%
0.05% BAC	13%	21%	36%	13%	18%
0.06% BAC	7%	12%	32%	20%	29%
0.08% BAC	3%	6%	21%	22%	48%
0.10% BAC	0%	4%	10%	18%	68%
Greater than 0.10% BAC	0%	0%	7%	7%	86%

## Random drug testing: Drugs other than alcohol

### Visibility

Ever seen a 'drug bus' or mobile police car, testing drivers for drugs	n	%
Yes	74	18
No	306	75
Don't know	28	7
Total	408	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a 'drug bus' or mobile police car testing drivers for drugs? (n=65 <sup>a</sup> )	9%	8%	15%	11%	23%	20%	14%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'drug bus' or police testing drivers for drugs in the past year? (n=49 <sup>a</sup> )	6%	39%	22%	24%	6%	2%

a: Excludes missing data/'Don't know' responses

### Enforcement

Ever been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	13	3
No	391	96
Don't know	4	1
Total	408	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=12 <sup>a</sup> )	17%	0%	8%	17%	17%	25%	17%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug bus only) in the past year? (n=10 <sup>a</sup> )	0%	60%	10%	30%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=10 <sup>a</sup> )	70%	0%	20%	10%	0%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	0	–
3:00 am–5:59 am	0	–
6:00 am–8:59 am	0	–
9:00 am–11:59 am	1	10
Midday–2:59 pm	2	20
3:00 pm–5:59 pm	1	10
6:00 pm–8:59 pm	1	10
9:00 pm–11:59 pm	5	50
Can't recall/don't know	0	–
Total	10	100
Day of the week tested	n	%
Monday	2	20
Tuesday	1	10
Wednesday	1	10
Thursday	0	–
Friday	2	20
Saturday	2	20
Sunday	0	–
Can't recall/don't know	2	20
Total	10	100
Location where tested	n	%
City streets	2	20
Suburban streets	4	40
Freeway/highway	4	40
Rural streets	0	–
Can't recall/don't know	0	–
Total	10	100

Know anyone who has been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	60	15
No	337	83
Don't know	11	3
Total	408	100

## Credibility

Ever been caught and penalised (fine or loss of licence) for drug driving	n	%
Yes	0	–
No	13	100
Don't know	0	–
Total	13	100
Ever been caught but 'let off' for drug driving	n	%
Yes	1	8
No	12	92
Don't know	0	–
Total	13	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught but 'let off' for drug driving (n=1)	—	—	100%	—	—	—	—

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	15	25
No	40	67
Don't know	5	8
Total	60	100
Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	5	8
No	53	88
Don't know	2	3
Total	60	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=408)	8%	12%	48%	21%	12%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=408)	13%	11%	38%	17%	20%

## Publicity

Ever seen or heard any media	n	%
Yes	90	22
No	241	59
Don't recall/don't know	77	19
Total	408	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=90)	6%	18%	8%	18%	27%	16%	9%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=82)	5%	18%	21%	28%	21%	5%	0%	0%	2%	0%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=21)	24%	33%	19%	19%	5%	0%	0%	0%	0%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=408)	36%	22%	30%	7%	5%
How dangerous do you believe it is to drive under the influence of the following drugs? (0=not dangerous at all; 10=extremely dangerous) (n=408)	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	9%	13%	24%	16%	39%
Methamphetamines (ice, powder, base and crystal)	2%	6%	12%	14%	66%
Cocaine	2%	5%	13%	16%	63%
Ecstasy	1%	4%	11%	19%	65%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	0%	0%	6%	10%	83%
Ketamine (Special K)	0%	0%	9%	14%	75%
Heroin	0%	0%	6%	12%	81%
GHB-type substance (GHB, GBL, 1,4b)	1%	1%	8%	14%	77%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	7%	8%	18%	19%	48%
Benzodiazepines (valium, serapax, temazepam, benzos)	2%	4%	16%	21%	56%
Analgesics (morphine, codeine)	5%	9%	16%	20%	51%

## Enforcement: Avoidance strategies

### Personal experience with avoidance strategies

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	62	15
No	331	81
Don't know	15	4
Total	408	100

In what way have you avoided or escape being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	43	69
Receiving a call from a friend about police testing ahead	24	39
Making a U-turn on the road when seeing a police testing site ahead	18	29
Consuming a substance or food to disguise the alcohol/drug content in your mouth	14	23
Listening to radio to find out where the police are testing	14	23
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	11	18
Waved through by police/luck	8	13
Having someone drive ahead of you to check whether police are testing drivers	7	11
Swapping drivers before reaching the police testing site ahead	7	11
Other, specify briefly	4	6
Total	62	100

### Others' experiences with avoidance strategies

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	105	26
No	279	68
Don't know	24	6
Total	408	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	79	75
Making a U-turn on the road when seeing a police testing site ahead	56	53
Receiving a call from a friend about police testing ahead	52	50
Consuming a substance or food to disguise the alcohol/drug content in your mouth	33	31
Swapping drivers before reaching the police testing site ahead	33	31
Having someone drive ahead of you to check whether police are testing drivers	27	26
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	20	19
Listening to radio to find out where the police are testing	17	16
Other, specify briefly	11	10
Total	105	100

## South Australia

### Driver profile

Age	n	%
18–25 years	76	21
26–45 years	169	46
46 years and over	123	33
Total	368	100
Gender	n	%
Male	235	64
Female	133	36
Total	368	100
How often drive	n	%
Daily	321	87
Weekly	38	10
Fortnightly	4	1
Monthly	1	0
Less than once a month	4	1
Total	368	100

Current level of employment	n	%
Full-time employed	134	36
Part-time/casual employed	61	17
Stay at home mum/dad	27	7
Self-employed	19	5
Looking for work	25	7
Retired	31	8
Semi-retired	7	2
Pensioner (including Disability Support)	35	10
Student	23	6
Other, specify	4	1
I'd prefer not to say	2	1
Total	368	100

	No infringements	1 infringement	2 infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=368)	35%	22%	17%	18%	5%	1%	1%

	Have not received any offences	1 offence	2 offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=368)	96%	3%	0%	1%	0%	1%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=368)	65%	24%	7%	2%	1%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	216	59
No	142	39
Don't know	10	3
Total	368	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=194 <sup>a</sup> )	8%	14%	8%	6%	16%	14%	34%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=122)	2%	24%	26%	33%	7%	2%	2%	0%	0%	3%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit, in the future? (0=extremely unlikely; 10=extremely likely) (n=368)	68%	14%	11%	5%	2%

