

Chapter - 5

DRINKING AND DRIVING

Alcohol is responsible for almost one third of traffic related deaths and half of all homicides in the world. The life span of an alcoholic is shortened by an average of 15 years due to increased risk of road accidents, heart and liver diseases, cancer and suicides. In spite of all these ill effects, alcoholism has been rampant in almost all countries in the world for centuries. Drinking is justified on all occasions whether sad or happy, during family functions, fancy page 3 parties or business meetings. In the higher sections of society drinking is often considered "cool" and driving after that appears quite common. It is said that 'alcohol is the best lubricant for all sorts of social and business intercourse'. Although drinking and driving do not match and are responsible for a significant number of casualties on the road, in most of the countries the government is hesitant to have strict regulations against it.

[I] INCIDENCE

In India drunken driving is responsible for about 15% deaths due to road traffic accidents. Considering the present mortality of 1.14 Lakhs/year in road accidents, 17000 people are being killed every year in drunken driving. This is a very conservative estimate as some other random studies have suggested that among all road accidents in about 30-50% cases the drivers were under the influence of alcohol [Bangalore-44%, Delhi-33%, Kerala-50%]. However, all these data are in relation to drivers only. There is no Indian data to show that besides drivers, how many deaths occur among other road users or fellow passengers. Data available at the international level show that about the equal number of casualties occur among people other than the drunken drivers themselves. Here it is important to note that this above mentioned fact is from developed countries where the majority of people [more than 90%] are inside the vehicle that is considered to be much safer on the road. In the Indian context where the driving conditions are just the opposite, this mortality rate to non-drivers could be much higher. Nobody knows how many poor pedestrians or poor laborers sleeping on the pavements are run over by drunken drivers like insects or stray animals. It is also not uncommon in India that a bus carrying fifty odd people falls into a river or a ravine causing death of most passengers just due to an intoxicated driver.

[III] FACTORS AFFECTING FATALITY

(1) *Age*: It is more in younger age group. For similar blood levels of alcohol, the risk of accidents among teenagers is 15-20 times more as compared to drivers who are above 30 years. The reasons are: 1. they have less tolerance to alcohol and are relatively inexperienced consumers of alcohol. 2. They are beginners having less driving experience. 3. Many times young people are under peer pressure to drink and brag about their alcohol tolerance. Sometimes their friends falsely exaggerate their drinking habits and tolerance of alcohol making them to try it on to themselves. 4. There are more chances of taking drugs along with alcohol in a younger age group. The most worrying fact today is that during last 20 years the average age at which people start drinking has come down from 28 years to 19.

(2) *Sex*: Men can 'hold their drink' better than women. Women have 25% less tolerance as compared to males. For the same body weight, women have more proportion of fatty tissue than men, so for the same amount of liquor consumed they reach a higher blood alcohol level.

(3) *Drugs Along With Alcohol*: Drugs enhance the effect of alcohol. Drugs other than alcohol are responsible for about 18% of the death of drivers. Many accidents blamed on alcohol are actually caused by illicit drugs. The real problem is that there is no cost effective screening test for these drugs. Secondly, unlike alcohol, there is no direct relationship of blood levels of drugs with that of the risk.

(4) *More among two wheelers*: After alcohol intake, the control over driving goes early in two wheeler riders as compared to four wheeler drivers.

(5) *More at nights especially Weekends*

[IIII] EFFECT OF ALCOHOL ON DRIVING

(1) After drinking, the interpretation and judgment power of the brain is affected.

(2) Usually the brain-eye co-ordination ensures an immediate and appropriate response. This reaction time during a sudden or unusual situation on the road is delayed by 20-30%. While driving if some emergency comes, you have to take 4 to 5 decisions or actions simultaneously. While after alcohol one is able to deal only one thing at a time.

(3) The risk taking tendency increases under the influence of alcohol.

(4) It causes blurred vision or reduces vision up to 25%.

[IV] THE DOSE VS RISK RELATION

Any level in the blood above zero is associated with risk. The risk of being involved in a crash starts to increase significantly at a BAC [blood alcohol concentration] level of 0.04 g/dl. An upper limit of 0.05 g/dl for the general population and 0.02 g/dl for young drivers and two wheeler drivers is generally considered to be the best practice at this time. Each 0.02 g/dl increase in BAC level approximately doubles the risk of a fatal crash. A variety of BAC limits across the world ranging from 0.02 to 0.1 g/dl have been set. A two-fold increase above the legal limit in the blood alcohol increases the chances of accidents by 30 times. Drivers with blood alcohol contents of 0.2 g/dl carry hundred times greater risk than those with only 0.02 g/dl. In simple words, just one drink of alcohol (30ml at 42.8% by volume) is enough to impair your driving performance. The Legal BAC limit for driving in India is 0.03g/dl.

