



Analysis
Conduce
Sin Alcohol
Program

**Of Secretariat of
Citizen Security of
Mexico City**

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Analysis of the Secretariat of Citizen Security of Mexico City

"Conduce Sin Alcohol"

Program

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Table of Contents

1. Context: programs for the reduction of alcohol-related traffic events	9
1.1 The problem of alcohol-related traffic events in the world	10
1.2 Main programs developed to address the problem in the world	11
1.3 Key factors for effective breathalyzer implementation	12
2. Presentation and first stages of the PCSA	15
2.1 The problem of alcohol-related traffic events in Mexico City	16
2.2 Principles of the PCSA	16
2.3 Origin of the PCSA in Mexico City (2003)	17
2.4 Operation from 2003 to 2018	17
3. Structure and operation of the PCSA	19
3.1 Regulatory framework	20
3.2 Key elements of the regulatory framework	22
3.3 Institutional arrangement and governance	23
3.4 Personnel selection	27
3.5 Training	28
3.6 Equipment	33
4. Operation of the PCSA	37
4.1 Installation of inspection points	39
4.2 Operation of inspection points	42
4.3 Definition and enforcement of sanctions	46
4.4 Closing of review points	47
4.5 Key indicators and management figures	48
4.6 Other PCSA activities	51
5. Results obtained	53
5.1 Reduction of alcohol-related traffic events	54
5.2 Perception of the program	57
5.3 Legality and transparency	61
6. Key elements of the PCSA	63
6.1 Preventive approach	64
6.2 Legality, transparency and fair treatment of beneficiaries	64
6.3 Inter-institutional coordination and policy strengthening	65
7. Annexes	66
7.1 Methodological note	67
7.2 Acknowledgments	68
8. Sources consulted	69

Introduction

The “Conduce Sin Alcohol” Program (PCSA for its acronym in Spanish) is Mexico City’s policy to prevent and reduce alcohol-related traffic events. This Program has become one of the most emblematic and successful initiatives of the local Secretariat of Citizen Security.

Launched in 2003, the PCSA emerged in response to a critical road safety crisis in Mexico City, where alcohol-related traffic events were frequent and resulted in significant human and material losses. The urgent need for an intervention to mitigate these effects led to the Program’s creation.

Since its launch, the PCSA has stood out for its comprehensive approach, which integrates a solid organizational structure backed by a solid regulatory framework, close collaboration among different areas of the Secretariat of Citizen Security (SSC, for its acronym in Spanish) and other Mexico City government institutions, as well as innovative planning and operational deployment practices.

By strategically installing breathalyzer inspection points, the Program effectively detects and removes drivers exceeding the legal blood alcohol limit, to protect drivers and other road subjects in Mexico City.

This analysis outlines the development, evolution, most relevant aspects and results of the PCSA. The first section presents the national and international context of alcohol-related traffic events and their relevance for citizen safety. The second section provides a historical overview of the development of the PCSA, from its launch in 2003 to the present, highlighting the key stages of its development and the improvements introduced over the years. The third section describes in detail the structure and functioning of the Program, including the regulatory framework that supports it, the institutional arrangement that allows its coordinated operation, the composition and training of the staff, as well as the characteristics of the equipment used in its operation. The fourth section is dedicated to the operation of the PCSA, which the procedures followed in the installation, operation and closure of the inspection points, as well as in the definition and enforcement of sanctions, are broken down. The fifth section of the document focuses on the results obtained by the program, evaluating its impact in terms of reduction of traffic events and citizen perception of the Program. Finally, the last section offers a reflection on the key elements of success of the PCSA.



1. CONTEXT: PROGRAMS FOR THE REDUCTION OF ALCOHOL-RELATED TRAFFIC EVENTS

Photo: Officers and authorities at the kickoff event of the Drive Without Alcohol Program 2024 December Campaign

The problem of alcohol-related traffic events has led to the development of various public policies worldwide aimed at mitigating the risks associated with drunk driving and enhancing road safety. This context is essential for understanding the magnitude and significance of the issue for both road safety and public health, particularly in cities like Mexico City.

1.1 The problem of alcohol-related road traffic events in the world

Alcohol-impaired driving is global public health and road safety problem that affects a large number of countries. The World Health Organization notes that alcohol consumption significantly increases the risk and severity of a traffic crash, and thus the likelihood of serious injury or death. It is estimated that, in high-income countries, approximately 20% of drivers killed in road traffic crashes had blood alcohol concentration (BAC) levels above the legal limit. Studies conducted in low- and middle-income countries show that between **33% and 69% of drivers killed in a traffic crash, and between 8% and 29% of non-deceased drivers involved in a traffic crash, had consumed alcohol prior to the crash**¹. According

to WHO, alcohol consumption is a contributing factor in approximately **25% of all traffic fatalities worldwide**. And according to the United Nations (UN), **alcohol-related road traffic crashes cause 1.3 million deaths per year and leave around 50 million people seriously injured**².

It has also been shown that drivers with a blood alcohol concentration measured through **exhaled air of between 0.1 mg/L and 0.25 mg/L have at least a three times higher risk of being killed** in a traffic crash than a driver who has not ingested alcohol before driving. This risk increases at least sixfold with a concentration between 0.25 mg/L and 0.4 mg/L, and rises exponentially above 0.4 mg/L. These data are confirmed by hospital and emergency service records that document an increase in traffic-related admissions during periods involving high alcohol intake among the population, such as collective festivities and weekends.

Table 1. Measures for the prevention of alcohol-related traffic accidents

Measure	Description
Alcoholimetry controls⁴	Breathalyzer controls consist of the establishment of legal blood alcohol concentration limits and the implementation of inspection points to verify compliance. • Legal blood alcohol limits: Many countries have established legal blood alcohol concentration (BAC) limits for drivers. Most countries have a limit of 0.05 g/dl, while some, like Sweden, have a limit of 0.02 g/dl. • Inspection points: the implementation of breathalyzer inspection points, where people are randomly tested, has been an effective strategy in many countries. These controls are carried out at strategic times and places, especially during festivities and special events. These controls, together with blood alcohol limits, are the most effective measure in the prevention of alcohol-related traffic events. Their implementation generates a dissuasive effect because people are aware of the real possibility of being stopped and sanctioned.
Awareness campaigns⁵	Public education programs that inform about the dangers of drunk driving are also common. These campaigns often include media advertisements, workshops, and community events to promote responsible driving. However, because of their broad and generalized approach that limits their ability to specifically influence individual behaviors, their effectiveness has been limited compared to other measures that impact motorists' habits to a greater extent.
Use of breathalyzers in vehicles⁶	Some countries, such as Sweden, Finland, Australia, the United States and Canada, have begun to implement ignition interlock systems that require individuals to submit to a breathalyzer test before they can start their vehicle. This has been used especially in programs for repeat offenders. This measure, while promising and innovative, is relatively new and its effectiveness and feasibility on a large scale is still under evaluation.

Source: "Global Status Report on Road Safety" published by the World Health Organization (WHO) 2023; "Global Plan: Decade of Action for Road Safety 2021-2030" published by WHO 2020; and Yousif, Evan, Dafer Alali, Surah Aldakhl and Mohamed Zohdy, "Use of Vehicle Breathalyzers in the Reduction of DUI Deaths," Oakland University, 2021.

⁴ "Global status report on road safety." *World Health Organization (WHO)* 2023.

⁵ "Global Plan: Decade of Action for Road Safety 2021-2030." *World Health Organization (WHO)* 2020.

⁶ Yousif, Evan, Dafer Alali, Surah Aldakhl, and Mohamed Zohdy, "Use of Vehicle Breathalyzers in the Reduction of DUI Deaths." Oakland University, 2021.

⁷ "Global status report on road safety." *World Health Organization (WHO)* 2023.

Given that the problem of drinking and driving is very common globally, international organizations have promoted agreements between countries, focused on improving the global road safety landscape (see Box 1).

As can be seen, the problem of traffic events related to alcohol consumption represents a global road safety challenge. In order to find sustainable solutions to this problem, it is necessary to take into account the different characteristics and degrees of complexity that it acquires depending on the geography in which it develops.

1.2 Main programs developed to address the problem in the world

The implementation of breathalyzer tests has become an emblematic strategy in the prevention of alcohol-related traffic events (see Table 1).

These measures are complemented by sanctions of different kinds, ranging from punitive actions to social assistance and vehicle control.

Punitive

- Arrest of offenders
- Seizure of
- Fines

Social assistance

- Performing community service
- Assistance to rehabilitation programs

Vehicle control

- Driver's license suspension
- Permanent registration of the person as an offender

The various experiences of implementing alcohol screening programs have proven to be the most effective strategies for reducing alcohol-related traffic events in several countries. Although these programs are adapted to local contexts, they have generally been carried out with the participation of the Police and Departments of Transportation to operate random inspection points, roadside testing, or specific campaigns at peak drinking times. Countries that have implemented this approach and resources include: Australia, Sweden, Canada, United Kingdom, New Zealand, Finland, France and Germany.⁷