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	111	42
No	151	57
Don't know	3	1
Total	265	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=100 <sup>a</sup> )	25%	12%	7%	6%	10%	13%	27%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=66)	9%	18%	14%	27%	11%	3%	8%	0%	2%	9%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs, in the future? (0=extremely unlikely; 10=extremely likely) (n=368)	77%	7%	7%	4%	5%

How often do you engage in these driving behaviours? (0=never; 10=all the time) (n=368)	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit	39%	19%	25%	13%	4%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	61%	18%	16%	4%	1%
Talk on a mobile phone while driving	55%	17%	17%	8%	2%
Speed up to beat a red traffic light	36%	20%	28%	12%	5%
Drive too close to other drivers (ie tailgating)	49%	24%	18%	7%	1%



## Random breath testing: Alcohol

### Visibility

Seen a 'booze bus' or mobile police car testing drivers for alcohol	n	%
Yes	343	93
No	25	7
Don't know	0	–
Total	368	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a 'booze bus' or mobile police car testing drivers for alcohol? (n=308 <sup>a</sup> )	24%	24%	10%	12%	14%	12%	4%	1%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a 'booze bus' or mobile police car testing drivers for alcohol in the past year? (n=251)	0%	14%	15%	16%	11%	10%	23%	6%	1%	4%	1%

### Enforcement

Been tested for driving under the influence of alcohol	n	%
Yes	301	82
No	65	18
Don't know	2	1
Total	368	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=257 <sup>a</sup> )	5%	7%	6%	7%	14%	23%	11%	12%	15%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'booze bus') in the past year? (n=157 <sup>a</sup> )	10%	42%	18%	13%	7%	3%	4%	0%	1%	0%	1%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=155 <sup>a</sup> )	58%	22%	12%	4%	3%	0%	1%	1%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	12	7
3:00 am–5:59 am	4	2
6:00 am–8:59 am	6	4
9:00 am–11:59 am	11	7
Midday–2:59 pm	18	11
3:00 pm–5:59 pm	25	16
6:00 pm–8:59 pm	39	24
9:00 pm–11:59 pm	32	20
Can't recall/don't know	14	9
Total	161	100
Day of the week tested	n	%
Monday	6	4
Tuesday	10	6
Wednesday	9	6
Thursday	13	8
Friday	24	15
Saturday	44	27
Sunday	15	9
Can't recall/don't know	40	25
Total	161	100
Location where tested	n	%
City streets	21	13
Suburban streets	93	58
Freeway/highway	17	11
Rural streets	30	1
Can't recall/don't know	0	0
Total	161	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	305	83
No	46	13
Don't recall/don't know	17	5
Total	368	100

### Credibility

Ever been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	50	17
No	251	83
Don't know	0	0
Total	301	100
Ever been caught but 'let off' for drink driving	n	%
Yes	14	5
No	284	94
Don't know	3	1
Total	301	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=42 <sup>a</sup> )	5%	5%	2%	12%	12%	64%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=12 <sup>a</sup> )	8%	8%	0%	8%	8%	67%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	237	78
No	64	21
Don't know	4	1
Total	305	100
Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	63	21
No	234	77
Don't know	8	3
Total	305	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=368)	4%	6%	25%	39%	26%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=368)	13%	22%	33%	19%	13%

## Publicity

Seen or heard ads or media about testing for alcohol	n	%
Yes	293	80
No	54	15
Don't know	21	6
Total	368	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=293 <sup>a</sup> )	25%	22%	15%	8%	17%	9%	4%

a: Excludes missing data/'Don't know' responses

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=282)	2%	21%	15%	14%	14%	7%	9%	3%	6%	9%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=137)	8%	42%	11%	10%	9%	3%	9%	3%	3%	1%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=368)	9%	17%	39%	24%	11%

Danger rating of driving under the influence of the following BAC levels (0=not dangerous at all; 10=extremely dangerous) (n=368)					
	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	80%	8%	10%	0%	2%
0.02% BAC	54%	17%	21%	2%	6%
0.04% BAC	30%	26%	27%	8%	10%
0.05% BAC	16%	21%	30%	13%	20%
0.06% BAC	8%	11%	32%	18%	31%
0.08% BAC	4%	6%	23%	24%	43%
0.10% BAC	1%	2%	10%	20%	67%
Greater than 0.10% BAC	1%	1%	2%	8%	89%

### Random drug testing: Drugs other than alcohol

#### Visibility

Ever seen a 'drug bus' or mobile police car, testing drivers for drugs	n	%
Yes	139	38
No	204	55
Don't know	25	7
Total	368	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a 'drug bus' or mobile police car testing drivers for drugs? (n=121 <sup>a</sup> )	18%	9%	12%	12%	29%	15%	4%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'drug bus' or police testing drivers for drugs in the past year? (n=107)	4%	35%	22%	30%	7%	2%

#### Enforcement

Ever been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	42	11
No	320	87
Don't know	6	2
Total	368	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=40 <sup>a</sup> )	5%	8%	15%	3%	33%	20%	18%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug bus only) in the past year? (n=32 <sup>a</sup> )	9%	56%	16%	13%	6%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=31 <sup>a</sup> )	58%	29%	3%	10%	0%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year			
Time of the day tested	n	%	
Midnight–2:59 am	3	9	
3:00 am–5:59 am	0		
6:00 am–8:59 am	1	3	
9:00 am–11:59 am	5	15	
Midday–2:59 pm	6	18	
3:00 pm–5:59 pm	4	12	
6:00 pm–8:59 pm	4	12	
9:00 pm–11:59 pm	5	15	
Can't recall/don't know	5	15	
Total	33	100	
Day of the week tested	n	%	
Monday	1	3	
Tuesday	4	12	
Wednesday	1	3	
Thursday	3	9	
Friday	5	15	
Saturday	6	18	
Sunday	2	6	
Can't recall/don't know	11	33	
Total	33	100	
Location where tested	n	%	
City streets	4	12	
Suburban streets	21	64	
Freeway/highway	7	21	
Rural streets	1	3	
Can't recall/don't know	0	0	
Total	33	100	

Know anyone who has been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	95	26
No	262	71
Don't know	11	3
Total	368	100

## Credibility

Ever been caught and penalised (fine or loss of licence) for drug driving	n	%
Yes	4	10
No	38	90
Don't know	0	0
Total	42	100
Ever been caught but 'let off' for drug driving	n	%
Yes	3	7
No	39	93
Don't know	0	0
Total	42	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of licence) for drug driving (n=4)	0%	0%	50%	0%	0%	50%	0%