[V] FORMULA FOR 'HOW MUCH ONE CAN DRINK SAFELY'

There is one practical aspect of alcohol intake that needs to be considered by the authorities. Everywhere the limits of alcohol consumption are mentioned in the form of BAC levels. For a lay man or a drinker it does not explain clearly about 'how much amount of a particular drink with a particular alcohol concentration will roughly correspond to legal BAC level. So the law-abiding people who want to adhere to this safe limit, should have a rough idea. This should be printed on liquor bottles as statutory warnings. This is a practical problem that calls for the attention of the authorities. Here a simple formula [Widmark formula] is given that may help the individual to calculate his/her BAC level after consuming the alcohol.

$$\text{BAC level} = \frac{\text{Amount of alcohol consumed in grams}}{\text{Weight of the person} \times 10 \times r}$$

r = Widmark factor that is 0.7 for the man and 0.6 for the woman.

Example: Suppose an adult male having a weight of 70 kg consumes 25 ml of whisky [having 42% alcohol weight by volume i.e. 42 grams in 100 ml of whisky], his BAC level would be:

$$\begin{aligned} \text{BAC} &= \frac{10.5 \text{ [alcohol in gm in 25 ml of 42\% of whisky]}}{70 \times 10 \times 0.7} \\ &= 0.0214 \text{ gm/dl} \end{aligned}$$

Thus for a 70 kg male with a normal metabolism a BAC of 0.03 gm/dl will be achieved by 35 ml of whisky having 42% of alcohol or 300 ml of beer having 5% alcohol.

This formula gives just an approximate idea of the BAC. Besides weight and sex, there are many factors that affect the BAC level and they should also be kept in mind, e.g. dilution, speed of intake, consumption on empty stomach, status of hydration of body, any existing gut problem, BMR of the individual, age, etc.

[VI] HOW TO COMBAT DRUNKEN DRIVING

Like other social problems education and awareness alone cannot solve the problem of drunken driving, so we require strict laws and their proper enforcement to get desired results.

The role of alcohol in traffic safety has generated more controversies than any other topic concerning road accidents. There are so many debatable issues regarding drunken driving not only in India but in the whole world. Discussions on this topic go regularly in various conferences, meetings and workshops in our country and in spite of all the brain-storming sessions of these 'successful meetings', no actual results are obtained. Theoretical measures appear very simple, but mentioning them alone here is not the purpose this book. So a genuine, honest, debate without any business motive and for the real benefit of society will help us get better answer for this problem. I believe in all kinds of social ills if we really want any solutions it is very important to resolve the controversies surrounding them before coming to the actual measures.

[A] The Controversies

Controversy 1: Whether to Allow Drinking Before Driving?:

We know that any level above zero is associated with a higher risk for an accident. Even the so-called safe limit of 0.04 g/dl is associated with 1.8 times higher risk than zero level. In other words, if we stick to zero BAC level, we could save 17000 casualties on roads and many more innocent commuters on roads [and the fate of their families]. Is this a small reward? Certainly a figure of 17000 is much more as compared to casualties due to terrorist activities [733 in 2007]. There are many countries in the world that take this fact seriously and do not allow drinking before driving or follow a zero BAC level limit. Unfortunately, India is not one of them.

Controversy 2: If Drinking is Allowed Then What Should be the Limit?: Quite surprisingly there is no universal agreement all over the world on the legal or the maximum BAC level that can be allowed for driving. It ranges from 0.02 to 0.1 g/dl in various countries. Even in a single country [like USA] there is a variation from 0.08 to 0.1 gm/dl in different States. In spite of many recommendations to keep the

limit at 0.05 these countries are unable to enforce it. What does it show? Don't they all know that as compared to zero BAC the risk of a fatal crash with 0.05, 0.08 and 0.1 g/dl is 1.8, four and six times respectively? Don't they know that control over dose of alcohol directly means control on accidents? Does it suggest that alcohol dependence or addiction is more important than lives on roads?