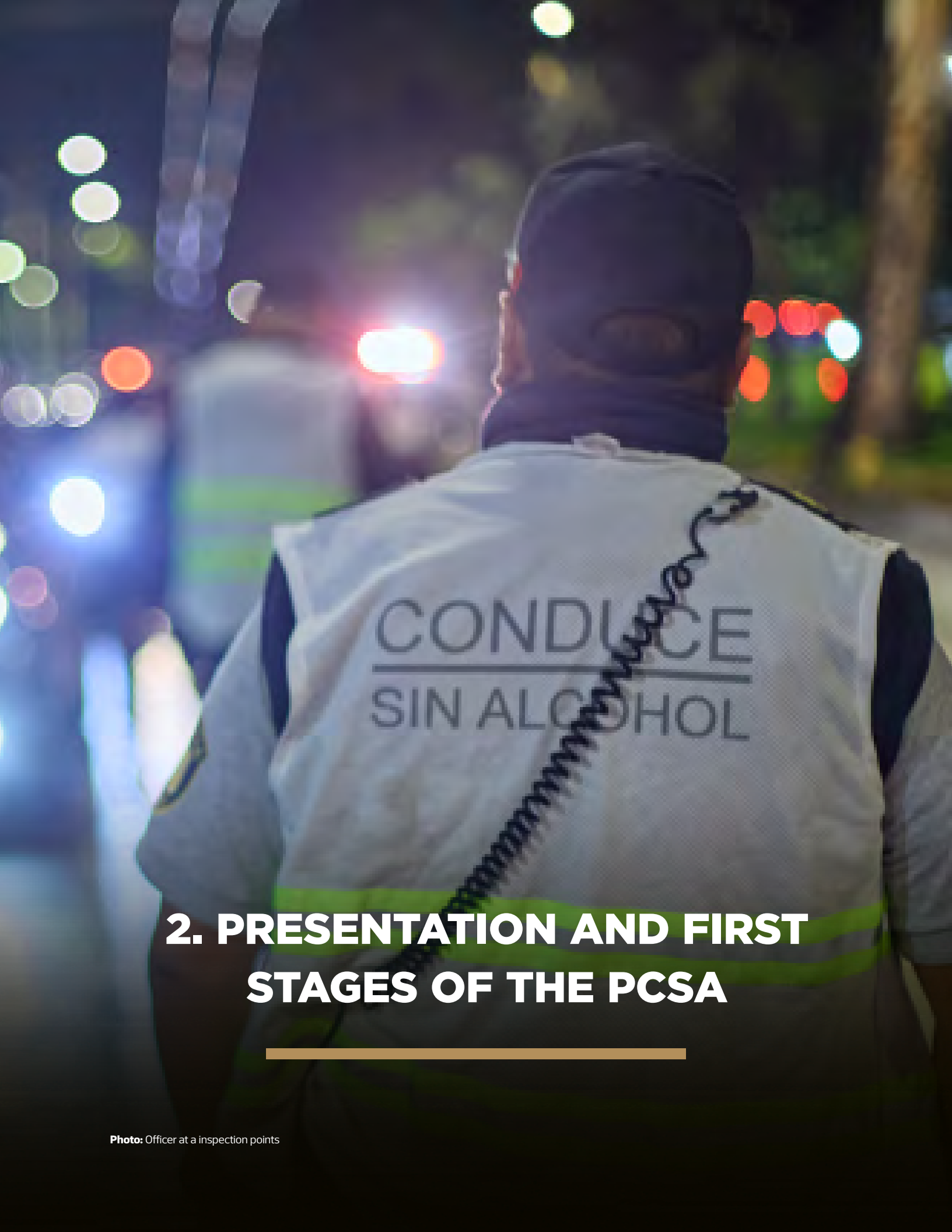
1.3 Key factors for an effective implementation of breathalyzers

The effective implementation of breathalyzer controls is crucial to improve road safety and reduce alcohol-related events. For this reason, several international organizations have stressed the importance of following certain guidelines to ensure the success of these programs. These key factors have been documented in sources such as the Global Plan: Decade of Action for Road Safety 2021-2030 and various World Health Organization (WHO) reports. These guidelines provide an evidence-based framework for the proper implementation of programs to reduce alcohol-related traffic crashes, stressing the importance of a comprehensive approach involving both authorities and the community. The most relevant key factors are:

- **Government support and legal backing:** It is important to have legal backing for the implementation of controls. This framework should include laws that allow for the legal detention of drivers for breathalyzer tests, along with a clear definition of the penalties applicable to those who violate the limits. The regulations must be consistent and in line with road safety policies, reinforcing their uniform application throughout the territory. In addition, government support should not be limited to the creation of laws, but also to the financial and logistical support necessary for the acquisition of equipment and the training of personnel
- **Installation of inspection points in strategic locations:** the selection of these locations is based on a rigorous analysis of data on traffic events and drunk driving behaviors, allowing for an optimal distribution of police resources and reinforcing effective coverage.
- **Interagency collaboration:** A comprehensive approach to alcohol-related crime prevention requires cooperation among multiple institutions and organizations. Coordination

⁸ "Plan Mundial: Decenio de Acción para la Seguridad Vial 2021-2030." Organización Mundial de la Salud (OMS) 2020.



A police officer is seen from behind, wearing a dark cap and a high-visibility vest. The vest has the words "CONDUCE" and "SIN ALCOHOL" printed on the back, separated by a horizontal line. The officer is holding a coiled cable. The background is dark with blurred lights from a city street at night.

CONDUCE
SIN ALCOHOL

2. PRESENTATION AND FIRST STAGES OF THE PCSA

Photo: Officer at a inspection points

In September 2023, the PCSA celebrated its 20th anniversary, a period during which it has evolved through continuous learning that has enabled the incorporation of changes and adjustments aimed at improving the Program's effectiveness.

2.1 The problem of alcohol-related traffic events in Mexico City

During the last decades, Mexico City has faced significant challenges in reducing alcohol-related traffic events. **Between 1997 and 2003, 6,029 alcohol-related traffic crashes were recorded, representing an annual average of 831 and a rate of approximately two crashes per day. Specifically, in 2003, Mexico City ranked 23rd out of 32 in traffic events involving alcohol consumption and 6th in fatality rate,** that is, in the number of deaths per road event, according to INEGI data. This indicates that, although Mexico City was not the entity with the most events at the national level, it was one of those with the highest number of fatalities in each alcohol-related mishap.

Between 2010 and 2015, 1,777 alcohol-related traffic events were recorded, which represented an annual average of 355 events, or approximately one per day, a decrease of 50%. By 2015, the City ranked 30th nationally in terms of alcohol-related events and 16th in terms of fatalities, indicating a considerable reduction in the severity and frequency of these events.¹²

Despite significant progress in the reduction of traffic events related to alcohol consumption, this phenomenon continues to pose significant risks to road safety in Mexico City. In 2018 it was observed that **40% of people involved in fatal events had consumed alcohol before driving, and in 2019 approximately 30% of fatal traffic events were linked to alcohol consumption.**

Over the years, Mexico City has faced a constant challenge in reducing traffic events related to alcohol consumption, which has led to the implementation of increasingly effective measures to safeguard road safety

2.2 Principles of the PCSA

In this context, the Programa Conduce Sin Alcohol (PCSA) has emerged as a comprehensive response to this problem, based on principles of prevention, transparency and procedural justice.

The PCSA of **the Secretariat of Citizen Security (SSC)** of Mexico City is a public policy whose objective is to prevent traffic events related to alcohol consumption. The Program operates through close coordination between different areas of the SSC and other institutions of the city government. The leadership and coordination of the PCSA is in charge of the **Undersecretariat for Citizen Participation and Crime Prevention, through the General Direction for Crime Prevention (DGPD)**, which is responsible for its administration, implementation, control and monitoring. Among the areas of the SSC that participate in the Program are: the Undersecretariat of Police Operation, the Undersecretariat of Traffic Control, the Undersecretariat of Penitentiary System, the General Direction of Human Rights, the General Direction of Legal Affairs, the General Direction of Internal Affairs. Other agencies of the Mexico City Government that participate in the implementation of the Program are the **Secretariat of Mobility and the Legal Counseling and Legal Services Office, through the Executive Direction of Civic Justice.**

⁹Database of Land Traffic events in Urban and Suburban Areas, INEGI.

¹⁰"Does the breathalyzer work? The numbers say that in the CDMX yes." *Arena Pública*, Políticas Públicas, 2017.

¹¹Database of Land Traffic events in Urban and Suburban Areas, INEGI.

¹²"Does the breathalyzer work? The numbers say that in the CDMX yes." *Arena Pública*, Políticas Públicas, 2017.

¹³Report on the road safety situation, Mexico 2019, Ministry of Health, Government of Mexico 2022.

The PCSA primarily prevents traffic events through the installation and operation of inspection points at which the blood alcohol level of persons driving a motor vehicle is assessed. The Program has three principles that guide its operation

- 1) **Saving lives by** preventing alcohol-related traffic events.
- 2) To guarantee a transparent and legal operation.
- 3) **To provide fair treatment without distinction** of any kind to persons served by the PCSA.

In September 2023, the PCSA celebrated its 20th anniversary, a period in which it has evolved through continuous learning that has allowed the incorporation of changes and adjustments with the objective of improving the Program's effectiveness.

2.3 Origin of the PCSA in Mexico City (2003)

In 2003, the Program for the Control and Prevention of Drinking and Driving in Mexico City was implemented in Mexico City. This initiative was born with the purpose of reducing traffic events related to alcohol consumption at the wheel.

The September 2003 notice creating the **Program for the Control and Prevention of Alcohol Ingestion in Drivers of Vehicles in the Federal District** establishes that no person may drive a vehicle on public roads if he/she has a blood alcohol concentration of more than 0.8 grams per liter or an alcohol concentration in exhaled air of more than 0.4 milligrams per liter. As a consequence, the personnel of the Public Safety Secretariat would proceed to randomly filter vehicles of drivers exceeding such limits at strategically designated points.

The authorities in charge of the initial operation of the PCSA in Mexico City comprised the inspection points as follows:

- **Police personnel of the Secretariat of Citizen Security:** they oversee the operation and security of the breathalyzer checkpoints.
- **Medical personnel:** performed breathalyzer tests and evaluated the physical condition of the driver.
- **Personnel from the Human Rights Executive Direction of the Public Security Secretariat:** ensured that the rights of the drivers were respected during the procedures.
- **Technical Training Institute fellows:** provided additional support and acted as attendance witnesses.