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught but 'let off' for drug driving (n=3)	33%	33%	0%	0%	0%	0%	33%

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	27	28
No	66	69
Don't know	2	2
Total	95	100
Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	15	16
No	78	82
Don't know	2	2
Total	95	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=368)	8%	8%	37%	35%	13%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=368)	14%	17%	30%	23%	16%

## Publicity

Seen or heard any media	n	%
Yes	174	47
No	125	34
Don't recall/don't know	69	19
Total	368	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=174 <sup>a</sup> )	21%	26%	16%	13%	16%	6%	3%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=169)	4%	8%	12%	26%	22%	10%	6%	1%	4%	5%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=81)	17%	17%	17%	27%	9%	7%	4%	0%	1%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=368)	29%	22%	29%	12%	8%
How dangerous do you believe it is to drive under the influence of the following drugs? (0=not dangerous at all; 10=extremely dangerous) (n=368)	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	9%	12%	21%	17%	42%
Methamphetamines (ice, powder, base and crystal)	2%	4%	9%	14%	71%
Cocaine	2%	3%	9%	15%	71%
Ecstasy	1%	2%	10%	11%	77%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	1%	0%	4%	10%	86%
Ketamine (Special K)	1%	1%	7%	13%	78%
Heroin	1%	0%	4%	13%	83%
GHB-type substance (GHB, GBL, 1,4b)	0%	1%	5%	11%	82%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	3%	5%	17%	21%	54%
Benzodiazepines (valium, serapax, temazepam, benzos)	2%	3%	19%	20%	57%
Analgesics (morphine, codeine)	4%	4%	18%	21%	53%



## Enforcement: Avoidance strategies

### Personal experience with avoidance strategies

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	46	13
No	309	84
Don't know	13	4
Total	368	100

In what way have you avoided or escape being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	37	80
Making a U-turn on the road when seeing a police testing site ahead	20	43
Receiving a call from a friend about police testing ahead	19	41
Having someone drive ahead of you to check whether police are testing drivers	9	20
Consuming a substance or food to disguise the alcohol/drug content in your mouth	8	17
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	8	17
Swapping drivers before reaching the police testing site ahead	6	13
Listening to radio to find out where the police are testing	6	13
Waved through by police/luck	3	7
Other, specify briefly	1	2
Total	46	100

### Others' experiences with avoidance strategies

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	104	28
No	242	66
Don't know	22	6
Total	368	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	84	81
Receiving a call from a friend about police testing ahead	60	58
Making a U-turn on the road when seeing a police testing site ahead	46	44
Consuming a substance or food to disguise the alcohol/drug content in your mouth	33	32
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	27	26
Listening to radio to find out where the police are testing	25	24
Swapping drivers before reaching the police testing site ahead	23	22
Having someone drive ahead of you to check whether police are testing drivers	21	20
Other, specify briefly	9	9
Total	104	100

## Northern Territory

### Driver profile

Age	n	%
18–25 years	7	7
26–45 years	41	39
46 years and over	57	54
Total	105	100
Gender	n	%
Male	46	44
Female	59	56
Total	105	100
How often drive	n	%
Daily	97	92
Weekly	5	5
Fortnightly	0	0
Monthly	1	1
Less than once a month	2	2
Total	105	100

Current level of employment	n	%					
Full-time employed	58	55					
Part-time/casual employed	13	12					
Stay at home mum/dad	8	8					
Self-employed	11	10					
Looking for work	0	0					
Retired	11	10					
Semi-retired	1	1					
Pensioner (including Disability Support)	0	0					
Student	1	1					
Other, specify	1	1					
I'd prefer not to say	1	1					
Total	105	100					
	No infringements	One infringement	Two infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=105)	38%	22%	15%	15%	8%	1%	1%

	Have not received any offences	One offence	Two offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=105)	95%	4%	0%	0%	0%	1%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=105)	70%	21%	5%	3%	2%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	74	70
No	28	27
Don't know	3	3
Total	105	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=69 <sup>a</sup> )	9%	10%	7%	6%	23%	16%	29%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=42)	0%	26%	33%	19%	7%	7%	2%	0%	2%	2%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit, in the future? (0=extremely unlikely; 10=extremely likely) (n=105)	74%	11%	8%	1%	6%

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	32	59
No	22	41
Don't know	0	–
Total	54	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=30 <sup>a</sup> )	20%	10%	7%	7%	3%	13%	40%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=16)	6%	13%	13%	31%	6%	19%	6%	0%	0%	6%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs, in the future? (0=extremely unlikely; 10=extremely likely) (n=105)	81%	6%	7%	3%	4%

How often do you engage in these driving behaviours? (0=never; 10=all the time) (n=105)					
	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit	43%	12%	30%	14%	1%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	67%	20%	11%	1%	1%
Talk on a mobile phone while driving	52%	22%	12%	10%	4%
Speed up to beat a red traffic light	47%	14%	25%	11%	3%
Drive too close to other drivers (ie tailgating)	69%	10%	15%	5%	1%

### Random breath testing: Alcohol

#### Visibility

Seen a 'booze bus' or mobile police car testing drivers for alcohol	n	%
Yes	95	90
No	9	9
Don't know	1	1
Total	105	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a 'booze bus' or mobile police car testing drivers for alcohol? (n=88 <sup>a</sup> )	27%	23%	11%	7%	16%	8%	5%	1%	2%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a 'booze bus' or mobile police car testing drivers for alcohol in the past year? (n=73)	1%	16%	15%	16%	18%	7%	15%	5%	4%	0%	1%

## Enforcement

Ever been tested for driving under the influence of alcohol	n	%
Yes	67	64
No	38	36
Don't know	0	0
Total	105	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=61 <sup>a</sup> )	11%	8%	5%	7%	15%	23%	11%	5%	15%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'booze bus') in the past year? (n=41 <sup>a</sup> )	7%	39%	24%	15%	2%	2%	10%	0%	0%	0%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=40 <sup>a</sup> )	63%	23%	5%	3%	3%	0%	5%	0%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	3	7
3:00 am–5:59 am	2	5
6:00 am–8:59 am	0	0
9:00 am–11:59 am	2	5
Midday–2:59 pm	1	2
3:00 pm–5:59 pm	9	21
6:00 pm–8:59 pm	14	33
9:00 pm–11:59 pm	8	19
Can't recall/don't know	3	7
Total	42	100