Secondly, it is a scientifically proven fact that the therapeutic dosage of a drug is same on any human body all over the world irrespective of race, religion or country. Similarly, the side-effects or lethal effects of any drug appear at same drug level in the blood in all human beings. Have you heard that the dose of any antibiotic or antipyretic is different in different countries? If the toxic levels for various drugs in all human beings are fixed for all countries, then why are there double standards in the case of alcohol? Perhaps, some developed countries feel that like the open arms licence policy, there is no need for a rigid control over BAC, as their citizens especially teenagers are 'mature enough' to use these liberties 'judiciously and safely'!

Perhaps, it also depends on the attitude of the policy-makers in all countries who play the main role in deciding the 'safe limit'. Fortunately, in India the BAC limit is lower than in most countries though the enforcement remains questionable.

Controversy 3: Revenue and Alcohol: Alcohol sales are a major source of revenue for most State governments and they try their best to boost sales every year. The government says that there is no vested interest behind this. It even claims that the revenue generated from alcohol industry is less than the revenue loss in treating the alcohol related health problems. By saying so probably the government tries to disprove the fact that revenue generation or profit making is at least not its motive behind the flourishing alcohol industries. However, it is a fact that revenue from alcohol [approx. 25000 crore] directly goes to the State government treasures while most expenses towards the treatment of the alcohol related problems comes directly from the pockets of the sufferers. Any one in India who is aware of the status of the government health facilities can easily understand this. Is it enough for the government to open some 100-125 de-addiction centers or give a grant of few lakhs rupees to these centers to compensate for the losses caused by drinking?

Controversy 4: Is there any Need for Prohibition Department: In India, there is a separate dept. to curb the use of alcohol. This is like adding spirit to a fire and alternately trying to put water to douse it. We clearly see that excise department is dominant over the prohibition

department. The prohibition department is probably just a formality or to appease the soul of a saint like Mahatma Gandhi.

This prohibition department spends a fat amount on publicity through advertisements and hoardings to educate people, but it has been proved that it has no effect on the public. Kerala has the maximum literacy rate in India and yet Keralites consume the maximum amount of liquor in India [just double the average Indian per capita consumption of 4litres/yr] and have the highest accident rate due to alcohol. We can make a better use of this advertisement money if we invest the same for purchasing breath analyzers or other necessary equipment. So far as public attention is concerned, I believe that punishing the offenders through aggressive campaigns will make better news or headlines than expensive advertisements.

Controversy 5: Who are the policy-makers by the way? Do the policy-makers include intellectual people from all sections of society or just a few officials and influential politicians? [1] Since males are involved in more than 85% cases of drunken driving, it is women who suffer most after the death of the bread-winner of the family. Though it may not be relevant here, I would like to mention that alcoholism is also largely responsible for the majority of cases of domestic violence in all classes of society. Among the lower income groups, the wives of drunkards not only face physical abuse but also face great financial constraint in running the house hold. Do we have enough female representatives while deciding such policy matters? If not, it would again support the view that Indian society or Indian politics is a male dominated one. [2] Another fact is, in addition to drivers, a number of innocent people dying on road are from the weaker sections. Do we have adequate representation from them? [3] As a doctor I can say, it is extremely difficult to treat alcohol-related diseases. Terminal liver disease is incurable and unlike renal transplant, liver transplant is a dream for the majority in India. Accidents after alcohol have a high fatality and permanent disability rate. There is also a very high rate of neurotrauma [60-70%] leaving thousands permanently crippled mentally. Is there any proper representation from the doctors among the policy makers?

As regards the government officials or ministers, their views keep on changing. For example, an excise official will have different views as compared to the one from the prohibition department. If the same officer changes the dept, his views may change drastically. This is probably due the fact that the commitment to his post is more important than the society. Similarly, the views of politicians depend on the fact whether they are in power or in the opposition.

Controversy 6: Revenue is a Must for Development: Often the government accepts that the revenue is extremely necessary for the State, as it is being used for development of the State itself. Gujarat is among the four States which follow prohibition. Despite this Gujarat is one of the few States that are making fast developments in all fields. What does it show? Can't the State find some alternative means of revenues? Are taxes the only means of earnings for the State? Should we not place more stress on productivity or industrialization for improving our economy?