The **"Conduce Sin Alcohol" Program** established clear objectives focused on protecting the physical integrity and property of drivers, as

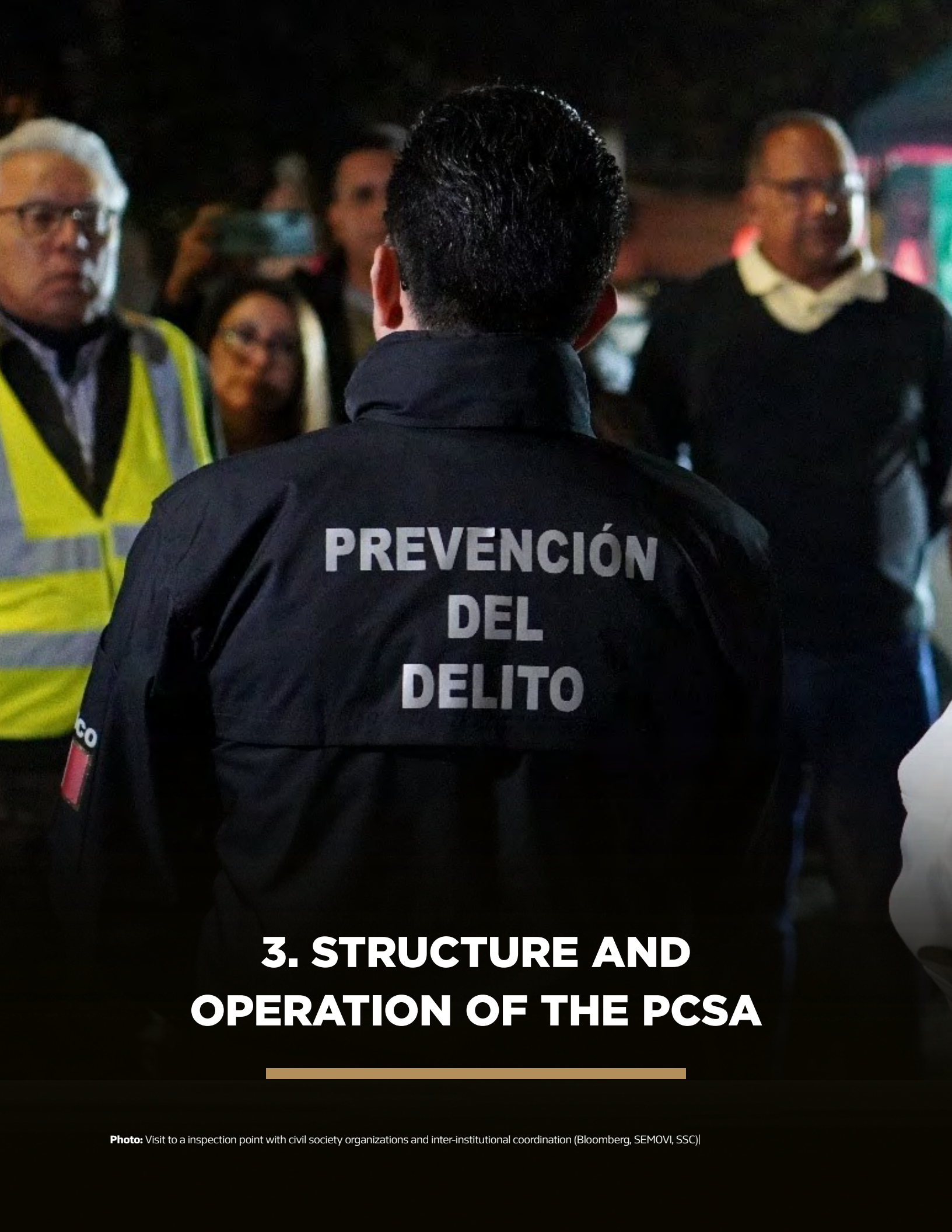
well as their families and third parties on board the vehicle. In addition, the program sought to preserve public order in the country's capital. Ultimately, the objective is to create safer conditions for residents of Mexico City, reducing the risks associated with drunk driving and promoting a culture of responsibility and respect for road rules

2.4 Operation from 2003 to 2018

Between 2003 and 2018, the Program's operation was characterized by a constant evolution in its strategies and approaches, adapting to the needs of the city and the challenges that arose.

- **Definition of breathalyzer checkpoints:** one of the most important aspects of this period of change was the strategic definition of the inspection points, which were selected based on the experience accumulated by the operating personnel and the concentration of establishments selling alcohol in certain areas. This methodology allowed the Program to be more effective by locating in areas where it was more likely to find people driving under the influence of alcohol.
- **Sanctions:** the Program implemented the sanction of fines and arrest of violators. These sanctions became a key deterrent component.
- **Performance evaluation:** PCSA's performance evaluation during this period was based mainly on the number of people violated. This indicator was used to measure the effectiveness of the operations, with the premise that a higher number of infractions indicated a more rigorous control and a more effective detection of drivers.
- **Scope:** It is important to point out that during this period, PCSA's operation was limited to certain municipalities in Mexico City. This limitation was due to both logistical considerations and the availability of resources, which meant that the Program did not achieve citywide. However, the Program achieved positive results, contributing to the reduction of traffic events and the promotion of a culture of road safety responsibility.

These preliminary stages of development are key to understanding how the Program came to become a benchmark in terms of traffic events in Mexico City. A more detailed analysis of its structure and operation is presented below.

A person is seen from behind, wearing a dark jacket with the words "PREVENCIÓN DEL DELITO" printed in large, white, sans-serif capital letters. The person is standing in a crowd at night. To the left, a man in a yellow high-visibility vest is visible. To the right, a man in a dark sweater is visible. The background is dark and out of focus, with some lights visible.

**PREVENCIÓN
DEL
DELITO**

3. STRUCTURE AND OPERATION OF THE PCSA

Photo: Visit to a inspection point with civil society organizations and inter-institutional coordination (Bloomberg, SEMOVI, SSC)

Starting in 2018, **the Program began a strengthening process** to incorporate improvements based on the learnings obtained through operation between 2003 and 2017. The strengthening of the PCSA focused on four main axes:

- **Updating of the regulatory framework:** Articles 50, 51 and 52 of the Mexico City Traffic Regulations, which regulate driving under the influence of alcohol and other substances, were amended to strengthen certain aspects of the Program, as detailed below:
 - **Expansion of the scope of the PCSA:** the Program is provided with greater legal rigor for its effective implementation through the inclusion of new operating provisions.
 - **Enforcement of penalties:** the provisions related to penalties imposed on people who exceed the alcohol limit for driving were strengthened:
 - The possibility of designating vehicles to another accompanying person is eliminated.
 - The return of the vehicle is made until the person complies with the full amount of the arrest sanction.
- **Reorganization, training and certification of personnel:** the PCSA increased by 65% the force status, incorporating personnel recently graduated from the Police University (UNIPOL) and active personnel, through calls aimed at attracting trained personnel to this Program. Additionally, the SSC established a zero-tolerance policy for corruption, and personnel not suitable for the effective operation of the Program were purged.
- **Promoting transparency and civil society participation:** the SSC invited different civil human rights organizations to participate as observers, as well as the media to improve confidence in the Program.
- **Renewal of the image and dissemination of the PCSA:** the Program's equipment and image were renewed in order for the public to identify the PCSA.

Additionally, as of December 2019, the authorities intensified the application of the PCSA during holiday seasons, holiday bridges and commemorative dates, with the aim of expanding the coverage and effectiveness in the prevention of traffic events related to alcohol consumption.

The changes promoted to strengthen the PCSA are proof of the SSC's commitment to the continuous improvement of the Program to optimize its effectiveness and acceptance by the public. The following sections present the details of the PCSA's current operation.

3.1 Regulatory framework

The Program is based on two main legal provisions: the Mexico City Traffic Regulations and the Police Action Protocol for the implementation of the Program, published in the Official Gazette of Mexico City in August 2017, which abrogates the first Protocol for the implementation of the Program published in 2013.

Table 2. Legal basis of the Program

Regulations	Description	Provisions related to the PCSA
Mexico City Mobility Law	Mexico City's Mobility Law establishes the bases and guidelines for regulating the mobility of people and the transportation of goods in the city. Its objective is to guarantee safe, accessible, efficient and sustainable mobility.	Sanctions • Art. 67 - 69: establish that drivers under the influence of alcohol will face the cancellation of their license if they are sanctioned for the second time in less than one year and from the first offense if they are transporters. In addition, their license may be suspended for six months to three years for accumulation of alcohol-related offenses. • Art. 251 and 254: detail that sanctions shall be applied proportionally to the infraction committed, considering factors such as recidivism and the damage caused to third parties
Mexico City Traffic Regulations	Mexico City's Traffic Regulations regulate the circulation of pedestrians, bicyclists, drivers, passengers and vehicle owners on public roads in Mexico City.	Obligation of citizens to submit to breathalyzer tests. • Art. 50: determines the obligatory nature of drivers to submit to tests for the detection of alcohol ingestion, the blood alcohol limit for driving motor vehicles in Mexico City and the penalties if they exceed it. Procedure for blood alcohol screening. • Art. 51 - 52: stipulates the procedure to be followed at each review point established by the Secretariat of Citizen Security.
Notice of the establishment of the Program for the Control and Prevention of Alcohol Ingestion in Drivers of Vehicles in Mexico City	Initial decree published on September 18, 2003 in the Official Gazette of the Federal District establishing a program for the control and prevention of alcohol consumption, applicable randomly to drivers of vehicles.	Prohibition of driving vehicles with alcohol in the blood or expired air: • Art. 100: establishes that no person may drive vehicles on public roads if he/she has an amount of alcohol in the blood higher than 0.8 grams per liter or alcohol in expired air higher than 0.4 milligrams per liter. Sanctions: • Art. 102: establishes that when, due to a violation of the provisions of these regulations, a person must appear before the Civic Judge, any element of the preventive police shall have the obligation to do so.
Police Action Protocol for the Secretariat of Public Security of Mexico City for the Enforcement of the Alcohol-Free Driving Program	Issued on August 30, 2017 in the Official Gazette of Mexico City which establishes the police action guidelines for the operation of the PCSA.	PCSA operating guidelines. • Establishes the responsibilities and roles (see section 3.2) of the authorities involved in the PCSA. • Defines the guidelines for the operation (see section 4) of the PCSA, for example: ◦ Installation of the breathalyzer checkpoints and their operation. ◦ Transfer of vehicles. ◦ Stops at the point of review. • Handling of personal data of the Program's users.

Source: Prepared by LAB-CO with information from the Mexico City Mobility Law; Mexico City Traffic Regulations; Notice of the establishment of the Program for the Control and Prevention of Alcohol Ingestion and; Police Action Protocol of the Mexico City Public Safety Secretariat for the Application of the PCSA.

3.2 Key elements of the regulatory framework

As mentioned above, the regulatory framework underpinning the operation of the PCSA has been adapted based on the lessons learned in more than 20 years of operation. In this sense, certain aspects that have been strengthened to improve the operation of the Program stand out:

- **Ensure compliance with sanctions:** the SSC modified the Traffic Regulation to ensure that users comply with the sanctions imposed by the Civic Court. Prior to the modification of the Regulation, sanctioned persons found a mechanism (see Box 2) to avoid compliance with the arrest.
- **Establish roles and responsibilities of the authorities participating in the PCSA:** another strength of the Program's regulatory framework is its Protocol, which delimits

the functions of each area participating in the PCSA (see section 3.2). Eight areas of the SSC and one area of the Legal Counsel and Legal Services of Mexico City participate in the Program. The PCSA has achieved an efficient coordination between the different areas and represents an example of effective intra and inter-institutional coordination.