Day of the week tested	n	%
Monday	0	0
Tuesday	3	7
Wednesday	4	10
Thursday	4	10
Friday	7	17
Saturday	7	17
Sunday	1	2
Can't recall/don't know	16	38
Total	42	100
Location where tested	n	%
City streets	8	19
Suburban streets	20	48
Freeway/highway	9	21
Rural streets	4	10
Can't recall/don't know	1	2
Total	42	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	79	75
No	19	18
Don't recall/don't know	7	7
Total	105	100

### Credibility

Ever been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	9	13
No	58	87
Don't know	0	0
Total	67	100
Ever been caught but 'let off' for drink driving	n	%
Yes	6	9
No	61	91
Don't know	0	0
Total	67	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=7 <sup>a</sup> )	14%	0%	0%	29%	0%	57%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=5 <sup>a</sup> )	0%	0%	0%	60%	0%	40%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	66	84
No	13	16
Don't know	0	0
Total	79	100
Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	21	27
No	51	65
Don't know	7	9
Total	79	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=105)	1%	4%	21%	44%	30%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=105)	11%	19%	33%	21%	15%

## Publicity

Ever seen or heard ads or media about testing for alcohol	n	%
Yes	85	81
No	12	11
Don't know	8	8
Total	105	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=85)	41%	24%	7%	7%	7%	13%	1%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=84)	2%	19%	11%	23%	8%	10%	8%	4%	10%	6%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=55 <sup>a</sup> )	4%	35%	18%	11%	16%	5%	7%	0%	4%	0%

a: Excludes missing data/'Don't know' responses

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=105)	11%	15%	26%	32%	15%
Danger rating of driving under the influence of the following BAC levels (0=not dangerous at all; 10=extremely dangerous) (n=105)	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	91%	6%	3%	0%	0%
0.02% BAC	52%	28%	12%	2%	6%
0.04% BAC	30%	21%	29%	7%	13%
0.05% BAC	18%	15%	30%	14%	23%
0.06% BAC	8%	13%	27%	20%	32%
0.08% BAC	5%	7%	22%	23%	44%
0.10% BAC	3%	1%	10%	18%	68%
Greater than 0.10% BAC	3%	0%	0%	8%	90%

## Random drug testing: Drugs other than alcohol

### Visibility

Ever seen a 'drug bus' or mobile police car, testing drivers for drugs	n	%
Yes	10	10
No	86	82
Don't know	9	9
Total	105	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a 'drug bus' or mobile police car testing drivers for drugs? (n=7 <sup>a</sup> )	29%	14%	14%	0%	29%	14%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'drug bus' or police testing drivers for drugs in the past year? (n=7 <sup>a</sup> )	14%	29%	14%	0%	14%	29%

a: Excludes missing data/'Don't know' responses



## Enforcement

Ever been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	2	2
No	102	97
Don't know	1	1
Total	105	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=2)	50%	0%	0%	0%	0%	0%	50%

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug Bus only) in the past year? (n=2)	0%	0%	0%	100%	0%

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=2)	100%	0%	0%	0%	0%

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	0	–
3:00 am–5:59 am	0	–
6:00 am–8:59 am	0	–
9:00 am–11:59 am	0	–
Midday–2:59 pm	0	–
3:00 pm–5:59 pm	0	–
6:00 pm–8:59 pm	0	–
9:00 pm–11:59 pm	0	–
Can't recall/don't know	1	100
Total	1	100
Day of the week tested	n	%
Monday	0	–
Tuesday	0	–
Wednesday	0	–
Thursday	0	–
Friday	0	–
Saturday	0	–
Sunday	0	–
Can't recall/don't know	1	100
Total	1	100

Location where tested	n	%
City streets	0	—
Suburban streets	0	—
Freeway/highway	0	—
Rural streets	0	—
Can't recall/don't know	1	100
Total	1	100

Know anyone who has been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	3	3
No	95	90
Don't know	7	7
Total	105	100

### Credibility

Ever been caught and penalised (fine or loss of licence) for drug driving	n	%
Yes	0	0
No	2	100
Don't know	0	0
Total	2	100

Ever been caught but 'let off' for drug driving	n	%
Yes	0	0
No	2	100
Don't know	0	0
Total	2	100

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	1	33
No	2	67
Don't know	0	0
Total	3	100

Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	0	0
No	3	100
Don't know	0	0
Total	3	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=105)	10%	8%	45%	19%	18%

### Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=105)	22%	7%	33%	14%	24%

## Publicity

Ever seen or heard any media	n	%
Yes	12	11
No	75	71
Don't recall/don't know	18	17
Total	105	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=12)	17%	8%	17%	8%	25%	25%	0%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=12)	0%	33%	8%	33%	8%	0%	8%	0%	0%	8%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=3)	33%	0%	33%	0%	0%	33%	0%	0%	0%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=105)	50%	19%	23%	5%	4%
How dangerous do you believe it is to drive under the influence of the following drugs? (0=not dangerous at all; 10=extremely dangerous) (n=105)					
	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	10%	10%	23%	14%	43%
Methamphetamines (ice, powder, base and crystal)	5%	3%	8%	13%	71%
Cocaine	5%	4%	11%	10%	70%
Ecstasy	5%	3%	9%	10%	73%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	4%	1%	2%	2%	91%
Ketamine (Special K)	3%	1%	10%	6%	80%
Heroin	3%	1%	6%	7%	84%
GHB-type substance (GHB, GBL, 1,4b)	4%	1%	7%	10%	79%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	6%	3%	18%	21%	52%
Benzodiazepines (valium, serapax, temazepam, benzos)	7%	2%	15%	14%	62%
Analgesics (morphine, codeine)	6%	5%	16%	20%	53%

### Enforcement: Avoidance strategies

#### Personal experience with avoidance strategies

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	18	17
No	80	76
Don't know	7	7
Total	105	100

In what way have you avoided or escape being tested for alcohol or drugs by police?	n	%
Receiving a call from a friend about police testing ahead	6	33
Using backstreets to avoid testing by police	14	78
Consuming a substance or food to disguise the alcohol/drug content in your mouth	2	11
Having someone drive ahead of you to check whether police are testing drivers	1	6
Swapping drivers before reaching the police testing site ahead	1	6
Making a U-turn on the road when seeing a police testing site ahead	1	6
Listening to radio to find out where the police are testing	1	6
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	8	44
Other, specify briefly	1	6
Waved through by police/luck	1	6
Total	18	100

#### Others' experiences with avoidance strategies

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	30	29
No	63	60
Don't know	12	11
Total	105	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	28	93
Receiving a call from a friend about police testing ahead	18	60
Making a U-turn on the road when seeing a police testing site ahead	10	33
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	7	23
Swapping drivers before reaching the police testing site ahead	5	17
Consuming a substance or food to disguise the alcohol/drug content in your mouth	4	13
Having someone drive ahead of you to check whether police are testing drivers	4	13
Listening to radio to find out where the police are testing	3	10
Other, specify briefly	1	3
Total	30	100