[B] Actions against Drunken Drivers

The Law in India: Under the present MV Act an amount up to 0.03 gm of alcohol per 100 ml of blood has been permitted for drivers. Under section 185 of Motor Vehicle Act, 1988, the penalty for the first offence is Rs 2000 and/or imprisonment up to six months. For second or subsequent offence(if committed within 3 years of the commission of previous similar offence), a fine up to Rs 3000 and/or imprisonment for a term up to 2 years has been recommended. Though the punishment seems to be adequate, its proper and effective enforcement is lacking in India. There was a time in India when drinking while driving was not allowed[under MV Act 1939]. But after its amendment in 1994, an amount up to 0.03 gm per 100 ml of blood has been permitted to drivers.

Graduated Penalties: This is followed in many countries with good results. Recently in India also the Parliamentary Committee has suggested a graduated penalty system in new motor vehicle amendment act[2007]. According to this, graded or multi-tiered penalties should be imposed that are based on BAC level. A penalty of Rs 2000 has been suggested if it is above 0.03 g/dl, Rs 4000 up to 0.15 g/dl and Rs 5000 if it is above 0.15 g/dl. Let us see when this recommendation takes the shape of a law.

Suspension of Driving Licence: This is a very effective measure to reduce drunken driving. Alternatively some adverse remarks can be made on the licences. In cases where the alcohol level in the blood is very high, police should cancel the licence for a longer duration or send them to a rehabilitation centre until he can supply medical evidence that he is fit for driving or does not suffer from a "serious drinking problem".

Vehicle Impoundment: When the driver is heavily drunk then in addition to above penalty it is better to impound the vehicle as well.

Surveys have shown that the perception of swift and certain punishment is more important than its type or severity.



Restriction for Certain Group: [1] The minimum age for drinking should be 21 years. In India depending on States it varies from 18 to 25 years. Personally, I think making a law regarding the minimum age at National or State level would not help much. There are many practical problems to implement it effectively e.g. regarding identifications proof or active cooperation by the seller or bar owners, etc. [2] The BAC limit may be kept a little low for the two wheelers or professional drivers.

Imprisonment: Though monetary penalty is effective in the majority of cases, there remains a small number who are refractory to above measures. These people live in their own world and are not bothered about the rest of the world. Imprisonment is justified in cases of repeat offences or if offender instead of regretting behaves aggressively with the authorities or when BAC is much higher than the permitted levels [in some countries, drivers are sent to prison when BAC is higher than 2.5 times over the permissible limit, even if it is a first offence]. For those who consider imprisonment as too harsh a punishment for this traffic offence, I advance the following arguments:

(1) These people are potential killers on roads. While hearing a bail plea in such a case, one of the Delhi High Court Judges had recently commented that a drunken driver is like a human bomb. If you drink heavily and are found dead the next morning, nobody except your family is affected. However, if your drunken driving kills some innocent people on the road, the law enforcing authorities would certainly intervene as it is their responsibility to safeguard the other commuters on roads. It is quite possible that today's punishment for a day or two may correct your habits and prevent you from a fatal accident in future. Similarly, a small punishment may prevent you from a very heavy punishment and lengthy court cases later on in case you injure or kill someone on the road.

(2) If you consider the point of view of the family members and well-wishers of these drunken drivers, they would be very happy when such people are forced to curtail their habits even if it requires a heavier penalty like imprisonment for a few days. We must know that being involved in a road accident is only one aspect of the drinking habit; there are many other problems in an individual's personal life caused by alcohol, e.g. tension in family, bad reputation in society, bad health or problems in professional life, etc. etc. Thus, it may prove to be a step towards overall happiness in his life. The family would be thankful that authorities are trying to do what they have failed to do.

[C] Role of Breath Analyzer: It is a very effective and economic tool used to detect whether the driver is drunk or not. The chances of nabbing the culprits are more during random checks. If the checks are done regularly for long periods, then the results are more rewarding. However, traffic officials in most of the smaller Indian cities are not equipped with these analyzers. This equipment is very effective and also generates good funds for the authorities. I am sure within few days of purchase it can recover its cost even if used on Saturday and Sunday evenings only. Its importance cannot be over emphasized in cases where graduated penalties have to be imposed on the spot and for documentation in the court.

[D] Alcohol Interlock: This equipment prevents drivers from starting their car if their BAC level is above the legal limit. The driver has to blow into the equipment before starting the car. Basically, it is a breathalyzer that is fitted in the vehicle and connected to the ignition through an electronic device. It is especially helpful for truck or other heavy vehicle drivers or those of chronic defaulters. However, in India a drunken person can easily ask another one who is not drunk to blow on his behalf by tipping him.

[E] Role of Media: It may have a deterrent effect on the public if the media highlights the stiff penalties awarded to drunken drivers.