Box 2

Use of amparos¹⁴ to evade Civic Court sanctions

At the beginning of the PCSA, the regulations established administrative arrest and penalty points on the driver's license as sanctions. However, users of the Program found a way to evade arrest by filing amparos that granted them the suspension of the sanction on the spot. Although the vast majority of the amparos were not admissible, the sanctioned persons did not return to comply with their sanction. This situation reached a critical point in 2019 in which 43.5% of the sanctioned persons sought to remove themselves from the sanction through an amparo. As a result of this situation, the SSC modified the Mexico City Traffic Regulation to strengthen sanctions by establishing the following provisions:

- Referral of the motor vehicle to the impound yard.
- Elimination of the possibility of an accompanying person taking the car.
- Release of the car from the impound lot until the user complies with the arrest sanction.

By strengthening the provisions of the sanctions, the filing of amparos decreased significantly. In 2023, only 4% of the sanctioned individuals sought relief from the sanction by filing an amparo.

¹⁴Amparo is a legal mechanism in Mexico that allows individuals to challenge government actions or laws that violate their constitutional rights. It can grant temporary or definitive protection against sanctions, arrests, or other legal consequences while the case is reviewed by a court. It is somewhat similar to judicial review in common law systems, but with procedural differences and broader protective effects.

¹⁵El Universal. (August 15, 2023). A la baja amparos para evadir el "Torito". El Universal. <https://www.eluniversal.com.mx/metropoli/a-la-baja-amparos-para-evadir-el-torito/>

3.3 Institutional arrangement and governance

The PCSA is an initiative of the SSC with the participation of a multidisciplinary team made up of different areas of the Secretariat and the Legal Counsel's Office of the Government of Mexico City. To ensure its proper functioning, the PCSA requires the effective coordination of the multiple areas and institutions involved in its operation. In this regard, in August 2017, the Police Action Protocol of the Secretariat of Public Security of Mexico City for the implementation of the Program was published in the Mexico City Gazette, which establishes the responsible areas (see Figure 1) and their specific roles (see Table 3) within the PCSA.

Figure 1. Institutions participating in the Drink and Drive Program



Source: Prepared by LAB-CO with information from the Police Action Protocol of the Mexico City Public Safety Secretariat for the application of the "Drive Without Alcohol" Program.

■ 3. STRUCTURE AND OPERATION OF THE PCSA

The nine authorities involved in the Program play different roles in the organization and operation of the PCSA. Below is a table summarizing the responsibilities of each area.

Table 3. Responsibilities of the institutions and areas participating in the PCSA	
Responsible area	Roles
General Direction of Crime Prevention Undersecretariat for Citizen Participation and Crime Prevention	He is in charge of the coordination of the PCSA. In addition, this area oversees the PCSA Personnel (see section 3.3.1), which is responsible for the main functions of the PCSA (e.g., application of the breathalyzer test). The PCSA Personnel is composed of the following profiles: • Checkpoint supervisor. • Technician/applicator. • Interviewer. • Scribe.
Executive Direction of Civic Justice Department of Legal Counsel and Legal Services	It is in charge of determining the commission of the probable administrative offense and the definition of the corresponding sanctions.
Citizen Protection Unit Undersecretariat of Police Operation	Provides surveillance and support to the inspection point, in addition to orienting the PCSA Personnel on the characteristics of the territory.
General Direction of the Metropolitan Police Undersecretariat of Police Operation	It provides surveillance and perimeter protection during the entire development of the activities inside the inspection point.
Women's Metropolitan Police (Ateneas) Undersecretariat of Police Operation	He directs the drivers to the confined lane, so that they can be interviewed and breath tested. Likewise, it provides the necessary support in the event of any event involving women.
General Direction of Traffic Operation Undersecretariat for Traffic Control	It is responsible for the provision of tow trucks for the transfer of a vehicle to the depot. It is also responsible for implementing the sanctions of withdrawing the license and the vehicle from the violators at the checkpoint. In addition, it provides support for the management of traffic at the checkpoints.
General Direction Human Rights	It is in charge of observing the correct operation of the Program. It is the authority focused on the citizenship, since it raises complaints or observations that the latter may have.
General Direction of Internal Affairs	Responsible for supervising the behavior and performance of police personnel. They carry out random supervisions at the different inspection points.
Direction of the Center for Administrative Sanctions and Social Integration Undersecretariat of the Penitentiary System	Assumes responsibility for the offenders by admitting them to the Center for Administrative Sanctions and Social Integration.

This inter-institutional structure ensures that responsibilities are clearly defined and that there is fluid communication between the different parties involved. Inter-institutional coordination is essential for the daily operation of the Program and is reinforced by the selection, training and organization of personnel, as described below.

Source: Prepared by LAB-CO with information from the Police Action Protocol of the Mexico City Public Safety Secretariat for the application of the "Drive Without Alcohol" Program.



Special Joint Operation: Traffic and PCSA for Motorcycle Inspections

3.3.1 PCSA Personnel

The PCSA functions thanks to the coordination of multiple institutions and areas in charge of different roles. However, the operation of the breathalyzer checkpoints falls mainly on the **PCSA Personnel of the General Direction for Crime Prevention**.

The **PCSA Personnel** is made up entirely of community police officers trained and certified to operate the Program. The number of personnel is 202 police officers, of which 47.5% are women and 52.5% are men. In accordance with the Police Action Protocol of the Mexico City Public Safety Secretariat for the Application of the "Conduce Sin Alcohol" Program, the PCSA Personnel is made up of the following profiles:

- **Supervisors:** operational personnel who oversee the general functioning of the breathalyzer checkpoints, verifying that the operation is conducted in accordance with the Program's action protocol.
- **Breathalyzer technician:** personnel in charge of handling the breathalyzer equipment and administering the tests
- **Interviewer:** operational personnel who interview the users to detect possible alcohol consumption.
- **Scribe:** personnel who take notes of the interview, in addition to completing the information forms at the point of review.
- **Monitoring personnel:** personnel at Mexico City's Centro de Comando, Control, Cómputo, Comunicaciones y Contacto Ciudadano "C5", who are in charge of video monitoring checkpoint operations.

■ 3. STRUCTURE AND OPERATION OF THE PCSA

3.3.2. Operational structure of the PCSA Personnel

PCSA personnel have an operational structure that facilitates the operation of the breathalyzer points. At the head of the operational structure is an Operational Manager, who is responsible for supervising every aspect of the operation at the inspection points, from the preparation of personnel to the closing of the inspection points. The details of the operational structure can be seen in Figure 2

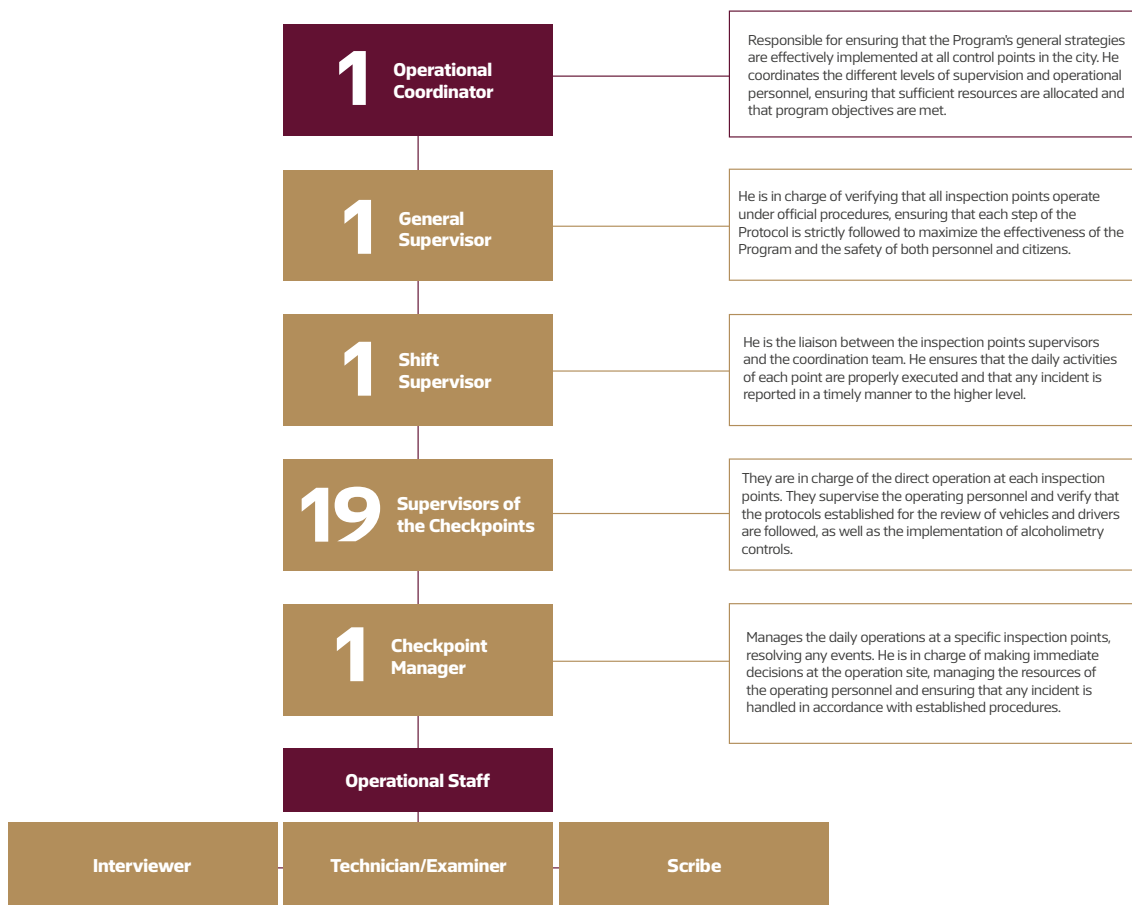
Additionally, the **PCSA** has personnel designated in the **"C5"**. The assigned staff are responsible for monitoring the activities at the checkpoints established in the city, reinforcing their correct operation and compliance with the protocols. Among their responsibilities is the continuous supervision of vehicular traffic in the perimeter of the checkpoint, with the objective of detecting and alerting about congestion that may affect the flow of traffic. Likewise, this team oversees identifying and monitoring alternative routes that could be used by drivers with the intention of evading control.