## Tasmania

### Driver profile

Age	n	%
18–25 years	25	12
26–45 years	85	41
46 years and over	98	47
Total	208	100
Gender	n	%
Male	115	55
Female	93	45
Total	208	100
How often drive	n	%
Daily	180	87
Weekly	22	11
Fortnightly	2	1
Monthly	0	0
Less than once a month	4	2
Total	208	100

Current level of employment	n	%					
Full-time employed	74	36					
Part-time/Casual employed	34	16					
Stay at home mum/dad	16	8					
Self-employed	15	7					
Looking for work	4	2					
Retired	26	13					
Semi-retired	2	1					
Pensioner (including Disability Support)	19	9					
Student	9	4					
Other, specify	7	3					
I'd prefer not to say	2	1					
Total	208	100					
	No infringements	1 infringement	2 infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=208)	38%	24%	13%	19%	3%	2%	0%

	Have not received any offences	1 offence	2 offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=208)	91%	5%	1%	1%	1%	0%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=208)	75%	14%	9%	1%	0%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	114	55
No	88	42
Don't know	6	3
Total	208	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=99 <sup>a</sup> )	6%	10%	2%	11%	9%	13%	48%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=46)	0%	43%	17%	22%	9%	7%	2%	0%	0%	0%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit, in the future? (0=extremely unlikely; 10=extremely likely) (n=208)	82%	11%	6%	1%	1%

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	58	46
No	61	49
Don't know	6	5
Total	125	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=50 <sup>a</sup> )	30%	4%	4%	0%	6%	6%	50%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=19 <sup>a</sup> )	5%	0%	21%	32%	0%	16%	5%	0%	11%	11%

a: Excludes missing data/'Don't know' responses

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs, in the future? (0=extremely unlikely; 10=extremely likely) (n=208)	82%	5%	6%	1%	5%

How often do you engage in these driving behaviours? (0=never; 10=all the time) (n=208)					
	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit	43%	21%	22%	12%	3%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	73%	17%	8%	2%	0%
Talk on a mobile phone while driving	69%	16%	9%	5%	1%
Speed up to beat a red traffic light	39%	21%	29%	8%	3%
Drive too close to other drivers (ie tailgating)	63%	21%	14%	2%	0%

### Random breath testing: Alcohol

#### Visibility

Seen a 'booze bus' or mobile police car testing drivers for alcohol	n	%
Yes	192	92
No	16	8
Don't know	0	0
Total	208	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a 'booze bus' or mobile police car testing drivers for alcohol? (n=164 <sup>a</sup> )	11%	20%	13%	9%	21%	13%	4%	1%	9%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a 'booze bus' or mobile police car testing drivers for alcohol in the past year? (n=120)	0%	23%	21%	18%	11%	11%	12%	2%	2%	0%	1%

## Enforcement

Been tested for driving under the influence of alcohol	n	%
Yes	156	75
No	52	25
Don't know	0	—
Total	208	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=122 <sup>a</sup> )	7%	3%	7%	3%	20%	15%	11%	5%	29%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'booze bus') in the past year? (n=66 <sup>a</sup> )	8%	44%	23%	8%	8%	3%	5%	0%	2%	2%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=64a)	56%	27%	6%	5%	2%	3%	2%	0%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	3	4
3:00 am–5:59 am	0	—
6:00 am–8:59 am	2	3
9:00 am–11:59 am	2	3
Midday–2:59 pm	3	4
3:00 pm–5:59 pm	11	16
6:00 pm–8:59 pm	20	29
9:00 pm–11:59 pm	23	34
Can't recall/don't know	4	6
Total	68	100



Day of the week tested	n	%
Monday	1	1
Tuesday	3	4
Wednesday	2	3
Thursday	3	4
Friday	14	21
Saturday	25	37
Sunday	4	6
Can't recall/don't know	16	24
Total	68	100
Location where tested	n	%
City streets	14	21
Suburban streets	28	41
Freeway/highway	20	29
Rural streets	6	9
Can't recall/don't know	0	–
Total	68	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	174	84
No	22	11
Don't recall/don't know	12	6
Total	208	100

### Credibility

Ever been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	31	20
No	125	80
Don't know	0	0
Total	156	100
Ever been caught but 'let off' for drink driving	n	%
Yes	14	9
No	142	91
Don't know	0	0
Total	156	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=29 <sup>a</sup> )	7%	3%	0%	0%	10%	79%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=10 <sup>a</sup> )	10%	0%	10%	10%	10%	60%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	152	87
No	19	11
Don't know	3	2
Total	174	100
Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	24	14
No	138	79
Don't know	12	7
Total	174	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=208)	3%	4%	25%	45%	23%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=208)	13%	18%	40%	20%	10%

## Publicity

Seen or heard ads or media about testing for alcohol	n	%
Yes	181	87
No	21	10
Don't know	6	3
Total	208	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=181)	34%	29%	14%	5%	9%	7%	2%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=178)	2%	9%	13%	16%	16%	11%	13%	5%	9%	5%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=114)	6%	30%	18%	21%	12%	4%	5%	3%	2%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=208)	10%	17%	38%	20%	15%
Danger rating of driving under the influence of the following BAC levels (0=not dangerous at all; 10=extremely dangerous) (n=208)	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	82%	9%	7%	1%	1%
0.02% BAC	46%	30%	14%	4%	7%
0.04% BAC	19%	24%	35%	10%	12%
0.05% BAC	13%	14%	31%	18%	24%
0.06% BAC	7%	8%	26%	20%	39%
0.08% BAC	2%	5%	13%	24%	56%
0.10% BAC	0%	1%	9%	11%	78%
Greater than 0.10% BAC	0%	0%	2%	5%	92%

## Random drug testing: Drugs other than alcohol

### Visibility

Ever seen a 'drug bus' or mobile police car, testing drivers for drugs	n	%
Yes	42	20
No	142	68
Don't know	24	12
Total	208	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a 'drug bus' or mobile police car testing drivers for drugs? (n=32 <sup>a</sup> )	0%	34%	6%	0%	28%	13%	19%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'drug bus' or police testing drivers for drugs in the past year? (n=23 <sup>a</sup> )	0%	35%	26%	26%	9%	4%

a: Excludes missing data/'Don't know' responses

## Enforcement

Ever been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	3	1
No	203	98
Don't know	2	1
Total	208	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=3)	0%	0%	67%	0%	33%	0%	0%