[F] Role of Price Hike: Studies or surveys have shown that increasing the cost of the alcohol by increasing the tax on it would have absolutely no impact on reducing drunken driving or the consumption of alcohol in general in our society. Whenever there is price hike in the alcohol, a man's budget for drinking remains unchanged and it is the woman of the house who has to make a proportionate compromise in her household budget. As far as drinking of youngsters is concerned, they are not worried or deterred as budget is their parent's headache.

[VII] HIT AND RUN CASES

Definition: If a driver who is involved in an accident causes injury or death of a person or damage to the property and leaves the accident scene without informing the police or providing assistance to the injured person, it is considered a hit-and-run case. Though such cases are very common in India only a few that occur in the capital or metros get attention. Everyday many innocents who are mostly pedestrians or poor people sleeping on pavements die in such cases. In most of these cases drivers have been found heavily drunken, belonging to a very rich and powerful class who can literally purchase the law in India. These occur mostly late at night when very few people are on the road so the driver is able to flee the scene easily and the victim may not get timely help. In the

famous BMW case, a young and heavily drunken boy caused the gruesome death of six police petrol personnel whose bodies were badly crushed and the severed limbs were found to be spread over an area of 100 yards, creating a scene not much different from a slaughterhouse[Jan. 1999]. In another case, in Mumbai a drunken driver ran over and killed seven and severely injured nine workers sleeping on the pavement [Nov. 2006]. Recently [May, 2009] in Delhi a young drunken driver ran over six persons sleeping on the pavement killing three out of them.

Punishment: As regards punishment, most offenders face only a case of negligent driving if the victim dies. This is a bailable offence where he can get bail at the police station level without any need for the accused to be produced in a court. You just have to keep Rs 950 in your pocket for getting bail. In India, once you are out on bail, the case is almost half decided as you can prolong the proceedings for decades or even life long. On the other side is the family of the victim which has lost its only source of income. The family can't think beyond making two ends meet, let alone fighting a lengthy and expensive court case. Even if it persists, the time taken, hostility of the witnesses, and the so-called legal help [legal or otherwise] by some of the top lawyers of the country for the offender virtually eliminate all chances of justice. Many times it has been seen that the lower courts or the police were so lenient in these cases that it needs an outcry from the media, public or some social organization to book the offenders under the correct sections of IPC. In most cases, it is seen that drivers get bail and go home without caring for the world, while the victim's kin are either desperately running to the police station or authorities for postmortem [if death occurs] or hospital in case of injuries, thus undergoing great mental trauma, torture and harassment.

There is a strong feeling in the public that these cases should be dealt more strictly and offenders should be booked under 304A for being guilty of 'culpable homicide not amounting to murder' instead of rash and negligent driving. If the driver or owner of the vehicle neither ensures medical help nor reports to the police within a few hours, there should be provision to automatically convert cases of rash and negligent driving into 304A IPC. Under this section there is a provision for imprisonment extending up to two years or fine or both. However, it is frequently seen that even the punishment or imprisonment under this section is often much less than expected. Considering this, the Law Commission [under Justice A R Lakshmanan] has recently suggested for an amendment in MV Act to consider such deaths as heinous offences with a maximum punishment up to 10 years. Stringent penalties have also been suggested

by the Parliamentary Committee's new motor vehicle amendment act [2007]. If this becomes law, this will serve as a deterrent.

One may argue in favour of a fleeing accused that in India there is a mob culture where the public starts beating the driver without going into the reason, and is often in a mood to give lesson right on the spot. However, late at night there are hardly any people on the road and the victim is solely at the mercy of the offender. It seems that the offenders deliberately flee the scene of the accident. Remember if you help such victims, inform and cooperate with the police, all these things are considered when the court decides the penalty.

[VIII] SOCIAL MEASURES AGAINST DRUNKEN DRIVING

[A] Responsibility of a Party Drinker

Do not drive after drinking and if you must, stay completely sober. Keep the following things in mind in order to protect yourself, those you love and also those who belong to the society.

(1) Know your limit of tolerance.

(2) The intoxicating effect of an alcoholic drink mainly depends on the alcoholic content and not whether it is brandy, whisky, beer or wine, etc. If the alcohol concentration is the same, they all will give same reading to a breath analyzer. Similarly, sticking to one brand only does not mean that you are safer or can take more. The absorption of drinks having more than 40% alcoholic content is much faster, so drinks should be properly diluted.