3.4 Personnel selection

The staff of PCSA have specific competencies to provide adequate treatment to PCSA users. To ensure that the personnel of the **Program** have the appropriate profile, a selection process was conducted in two ways:

- **Recruitment at the Police University (UNIPOL, for its acronym in Spanish) of the Mexico City SSC:** The DGPD initiated a selection process at UNIPOL to incorporate police personnel with the ideal profile for the PCSA. The selection process included interviews conducted by the operational commanders of the PCSA.
- **Call for active personnel:** the PCSA made an open call, approved by the Technical Commission for Selection and Promotion of the SSC, to different elements of the preventive police who were active in other programs of the SSC. After a series of steps and classification stages, the most suitable candidates for the Program were recruited.

Figure 2. Operational structure of the Support Group



Source: Prepared by LAB-CO based on interviews with operating personnel.

ALTO

■ 3. STRUCTURE AND OPERATION OF THE PCSA



ALTO



PCSA officer recording detentions

3.5 Training

The PCSA has a training scheme for its Personnel with the objective of developing the necessary competencies for the operation of the Program. The scheme includes initial training (focused only on the PCSA), certification in the use of the equipment and continuous training in different competencies. The following is a detail of the different activities that make up the PCSA training scheme.

3.5.1.1 Initial training

In addition to the initial training they receive at UNIPOL to become police officers, Support Group personnel receive initial training before entering the Program. This training lasts four days and covers the essential aspects of PCSA operation:

- **Regulatory framework underpinning the Program:** Police officers receive detailed training on the laws and regulations governing the Program, including legal procedures, citizens' rights, and the responsibilities of the authorities during operations.
- **Use and handling of breathalyzer equipment:** this training covers technical training in the use of breathalyzers and other measuring devices, ensuring that personnel can operate the equipment accurately and reliably.
- **Installation of breathalyzer checkpoints:** personnel are instructed in the correct layout and assembly of the checkpoints, following established protocols to strengthen the safety and efficiency of the checks.
- **Practical exercises on specific situations:** personnel participate in simulations of real situations that may occur at the checkpoints, developing skills to handle different scenarios with professionalism and respect for procedures.

Box 3

Incorporation of playful learning dynamics in initial training

The PCSA implements a training strategy using a set of cards designed by the Program's General Supervisor. In this dynamic, teams are formed and cards are handed out describing situations (see figure 3) that have arisen at a inspection point. In addition, cards are distributed with support resources (see figure 4) of the SSC to face such situations, together with some blank cards so that police officers can propose additional solutions. This methodology culminates in a collaborative debate where personnel discuss different courses of action, thus fostering creativity, critical thinking and problem-solving skills.

The following is a list of common situations that PCSA staff may encounter at inspection point, along with the support resources available to address each case.

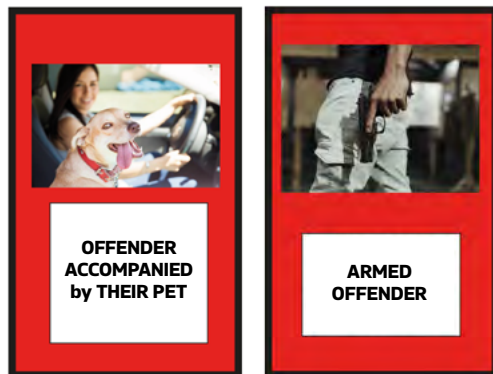


Figure 3. Situations

Situations:

- Evasion of violator in his vehicle
- Armed person in possession of a firearm
- Three or more violators at the inspection point
- Brawl
- Unconscious person
- Offender accompanied by pet
- Three or more vehicles in bay
- Vehicle collision
- Offending person accompanied by a minor
- Injured person



Figure 4. Support resources

Support resources:

- Crane
- Animal Brigade
- Inform
- On-scene risk assessment
- Special group
- Supervision
- Ambulance
- C5
- Army
- Support (more police)
- Conclusion of the fact (medical opinion)
- Apply for insurance
- Search personnel
- Internal Affairs
- Collect data in Civic Court
- Wildcard (blanks for students to write their own ideas)

3.5.1.2 Training and certification in the use of the equipment

All PCSA personnel are trained in the use and operation of the breathalyzer equipment used to implement the program, currently the CMI model Intoxilyzer I-900. The training is provided by the company that distributes the equipment and at the end of each training course, an **“Operator’s Certificate”** is issued, which determines the competence of the element that received the instruction to determine the concentration of alcohol in blood through exhaled breath. Therefore, the training includes not only the knowledge for the technical handling of the device, ensuring that the tests are performed under optimal conditions and following protocols, but also the proper interpretation of the results.

Table 4. SSC training provided to Support Group personnel

Subject of the training	Description	Responsible for training	Number of elements participants
2023			
Intoxiclase pt. 1	Initial training on the management and treatment of intoxicated persons, focusing on the first steps to identify and treat cases of intoxication.	Alcoholimetry equipment distributor company	190
Intoxiclase pt. 2	Continued training on poisoning, covering advanced treatment and management techniques in more complex poisoning situations.	Distributor company of alcoholimetry equipment	190
Addiction control	Training in the identification, intervention and treatment of individuals with addiction problems, with a focus on rehabilitation and ongoing support.	Youth integration centers	190
Verbal judo	Communication and conflict management techniques that seek to de-escalate potentially violent situations through the use of verbal and persuasive skills.	PCSA Operational Manager and PCSA General Supervisor	80
De-escalation of violence and police professionalization	Training in strategies and tactics to reduce violence in police interventions, improving the response to critical situations, with a modern approach.	PCSA General Supervisor	80

Table 4. SSC training provided to Support Group personnel

Subject of the training	Description	Responsible for training	Number of elements participants
2024			
Handcuff training	Training in the correct and safe use of handcuffs, including application techniques and security measures to prevent harm to detainees.	PCSA General Supervisor	80
Awareness	Workshop aimed at increasing empathy and understanding towards different social groups, promoting respectful and inclusive treatment by staff.	General Direction of Human Rights SSC-Mexico City	130
Detection of drivers under the influence of alcohol or drugs and standardized field sobriety tests	Training in techniques to identify intoxicated drivers and the correct application of field sobriety tests, following international standards.	<i>Bloomberg Philanthropies</i>	40
Civic Court Referral Forms	Training in the correct preparation and processing of referral slips for infractions, ensuring a transparent process in accordance with the law in the Court.	Delegate of referral slips SSC-Mexico City	20
Gender equity	Training in the proper preparation and processing of referral forms for infractions, ensuring a transparent and lawful procedure before the Civic Court.	Delegate referral forms SSC-Mexico City	60

3.5.1.3 Continuous training

In addition, the **PCSA Personnel** receives complementary training provided by other areas of the SSC and external actors. Below is a table summarizing these trainings provided in 2023 and 2024.

In addition, the **PCSA Personnel** has received training from organizations outside the SSC to support the development of competencies needed for the PCSA. In this regard, the collaboration between the **SSC and Ministry of Mobility (SEMOVI, for its acronym in Spanish)** with the *Bloomberg Philanthropies* for **Global Road Safety** initiative is noteworthy (see Box 4).

Box 4
Conflict management and de-escalation training

As part of *Bloomberg Philanthropies'* Global Road Safety initiative, the International Association of Chiefs of Police (IACP) trained 230 people (cadets, UNIPOL instructors and traffic officers) in different aspects of road safety.

Among the modules received, participating personnel received training in 'verbal judo', which seeks to develop skills to enable personnel to manage and de-escalate conflicts with probable offenders.

The PCSA benefited from this training by incorporating IACP-trained personnel and by replicating the same training to all PCSA Personnel.



3.6 Equipment

The most important tool of the Program is the breathalyzer equipment that allows to assess the users and detect whether or not they are fit to drive a motor vehicle. The PCSA has two types of breathalyzer equipment:

- **AlcoStop:** as a result of the SARS-Cov-2 virus pandemic (COVID 19), technological alternatives were sought to continue with the operation of the PCSA; therefore, environmental breathalyzers (AlcoStop 5000) were acquired to detect the presence of alcohol in the vehicle's environment, in order to select those persons who must perform the breathalyzer test. The equipment operates exclusively with an electrochemical fuel cell sensor to detect and measure the concentration of alcohol vapors in exhaled breath found in the environment in approximately 8 seconds. The equipment performs active readings from 0 to 550 mg/100ml BAC Passive from 0 to 100 mg/100ml BAC. Through a loan from the Fundación de Investigaciones Sociales A.C. (FISAC), 4 environmental breathalyzers (AlcoStop) were acquired in November 2020. After obtaining favorable results with the implementation of this technology, more units were acquired, of which 40 were acquired through acquisition by the Secretariat, 11 are loaned by the Undersecretary of Traffic Control and 2 more under gratuitous loan from FISAC, with 57 units currently in operation.



- **Equipment for measuring the level of alcohol concentration in blood through exhaled air:** the CMI Intoxilyzer breathalyzer is a state-of-the-art device for accurate and repeatable detection of alcohol concentration in exhaled air, specially designed for police use and with DOT, EN15964 and IP54 certifications. With a light weight of 325 g and ergonomic dimensions (210 mm x 75 mm x 45 mm), it allows calibration with dry gas or aqueous solution and offers automatic barometric correction. It is capable of storing 10,000 records and performing up to 8000 tests with one set of batteries. It ranges from 0.00 to 3.00 mg/L BrAC, with an accuracy of ± 0.02 mg/L to 0.200 mg/L and $\pm 10\%$ above 0.20 mg/L, plus fast response and recall times. The device includes Bluetooth for efficient data transfer and wireless printing, GPS for location logging via the Lion AlcoHub app, and a USB-C port for wired data transfer. Fuel cell technology ensures fast response time and is compatible with Android/iOS devices and 5G technology. In addition, the nozzle design ensures proper fit and illuminates when ready for use, operating in a humidity range of 20% to 95% without condensation



As part of a collaboration with the private sector (see Box 5), the Program has benefited from the donation of equipment to strengthen its operation.