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug Bus only) in the past year? (n=2 <sup>a</sup> )	0%	100%	0%	0%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=2 <sup>a</sup> )	50%	50%	0%	0%	0%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	1	33
3:00 am–5:59 am	0	0
6:00 am–8:59 am	0	0
9:00 am–11:59 am	1	33
Midday–2:59 pm	0	0
3:00 pm–5:59 pm	0	0
6:00 pm–8:59 pm	0	0
9:00 pm–11:59 pm	1	33
Can't recall/don't know	0	0
Total	3	100
Day of the week tested	n	%
Monday	0	–
Tuesday	0	–
Wednesday	1	33
Thursday	0	–
Friday	2	67
Saturday	0	–
Sunday	0	–
Can't recall/don't know	0	–
Total	3	100

Location where tested	n	%
City streets	0	–
Suburban streets	0	–
Freeway/highway	1	33
Rural streets	2	67
Can't recall/don't know	0	–
Total	3	100

Know anyone who has been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	33	16
No	161	77
Don't know	14	7
Total	208	100

### Credibility

Ever been caught and penalised (fine or loss of licence) for drug driving	n	%
Yes	0	0
No	3	100
Don't know	0	0
Total	3	100

Ever been caught but 'let off' for drug driving	n	%
Yes	0	0
No	3	100
Don't know	0	0
Total	3	100

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	12	36
No	21	64
Don't know	0	0
Total	33	100

Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	3	9
No	30	91
Don't know	0	0
Total	33	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=208)	4%	13%	43%	28%	13%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=208)	16%	16%	38%	13%	16%

## Publicity

Ever seen or heard any media	n	%
Yes	74	36
No	86	41
Don't recall/don't know	48	23
Total	208	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=74)	20%	16%	7%	8%	20%	22%	7%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=69)	7%	12%	17%	26%	16%	14%	4%	1%	0%	1%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=27)	7%	22%	19%	33%	11%	4%	4%	0%	0%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=208)	44%	20%	24%	5%	7%

How dangerous do you believe it is to drive under the influence of the following drugs?					
(0=not dangerous at all; 10=extremely dangerous) (n=208)	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	7%	12%	16%	15%	50%
Methamphetamines (ice, powder, base and crystal)	2%	0%	5%	9%	84%
Cocaine	2%	0%	8%	10%	79%
Ecstasy	1%	1%	4%	9%	84%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	1%	0%	1%	4%	93%
Ketamine (Special K)	1%	0%	6%	7%	86%
Heroin	2%	0%	4%	7%	87%
GHB-type substance (GHB, GBL, 1,4b)	1%	0%	2%	7%	90%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	3%	3%	23%	18%	53%
Benzodiazepines (valium, serapax, temazepam, benzos)	2%	4%	17%	17%	60%
Analgesics (morphine, codeine)	4%	9%	19%	15%	53%

### *Enforcement: Avoidance strategies*

#### Personal experience with avoidance strategies

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	27	13
No	176	85
Don't know	5	2
Total	208	100

In what way have you avoided or escape being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	19	70
Receiving a call from a friend about police testing ahead	10	37
Making a U-turn on the road when seeing a police testing site ahead	7	26
Having someone drive ahead of you to check whether police are testing drivers	5	19
Listening to radio to find out where the police are testing	5	19
Consuming a substance or food to disguise the alcohol/drug content in your mouth	4	15
Swapping drivers before reaching the police testing site ahead	4	15
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	4	15
Waved through by police/luck	1	4
Other, specify briefly	2	7
Total	27	100

#### Others' experiences with avoidance strategies

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	53	25
No	137	66
Don't know	18	9
Total	208	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	42	79
Receiving a call from a friend about police testing ahead	30	57
Making a U-turn on the road when seeing a police testing site ahead	24	45
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	15	28
Swapping drivers before reaching the police testing site ahead	12	23
Listening to radio to find out where the police are testing	10	19
Having someone drive ahead of you to check whether police are testing drivers	8	15
Consuming a substance or food to disguise the alcohol/drug content in your mouth	7	13
Other, specify briefly	3	6
Total	53	100

## Australian Capital Territory

### Driver profile

Age	n	%
18–25 years	32	18
26–45 years	74	42
46 years and over	71	40
Total	177	100
Gender	n	%
Male	86	49
Female	91	51
Total	177	100
How often drive	n	%
Daily	148	84
Weekly	25	14
Fortnightly	1	1
Monthly	0	0
Less than once a month	3	2
Total	177	100

Current level of employment	n	%
Full-time employed	87	49
Part-time/casual employed	20	11
Stay at home mum/dad	13	7
Self-employed	8	5
Looking for work	3	2
Retired	30	17
Semi-retired	1	1
Pensioner (including Disability Support)	5	3
Student	7	4
Other, specify	3	2
I'd prefer not to say	0	0
Total	177	100



	No infringements	1 infringement	2 infringements	3–5 infringements	6–10 infringements	11–20 infringements	21 or more infringements
How many traffic charges or infringements have you received in the last 10 years? (n=177)	44%	23%	13%	18%	1%	1%	0%

	Have not received any offences	1 offence	2 offences	3–5 offences	6–10 offences	11 or more offences
How many criminal offences have you been charged with in the last 10 years? (n=177)	96%	3%	1%	0%	0%	0%

	Have not had a collision	1 collision	2 collisions	3–5 collisions	6 or more collisions
How many traffic collisions have you been involved in (when you were the driver) in the last 5 years? (n=177)	64%	21%	11%	3%	0%

Have you ever driven when you believe you may have been over the legal alcohol limit?	n	%
Yes	104	59
No	73	41
Don't know	0	–
Total	177	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you drove when you may have been over the legal alcohol limit? (n=98 <sup>a</sup> )	11%	10%	10%	7%	8%	7%	46%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you driven when you may have been over the legal alcohol limit, in the past year? (n=49)	0%	29%	31%	22%	8%	6%	0%	0%	2%	2%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] above the legal alcohol limit, in the future? (0=extremely unlikely; 10=extremely likely) (n=177)	75%	13%	7%	3%	2%

Have you ever driven after taking drugs when you believe the effects of drugs had not completely worn off?	n	%
Yes	42	39
No	62	58
Don't know	3	3
Total	107	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you drove after taking drugs when you believe the effects had not completely worn off? (n=37 <sup>a</sup> )	14%	8%	3%	3%	16%	11%	46%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times within the last year have you driven after taking drugs when you believe the effects of drugs had not completely worn off? (n=18)	6%	39%	11%	11%	17%	0%	0%	0%	6%	11%