(3) Absorption is much faster on an empty stomach, so you should drink slowly and eat enough food that is rich in proteins or fat to minimize the effect.

(4) Only accept a drink that you can tolerate and the one you're familiar with. Do not try new drinks where the concentration is not displayed on the bottle.

(5) To slow down the effect you can alternate the drink with a non-alcoholic drink.

(6) If someone has forced a drink on you and you do not feel compelled to finish it, try to get rid of it unobtrusively.

(7) Don't compete with others or make it a prestige point if your capacity to drink is low.

(8) To know how alcohol affects you, move around and judge your motor activity or look for signs like slurring of speech, etc.

(9) Ask one person from your group to remain sober, so that he may drive everyone home. This trend is getting popular in many developed countries. This person who agrees to abstain himself from alcohol and

be responsible for driving others home is called a designated driver. The others are free to drink. In USA, it is claimed that more than 50,000 lives are saved by designated drivers.

(10) In India, people can never resist a free drink and gulp it down as if there will be no tomorrow. Dear countrymen, drinks will always be there for all tomorrows, but you may or may not be there [kal tum ho na ho].

(11) Keep a driver if you don't trust yourself.

(12) Please note that a diuresis won't help in faster excretion of alcohol. The reason is that more than 90% of consumed alcohol is detoxified in the liver and only a little amount is excreted through kidneys, lungs and sweat glands. In fact, nothing gets the alcohol out of the body EXCEPT TIME. Approximately, it takes one hour to get one peg cleared from your body. Thus, two pegs would need two hours. It is that simple. So, don't rely on water, shower, coffee, any medicine, etc in this regard.

(13) Last but not the least 'listen to your wife' when she says you've had one too many [as she is supposed to be the most vigilant person in that party to keep an eye up on you]. She should also be a good driver, so that she can drive when required.

[B] Responsibility of a Host

If you serve alcohol in your party, you have a great responsibility. Certainly you would not like to hear the guest got hurt or died in a car crash after your party. It is so not only for the safety of the guests but also to keep the atmosphere sober, congenial, comfortable and amicable and not having drunken brawls after the party. You should keep the following things in mind:

(1) Select drinks having low alcohol content.

(2) It is very important that the person in charge of the drinks be a responsible one. He shouldn't force a drink on anyone who is unwilling and also should keep track of how much one has consumed.

(3) Keep a good time interval while serving drinks. Supply nonalcoholic drinks in between. Stop the drinks well before the party ends [at least one hour before], so people are less likely to binge.

(4) Snacks should be served frequently. Don't delay serving the food for long. If you start dinner early, this encourages the chronic drinkers to wind up. In India, it is customary that all drinks should be over before starting dinner. While in some other countries people take alcohol simultaneously with dinner that not only delays the absorption but also prolongs the total duration of alcohol intake.

(5) If you think someone is over-drunk, either delay his departure

by serving coffee, etc, or ask someone to drop him or arrange a taxi or ask him to stay at your place.

[C] Dealing with Drunken Drivers on Road

If you are on the road, following tips will help you to make out the people who are drunk and driving.

- Taking wide turns, weaving, swerving, or straddling the center line. Almost striking an object or vehicle.
- Driving at a very slow speed or stopping without reason.
- Braking erratically. Responding slowly to traffic signals, driving with windows rolled down in cold weather.

If you are in front of the drunken driver, allow him or her to overtake you. If the driver is in front of you, stay at a safe distance behind him. And if the driver is coming towards you, slow down, move towards the left or edge of the road and stop. Report about the drunken drivers to the police along with the description and location of the vehicle. Be careful on Saturday and Sunday late night!

[D] For Bars & Restaurants

At present in India, the perceived risk for being caught is so low that practically no one remembers the face of the policeman holding the analyzer machine while drinking in bars. If at all, some thing that inhibits him is the thought of his wife's scolding on reaching home late at night. A few interesting tips may be kept in mind:

(1) A huge statue of a policeman holding a breath analyzer should welcome people at bar entrances in Air India style [remember the maharaja?].

(2) Like many industries or factories, where the excise people sit right at the gate, one traffic personnel sitting at the gate of some famous pub or discotheques [like a cat waiting for mouse near the hole] will make the police department wealthy and the public healthy.

(3) Bar boys should dress up like policemen.

(4) Every five minutes a hooter or police siren to be sounded.

(5) Install coin operated breath analyzers, so that customers can check their BAC level.