Cuadro 5
Donation equipment and material for the PCSA¹⁶

In addition to the resources acquired by the SSC, the private sector has contributed to strengthen the Program through various donations. For example, at the start of the PCSA's December Campaigns on December 9, 2020, FISAC (Fundación de Investigaciones Sociales, A.C.), delivered 4 AlcoStop breathalyzers that detect the presence of alcohol in the environment inside the vehicle, allowing the elements of the Program to maintain a healthy distance during the review of drivers.

In turn, Modelo Group provided 9 body-worn video cameras as a donation, which allow recording the strict adherence to police protocols, as well as the occurrence of violent events at inspection points.

¹⁶Secretariat of Citizen Security of Mexico City (2024, August 14). *SSC Joint Communiqué: With the support of Bloomberg Philanthropies, cadets and traffic officers are trained to save lives on the streets.* <https://www.ssc.cdmx.gob.mx/comunicacion/nota/comunicado-conjunto-ssc-con-el-apoyo-de-bloomberg-philanthropies-capacitan-cadetes-y-agentes-de-transito-para-salvar-vidas-en-las-calles>

Additionally, the Program has equipment for the operation of the inspection points that allows improving the identification and institutional presence in the territory. This equipment includes:

Tabla 5. Equipment for the operation of inspection point		
Materials for inspection point installation	PCSA Personnel Equipment	Security
• Tents • Cones • Speed reducers • Signage • Information brochures 	• Reflective vests • Identification of personnel • Body cameras 	• Closed Circuit TV in Trailers, monitored by the General Direction of Evaluation, Planning and Supervision of the SSC. 

Source: Prepared by LAB-CO with information provided by the General Direction for Crime Prevention.



4. OPERATION OF THE PCSA

Photo: Undersecretary of Citizen Participation and Crime Prevention conducting an interview with a beneficiary

■ 4. OPERATION OF THE PCSA

The PCSA operates every day of the year, both during the day and at night. During daytime, the PCSA prioritizes the inspection of public transportation and cargo vehicles. During night shifts, the program prioritizes the inspection of private vehicles. Table 6 shows the general characteristics of both days.

Table 6. Characteristics of the PCSA days		
Features	Daytime	Night shifts
Personnel operating at inspection points	• Citizen Protection Unit (police personnel from the corresponding sector). • PCSA Personnel ◦ Interviewer ◦ Technician applicator ◦ Scribe	• Citizen Protection Unit (police personnel from the corresponding sector) • PCSA Personnel • Point Supervisor • Interviewer • Technician applicator • Scribe • Women's Metropolitan Police (Ateneas) • Citizen Protection Unit • Transit Operation Unit
Alcohol level	• Public transport and freight vehicles: 0 mg/L in exhaled air or 0 g/dL in . • Private vehicles: 0.40 mg/L in exhaled air or 0.08 g/dL in blood.	• Public transport and freight vehicles: 0 mg/L in exhaled air or 0 g/dL in. • Private vehicles: 0.40 mg/L in exhaled air or 0.08 g/dL in blood.

Source: Prepared by LAB-CO with information from interviews with operating personnel

Although there are two types of days in which the PCSA operates, the night shifts have a more extensive operational deployment with multiple inspection points throughout the City. The operation of the inspection points has specific guidelines and procedures for their installation, operation and closure. Each of these procedures is detailed below.



Inspection point of the *Conduce sin Alcohol* Program and motorcycle operation

4.1 Installation of inspection points

This section details the process of setting up and operating the inspection points, starting with the strategic selection of locations through data analysis. It also describes the preparation of the personnel in charge of implementing the program to ensure that they are trained to carry out their work effectively and safely. Finally, it describes the set-up of the inspection points, a crucial process for the correct operation of the Program.

4.1.1 Definition of the inspection points through the analysis of information

The operation of the PCSA begins with the definition of inspection points based on the analysis of traffic events related to alcohol consumption. The analysis conducted by DGPD staff (see Box 6) uses data collected by the Undersecretariat of Traffic Control of the Secretariat of Citizen Security itself to identify the points in Mexico City where traffic events tend to be most concentrated.

Box 6

Analysis of the database of traffic events of the Undersecretariat of Traffic Control

The database of traffic events compiled by the Undersecretariat of Traffic Control of the Secretariat of Citizen Security of Mexico City is a key source of information on road events in the capital. This database contains historical data since 1997 and covers a wide variety of variables fundamental for the analysis of road safety. Among the most relevant variables are the date and time of the event, the exact geographic location, the type of event (collisions, hit-and-runs, rollovers, among others), the characteristics of the vehicles involved (type, model, age), among others. Also recorded are the weather conditions at the time of the event, the characteristics of the road (lighting, signaling) and the resulting injuries or deaths.

This information is crucial for the Program, as it is used to identify risk patterns, evaluate the effectiveness of interventions and design preventive strategies aimed at reducing the incidence of drinking and driving.

The process for defining program inspection points follows a series of key steps:

- **Step 1: Identification of alcohol-related traffic events.** Although the database does not directly specify whether an event was linked to alcohol consumption, a proxy based on time of day is used. Events occurring at night, particularly on weekends, are more likely to be associated with alcohol consumption, and these are prioritized for analysis.
- **Step 2: Identification of the concentration of traffic events.** The points of concentration of events on the most affected roads are analyzed. For this purpose, information from the last three months recorded in the traffic event database is taken into account. This information makes it possible to identify specific areas where alcohol-related events occur most frequently.
- **Step 3: Definition of inspection points based on the concentration of traffic events.** The points are strategically located in the areas where the concentration of traffic events is highest, so that prevention efforts are directed to the areas with the highest risk and to optimize the effectiveness of breathalyzer controls.

In addition, **Mexico City's Traffic Regulations** establish that the SSC may establish inspection points in areas where there is a greater influx of drivers who have consumed alcohol, due to the presence of establishments that offer sporting, commercial or entertainment events, and also at the request of citizens.

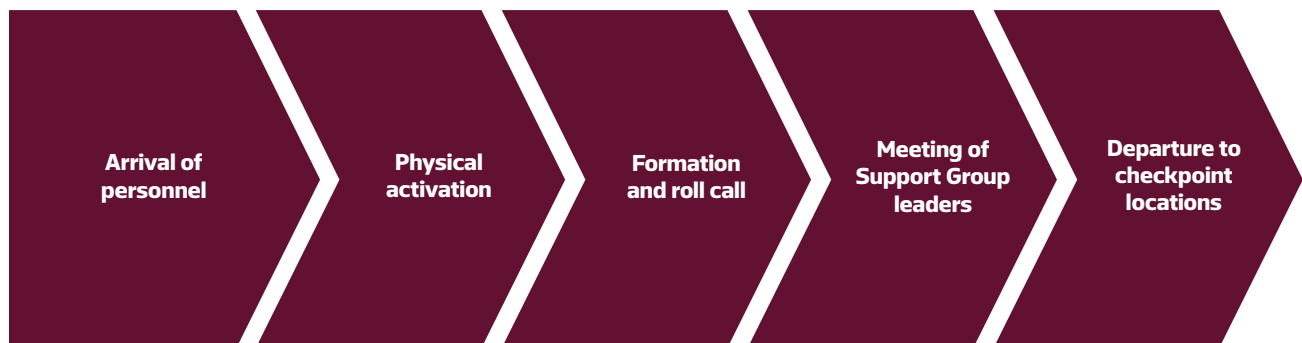
The definition of the inspection points is confidential information that is not shared until the moment of its deployment. This is to avoid leaks and to warn the users of the Program. Confidentiality in the definition of inspection points is an action taken by the SSC to reduce corruption opportunities for police personnel participating in the PCSA.

4.1.2 Preparation of personnel

A key action for the installation of the inspection points is the preparation of the PCSA Personnel prior to their deployment for the assembly of the inspection points. The preparation actions are described below:

- **Arrival of personnel:** Upon arrival, personnel perform an AlcoStop test to ensure that they are in optimal condition for PCSA operation.
- **Warm-up exercises:** The personnel conduct an hour of exercise with the objective of promoting their physical well-being and strengthening their integration. Afterwards, they change into their uniforms and gear and prepare for a roll call.
- **Training and roll call:** Personnel are formed into groups (one group per inspection point) and the persons in charge of the inspection points are responsible for informing the **Operational Manager** and the supervisors of any personnel shortages or new developments. The **Operational Manager** and the **Supervisor** transmit the instructions (specific operational guidelines) to the **PCSA Personnel**.
- **PCSA Personnel command meeting:** After the roll call, the inspection point supervisors meet with the operational commanders (foreman and supervisors) to receive final instructions and discuss relevant news (for example, if there is a special operation at an inspection point or if any equipment is missing).
- **Departure to the inspection points:** Finally, the personnel break formation to prepare the equipment for the inspection points, load them onto the vehicles and deploy them to the defined points.

Figure 5. Preparation of personnel



Source: Prepared by LAB-CO with information from interviews with Support Group personnel.

■ 4. OPERATION OF THE PCSA

4.1.3 Assembly of inspection points

After the definition of the inspection points and the deployment of the personnel in the City, the assembly of the points and the preparation of the personnel that will participate in each point begins.

Prior to installation, the inspection point supervisor will ensure that the designated area is a safe area for both PCSA personnel and citizens. This implies that no inspection points are installed on high-speed roads, in curves, or in areas that impede traffic flow. Subsequently, speed bumps, cones and the corresponding tent are installed.

At this moment the personnel from the other areas of the SSC that will support the operation of the PCSA arrive at the review point, among them are:

- Staff of Citizen Protection Units
- Metropolitan Police personnel
- Women's Metropolitan Police (Ateneas)
- Transit Operation Personnel
- Human Rights Staff
- Internal Affairs Staff

Once the inspection point equipment is set up, an inspection point briefing meeting is held for the inspection point supervisor to communicate the briefing to the support staff and explain the roles and responsibilities of each person. The meeting is recorded on video and in minutes, which are then shared with the **General Supervisor** to provide a record of the meeting.