	0–1	2–3	4–6	7–8	9–10
How likely are you to drive in [state/territory] under the influence of drugs, in the future? (0=extremely unlikely; 10=extremely likely) (n=177)	88%	6%	3%	2%	1%

How often do you engage in these driving behaviours? (0=never; 10=all the time) (n=177)					
	0–1	2–3	4–6	7–8	9–10
Drive 10kmph or more over the speed limit)	29%	23%	24%	18%	5%
Perform illegal driving manoeuvres (ie run red light/illegal U-turn)	69%	20%	6%	4%	1%
Talk on a mobile phone while driving	58%	19%	17%	5%	1%
Speed up to beat a red traffic light	31%	25%	27%	14%	5%
Drive too close to other drivers (ie tailgating)	53%	23%	20%	3%	1%

### Random breath testing: Alcohol

#### Visibility

Ever seen a 'booze bus' or mobile police car testing drivers for alcohol	n	%
Yes	165	93
No	12	7
Don't know	0	0
Total	177	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you saw a 'booze bus' or mobile police car testing drivers for alcohol? (n=140 <sup>a</sup> )	18%	25%	11%	14%	17%	9%	3%	1%	2%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you seen a 'booze bus' or mobile police car testing drivers for alcohol in the past year? (n=118)	2%	16%	24%	15%	11%	13%	12%	2%	3%	2%	2%

## Enforcement

Ever been tested for driving under the influence of alcohol	n	%
Yes	135	76
No	42	24
Don't know	0	0
Total	177	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of alcohol? (n=111 <sup>a</sup> )	3%	6%	7%	5%	14%	20%	12%	11%	23%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	11–15 times	16–20 times	21–30 times	30 times or more
How many times have you been tested for alcohol by police that were set up on the side of the road (ie stationary 'booze bus') in the past year? (n=60 <sup>a</sup> )	12%	55%	15%	10%	3%	0%	5%	0%	0%	0%	0%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3 times	4 times	5 times	6–10 times	10 times or more
How many times have you been tested for alcohol, by a mobile police car (single police car pulled you over), in the past year? (n=59 <sup>a</sup> )	75%	19%	2%	2%	2%	0%	0%	2%

a: Excludes missing data/'Don't know' responses

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	2	3
3:00 am–5:59 am	0	0
6:00 am–8:59 am	4	7
9:00 am–11:59 am	2	3
Midday–2:59 pm	2	3
3:00 pm–5:59 pm	12	20
6:00 pm–8:59 pm	11	18
9:00 pm–11:59 pm	20	33
Can't recall/don't know	8	13
Total	61	100
Day of the week tested	n	%
Monday	2	3
Tuesday	2	3
Wednesday	1	2
Thursday	5	8
Friday	12	20
Saturday	14	23
Sunday	0	0
Can't recall/don't know	25	41
Total	61	100
Location where tested	n	%
City streets	17	28
Suburban streets	32	52
Freeway/highway	12	20
Rural streets	0	0
Can't recall/don't know	0	0
Total	61	100

Know someone who has been tested by police for driving under the influence of alcohol	n	%
Yes	144	81
No	26	15
Don't recall/don't know	7	4
Total	177	100

### Credibility

Ever been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	15	11
No	120	89
Don't know	0	0
Total	135	100

Ever been caught but 'let off' for drink driving	n	%
Yes	6	4
No	127	94
Don't know	2	1
Total	135	100

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drink driving? (n=13 <sup>a</sup> )	8%	0%	8%	0%	8%	77%

a: Excludes missing data/'Don't know' responses

	Less than 3 months	4–6 months	7–12 months	12–18 months	18–24 months	24 months or more
How many months ago was the most recent time you were caught and 'let off' for drink driving? (n=5 <sup>a</sup> )	0%	0%	0%	0%	20%	80%

a: Excludes missing data/'Don't know' responses

Know anyone who has been caught and penalised (fine or loss of license) for drink driving	n	%
Yes	98	68
No	45	31
Don't know	1	1
Total	144	100

Know anyone who has been caught but 'let off' for drink driving	n	%
Yes	26	18
No	112	78
Don't know	6	4
Total	144	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for alcohol (ie they give accurate alcohol readings) (0=extremely inaccurate; 10=extremely accurate) (n=177)	1%	2%	23%	50%	25%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police alcohol testing in Australia is random (0=not random at all; 10=completely random) (n=177)	10%	27%	38%	15%	11%

## Publicity

Ever seen or heard ads or media about testing for alcohol	n	%
Yes	120	68
No	43	24
Don't know	14	8
Total	177	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for alcohol? (n=120)	32%	24%	9%	8%	16%	8%	3%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past year? (n=116)	3%	18%	28%	13%	12%	5%	8%	4%	4%	3%

	Never	Once or twice	3–4 times	5–6 times	7–10 times	11–15 times	16–20 times	21–30 times	31–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for alcohol in the past month? (n=67)	10%	63%	13%	3%	3%	1%	6%	0%	0%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
Rating level of knowledge about the penalties associated with drink driving (eg fines, loss of license) (0=not at all knowledgeable; 10=extremely knowledgeable) (n=177)	10%	23%	38%	21%	8%
Danger rating of driving under the influence of the following BAC levels (0=not dangerous at all; 10=extremely dangerous) (n=177)					
	0–1	2–3	4–6	7–8	9–10
0.00% BAC (ie no alcohol)	79%	14%	6%	0%	1%
0.02% BAC	40%	30%	23%	3%	5%
0.04% BAC	21%	25%	33%	9%	11%
0.05% BAC	11%	19%	31%	19%	20%
0.06% BAC	5%	10%	32%	23%	31%
0.08% BAC	2%	5%	23%	23%	47%
0.10% BAC	0%	1%	10%	20%	69%
Greater than 0.10% BAC	0%	1%	2%	7%	90%

## Random drug testing: Drugs other than alcohol

### Visibility

Ever seen a 'drug bus' or mobile police car, testing drivers for drugs	n	%
Yes	14	8
No	142	80
Don't know	21	12
Total	177	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you saw a 'drug bus' or mobile police car testing drivers for drugs? (n=7 <sup>a</sup> )	43%	29%	0%	14%	0%	0%	14%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6–10 times	11 times or more
How many times have you seen a 'drug bus' or police testing drivers for drugs in the past year? (n=6)	0%	17%	17%	50%	17%	0%