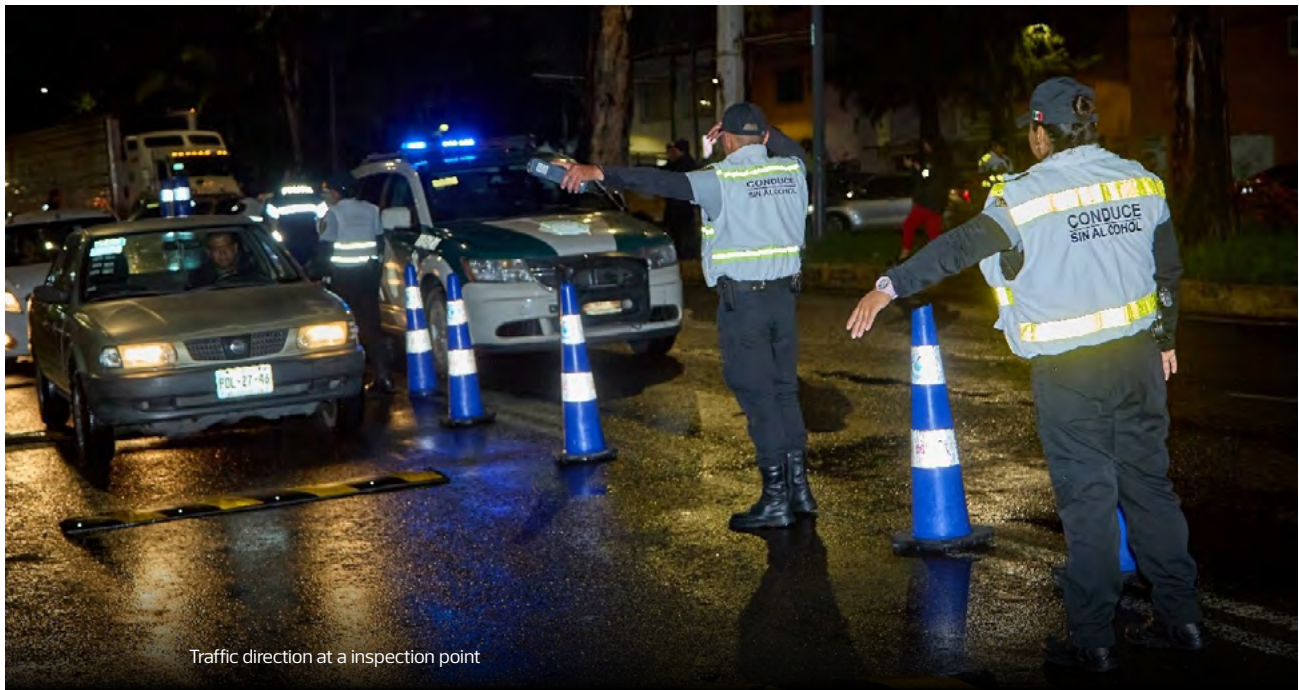
Finally, personnel begin randomly filtering cars into the confined lane, at which the inspection point the checkpoint operation begins.

4.2 Operation of inspection points

The operation of the inspection points follows a standardized procedure in which each person plays a specific role. The procedure is detailed below:

4.2.1 Circulation routing

Traffic is directed by personnel from the **Citizen Protection Unit** (police personnel from the support sector) and personnel from the Women's Metropolitan Police (Ateneas).



Traffic direction at a inspection point

The routing is performed 30–40 meters away from the start of the inspection point. It is important to note that the routing includes the temporary closure of surrounding streets where vehicles may attempt to evade the inspection point.

4.2.2 AlcoStop interview and application

Once the drivers have been oriented to the confined lane, the interviewer informs them of the purpose of the program and conducts an interview, which consists of questions about their alcoholic beverage intake. During this interview, the AlcoStop breath test is administered.



Officers conducting an interview and applying AlcoStop

If, as a result of the interview, the authorities corroborate that the user does not have alcoholic breath, they will allow him/her to continue his/her journey. They end the intervention by thanking the user for having stopped, reiterating the purpose of the Program and inviting him/her to continue with the necessary precautions to reach his/her destination.

On the other hand, if as a result of the interview the interviewer perceives signs of having consumed alcoholic beverages in user, he/she will be asked to turn off the vehicle. Subsequently, they will ask him/her to get out of the vehicle with the key in hand, indicating that a breathalyzer test will be performed. They will also explain that the test consists of blowing through a mouthpiece to measure the level of alcohol present in their blood through exhaled air.

In the event that the user refuses to get out of his or her vehicle, the interviewer staff takes turns to talk with the person. As mentioned in section 3.3.3, the Support Group staff receives training and coaching to reach an agreement with the person and persuade him/her to voluntarily submit to the breathalyzer test.

Box 7 **Post-pandemic AlcoStop Implementation COVID-19**

Prior to the pandemic, interviewing personnel breathalyzed the driver by approaching the vehicle window to detect the presence of alcohol with their own nose. Due to health restrictions, the PCSA purchased equipment that can identify the presence of alcohol in the vehicle's interior environment.

The device detects the presence of any type of alcohol (hand gel, for example), so a result is not definitive and serves only as a filter or indication prior to the breathalyzer test.

The acquisition of AlcoStop equipment has made the operation of the Program more efficient and has avoided putting PCSA Personnel and users at risk of contagion.



4.2.3 Application of breathalyzer test

The driver is escorted to the tent where the technical personnel applying for the test is located. Once in the tent, the technician follows the following steps:

- The technician **explains how the equipment works** and asks the person if he/she understood how it works.
- **He shows the closed mouthpiece** and explains that it is sterile and for single use only.
- **Apply the test** until a valid reading is obtained. Sometimes drivers do not blow properly or try to cheat by breathing in instead of breathing out. In these cases, the staff dialogues with the person so that he/she performs the test correctly.
- **Displays the test result** and informs the person whether or not he/she exceeded the permitted limit.

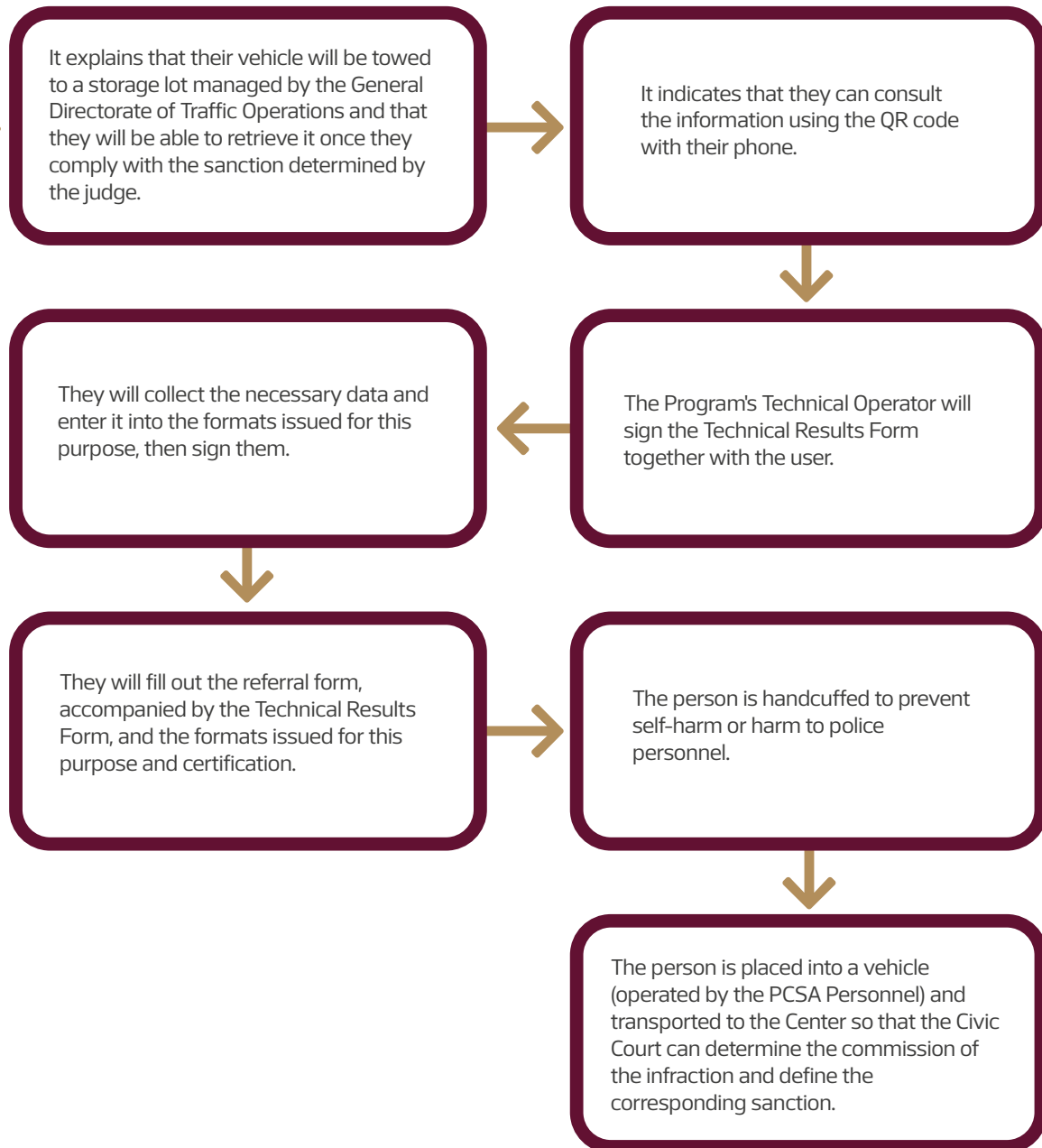
Persons who exceed the legal blood alcohol limit pass with the person in charge of the checkpoint, who is in charge of explaining to the user what are the next steps.

4.2.4. Communication of the result of the test and transfer for presentation before the Civic Judge.

During the conversation between the person responsible for the inspection point and the probable offender, it is confirmed to the latter that the reading of the equipment indicates that he/she exceeds the legal blood alcohol concentration limit for driving and it is explained to him/her that this does not constitute a crime. This result corresponds to a probable administrative offense and that the Civic Judge will be in charge of determining his responsibility in the commission of this offense, in which case he will also be assigned a corresponding sanction.

It is important to emphasize that the responsible personnel are trained to establish a dialogue of trust with the likely offender, so that he/she feels that he/she is treated fairly at all times. To ensure this, the person responsible for the point follows the following procedure:

It explains that it is not a crime, that their action constitutes a probable administrative offense, and that the Civic Court will be responsible for determining the commission of an administrative infraction and the corresponding sanction.

Figure 6. Communication of results to probable offenders

Source: Prepared by LAB-CO with information from interviews with operational personnel and from the Police Action Protocol of the Mexico City Public Safety Secretariat for the application of the "Drive Without Alcohol" Program.