## Enforcement

Have you been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	7	4
No	169	95
Don't know	1	1
Total	177	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were tested by police for driving under the influence of drugs? (n=5 <sup>a</sup> )	20%	0%	0%	0%	0%	0%	80%

a: Excludes missing data/'Don't know' responses

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs by police that were set up on the side of the road (ie stationary booze/drug bus only) in the past year? (n=1)	100%	0%	0%	0%	0%

	Never	Once	Twice	3–5 times	6 times or more
How many times have you been tested for drugs, by a mobile police car (single police car pulled you over), in the past year? (n=1)	100%	0%	0%	0%	0%

Thinking of the most recent time tested, in the past year		
Time of the day tested	n	%
Midnight–2:59 am	0	–
3:00 am–5:59 am	0	–
6:00 am–8:59 am	0	–
9:00 am–11:59 am	0	–
Midday–2:59 pm	0	–
3:00 pm–5:59 pm	0	–
6:00 pm–8:59 pm	0	–
9:00 pm–11:59 pm	0	–
Can't recall/don't know	1	100
Total	1	100
Day of the week tested	n	%
Monday	0	–
Tuesday	0	–
Wednesday	0	–
Thursday	0	–
Friday	0	–
Saturday	0	–
Sunday	0	–
Can't recall/don't know	1	100
Total	1	100
Location where tested	n	%
City streets	0	–
Suburban streets	0	–
Freeway/highway	0	–
Rural streets	0	–
Can't recall/don't know	1	100
Total	1	100

Know anyone who has been tested by a 'drug bus' or police testing drivers for drugs	n	%
Yes	10	6
No	159	90
Don't know	8	5
Total	177	100

### Credibility

Ever been caught and penalised (fine or loss of licence) for drug driving	n	%
Yes	1	14
No	6	86
Don't know	0	0
Total	7	100



Ever been caught but 'let off' for drug driving	n	%
Yes	0	0
No	7	100
Don't know	0	0
Total	7	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time you were caught and penalised (fine or loss of license) for drug driving (n=1)	0%	0%	0%	0%	0%	0%	100%

Know anyone who has been caught and penalised (fine or loss of license) for drug driving	n	%
Yes	2	20
No	8	80
Don't know	0	0
Total	10	100

Know anyone who has been caught but 'let off' for drug driving	n	%
Yes	0	0
No	10	100
Don't know	0	0
Total	10	100

	0–1	2–3	4–6	7–8	9–10
Accuracy of devices/tests used by the police to test drivers for drugs are (ie they give accurate drug readings)? (0=extremely inaccurate; 10=extremely accurate) (n=177)	7%	8%	51%	23%	11%

## Randomness

	0–1	2–3	4–6	7–8	9–10
Believe time and place of police drug testing is random (0=not at all random; 10=completely random) (n=177)	20%	11%	32%	19%	17%

## Publicity

Ever seen or heard any media	n	%
Yes	21	12
No	132	75
Don't recall/don't know	24	14
Total	177	100

	Within the last month	1 month	2 months	3 months	4–6 months	7–12 months	12 months or more
How many months ago was the most recent time that you saw or heard any ad or media about police testing drivers for drugs? (n=21)	38%	24%	0%	5%	5%	14%	14%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past year? (n=18)	17%	22%	0%	39%	6%	11%	0%	0%	6%	0%

	Never	Once	Twice	3–5 times	6–10 times	11–20 times	21–30 times	31–40 times	41–50 times	51 times or more
How many times have you seen or heard any ads or media about police testing drivers for drugs in the past month? (n=13)	23%	31%	15%	15%	0%	15%	0%	0%	0%	0%

## Knowledge

Level of knowledge about the penalties	0–1	2–3	4–6	7–8	9–10
How would you rate your level of knowledge about the penalties associated with drug driving (eg fines, loss of license)? (0=not at all knowledgeable; 10=extremely knowledgeable) (n=177)	47%	25%	20%	5%	3%
How dangerous do you believe it is to drive under the influence of the following drugs?					
(0=not dangerous at all; 10=extremely dangerous) (n=177)	0–1	2–3	4–6	7–8	9–10
Cannabis (marijuana, mull)	5%	11%	17%	17%	51%
Methamphetamines (ice, powder, base and crystal)	1%	1%	10%	14%	75%
Cocaine	1%	2%	12%	15%	71%
Ecstasy	1%	2%	10%	16%	72%
LSD/hallucinogenics (acid, psilocybin, magic mushrooms)	1%	1%	2%	7%	90%
Ketamine (Special K)	1%	1%	7%	10%	81%
Heroin	1%	1%	3%	10%	86%
GHB-type substance (GHB, GBL, 1,4b)	1%	0%	2%	10%	87%
Prescription stimulants (dexamphetamine, ritalin, ephedrine)	4%	3%	21%	23%	49%
Benzodiazepines (valium, serapax, temazepam, benzos)	1%	3%	17%	19%	59%
Analgesics (morphine, codeine)	5%	10%	18%	15%	53%

## Enforcement: Avoidance strategies

### Personal experience with avoidance strategies

Have you ever avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	14	8
No	155	88
Don't know	8	5
Total	177	100

In what way have you avoided or escape being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	11	79
Receiving a call from a friend about police testing ahead	5	36
Making a U-turn on the road when seeing a police testing site ahead	3	21
Having someone drive ahead of you to check whether police are testing drivers	2	14
Only drive under the influence of alcohol/drugs at times that you believe police are unlikely to be testing drivers	2	14
Consuming a substance or food to disguise the alcohol/drug content in your mouth	1	7
Swapping drivers before reaching the police testing site ahead	1	7
Listening to radio to find out where the police are testing	1	7
Waved through by police/luck	1	7
Other, specify briefly	2	14
Total	14	100

### Others' experiences with avoidance strategies

Do you know anyone who has avoided or escaped being tested for alcohol or drugs by police?	n	%
Yes	38	21
No	123	69
Don't know	16	9
Total	177	100

In what way have they tried to avoided or escaped being tested for alcohol or drugs by police?	n	%
Using backstreets to avoid testing by police	30	79
Making a U-turn on the road when seeing a police testing site ahead	15	39
Receiving a call from a friend about police testing ahead	13	34
Consuming a substance or food to disguise the alcohol/drug content in your mouth	8	21
Having someone drive ahead of you to check whether police are testing drivers	7	18
Swapping drivers before reaching the police testing site ahead	6	16
Listening to radio to find out where the police are testing	6	16
Only drive under the influence of alcohol/drugs at times that they believe police are unlikely to be testing drivers	6	16
Other, specify briefly	4	11
Total	38	100