It is important to note that in the case of a woman who is a probable offender, the transfer is carried out immediately. The objective of this differentiated treatment is based on affirmative actions aimed at limiting situations that put the integrity of the women users of the PCSA at risk.

4.2.5 Important considerations

Order to ensure the safety of personnel working at inspection points, the PCSA provides for the suspension of inspection points in specific situations such as:

- **Rain or bad weather:** inspection points are temporarily suspended during rain. This measure is maintained until weather conditions improve and the rain stops, to ensure that operations can continue safely and without putting personnel and users at risk.
- **Vehicle saturation:** in situations where the points reach their maximum capacity in vehicles stopped in the bay, these can be suspended for a period of 30 to 40 minutes. This time allows for the relocation of vehicles and the freeing of the necessary space to continue the operation without generating a collapse in the system.
- **Road congestion or relevant event:** in the event that the inspection point is generating excessive road congestion, the Supervisor of the inspection point is notified to suspend the operation of the checkpoint. In turn, in case of an event that represents a significant risk, such as a serious situation near the inspection point, an emergency in the area, or a demonstration that blocks the roads, the inspection points are suspended until the necessary conditions for the operation of the point are reestablished.

4.3 Definition and enforcement of sanctions

The Civic Judge is the one who makes the decision on the commission of the administrative offense and the definition of the corresponding sanctions (See Box 8).

The procedures for determining the commission of the administrative offense and the definition of penalties, and the procedure for compliance with the penalties, are detailed below.

4.3.1 Determination of the commission of the administrative offense and definition of sanctions

As mentioned above, it is the civic judges of the **Executive Direction of Civic Justice** who are in charge of determining the responsibility for the commission of the administrative offense. The specific procedure is as follows:

- **Medical evaluation:** Probable offenders are evaluated by medical personnel who are in charge of assessing whether the person is fit to attend their hearing with the Civic Judge. In case the person is in a state of inebriation, the medical personnel will define a recovery time before the hearing.
- **Civic Justice Hearing:** the person likely responsible is presented before the **Civic Judge** by means of the **Referral Forms** and the corresponding documents. Afterwards, the determination of the commission of the offense, as well as the definition of sanctions, is carried out in a hearing with a civic judge.
 - **Determination of the commission of the administrative offense:** At the hearing, the judge gives the probable offender the right to speak at to present his or her arguments, and evaluates the evidence presented (results report and assessment by medical personnel) to determine whether the person committed the administrative offense. Given that the evidence provides sufficient support to prove the commission of the administrative offense, the civic judges usually determine the commission of the offense in the vast majority of cases.
 - **Definition of penalties:** the judge determines the number of hours of non-commutable arrest that the offender must serve.

Once the hearing is concluded, the offender is taken to the Administrative Sanctions Center to serve his or her administrative arrest.

Box 8**Penalties for exceeding the alcohol limit allowed for driving.**

Articles 50-52 of the Mexico City Traffic Regulations establish the following penalties¹⁷:

- Incommutable administrative arrest from 20 to 36 hours.
- Penalty of six points to the driver's license.
- Remission of the vehicle to the vehicle depot.

4.3.2 Compliance with sanctions

Prior to entering the **Administrative Sanctions Center**, the offender's belongings are safeguarded. The Center staff takes an inventory, which is signed by the offender (all belongings are returned upon completion of the arrest sanction). Likewise, the license is withdrawn from the holder, who may reclaim it after having served the total number of hours of arrest dictated by the judge, in order to enforce the penalty of suspension and penalty points.

Subsequently, the persons are admitted to the centers to serve their arrest sentence. During their stay in the centers, offenders are provided with blankets and food.

4.4 Closing of inspection points

The last action of the PCSA operation is the closing of the inspection points. At the closure of the inspection point, the **PCSA Personnel** prepares a detailed report of the developments that occurred, noting:

- Total number of interviews conducted.
- Total number of breathalyzer tests applied.
- Total number of tests performed and found to be above the established alcohol limit.
- Vehicles deposited in vehicle depots.
- Referrals to the corresponding authority, considering the following items:
 - To the Judge, for tests applied that were higher than the established limit.
 - To the Judge, if applicable, for the refusal to apply the breathalyzer test.
 - To the Public Prosecutor's Office, if applicable, when arrests have been made for the commission of acts designated as crimes by law.
- Number of minors who exceeded the alcohol limit allowed in the Regulation.
- Data on female offenders.

The person in charge of the point distributes this information card among the commanders and to the IT area, where they register the data reported and a report is generated and sent to the General Direction of Crime Prevention and to the Support Group commanders. Subsequently, the personnel return to the PCSA base and store the equipment and material in the facilities, ensuring orderly and safe handling of the equipment used.

Closing inspection points marks the end of an operating day in the PCSA. The efficient closing of inspection points ensures that all relevant information has been collected, allowing daily performance to be evaluated and adjustments to be made for future operations.

The personnel of the Citizen Protection Units, who acts as point chief, prepares an informative report addressed to the PCSA's Operational Manager to report the novelties that occurred at the inspection point, accompanied by the corresponding documentation.

¹⁶In addition, the Mexico City Mobility Law establishes in its articles 67-69 the suspension of the license or cancellation in case of recidivism.



Undersecretary of Citizen Participation and Crime Prevention and Executive Director of Civic Justice supervising the operation of an inspection point

4.5 Key indicators and management figures

In order to have greater control and transparency over inspection point operations, the Program records these activities in a database. This not only allows for greater clarity, but also the possibility of quantifying the results of the program and devising future strategies based on such data. It also covers both types of the Program's shifts, day, and night, and focuses on different aspects of the Program. Below is a list of the specific variables in the database:

- Conference.
- Inspection points.
- Interviews conducted.
- Breathalyzer test applications.
- Total number of people who exceeded the alcohol limit.
- Men who exceeded the alcohol limit.
- Women who exceeded the alcohol limit.

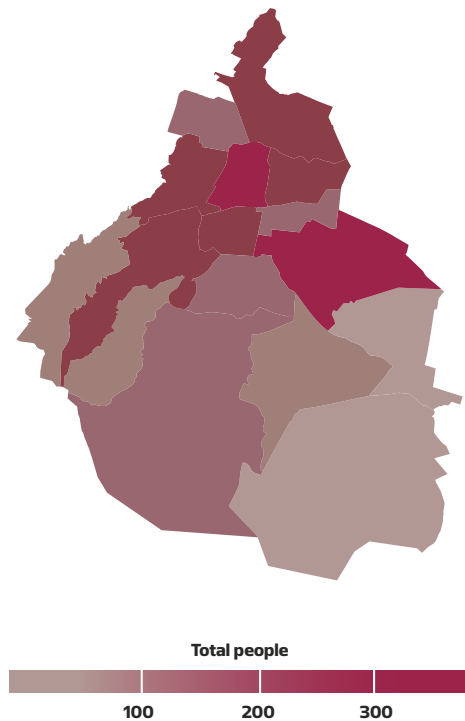
Systematic recording of this data allows detailed monitoring of the Program's activities and results over time, from its implementation in 2003 to the present. By disaggregating the data by months and years, trends can be identified. This database is crucial for informed decision making. Program managers can use the information to adjust strategies, such as the frequency and location of inspection points, based on historical results.

4.5.1 Analysis of PCSA inspection points

Detailed analysis of data collected at PCSA's breathalyzer inspection points in Mexico City allows for the identification of key patterns in the incidence of impaired driving. Through an evaluation of the municipalities, the monthly distribution and the trend by days of the week, critical areas and moments of higher risk are revealed, which are essential for the optimization of the Program. This study not only identifies the areas with the highest concentration of offenders, but also highlights the periods of the year and specific days that demand greater attention and resources to ensure the effectiveness of preventive measures and road safety in the capital.

- **Breathalyzer tests:** in terms of tests performed, the overall average is approximately five tests per point, with a recorded maximum of 21 tests in some cases. When analyzing the distribution by gender, there is a notable male predominance, with an average of 4.64 males tested versus 0.57 females per point.
- **Municipalities:** When evaluating the municipalities of Mexico City, it is observed that Cuauhtémoc leads with 3,132 offenders, which positions it as the municipality with the highest incidence of people driving under the influence of alcohol. It is followed by Iztapalapa, with 2,688 offenders, and Gustavo A. Madero, with 1,572. In contrast, municipalities such as Milpa Alta, with only 19 offenders, and Tláhuac, with 131, show a considerably lower incidence. This is not due to the absence of inspection points, since inspection points are also strategically installed in these municipalities. The higher number of offenders in districts such as Cuauhtémoc and Iztapalapa is partly explained by the high concentration of traffic events in these areas. This justifies the presence of more control points and reinforces the need for constant supervision in areas with greater vehicular flow and nighttime activity. In other words, the more traffic events related to alcohol consumption, the greater the need to install inspection points in these areas. In the municipalities with fewer inspection points, other complementary actions are undertaken, such as friendly days or prevention campaigns, focused on raising awareness among the population about the risks of driving under the influence of alcohol. These initiatives allow for a more comprehensive approach, focusing not only on supervision, but also on prevention and road safety education, thus achieving a more complete impact on the reduction of alcohol-related traffic events.

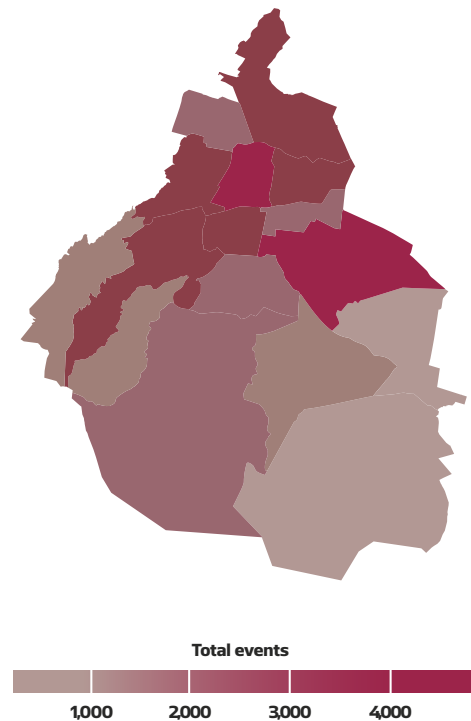
Graph 1: Sanctioned individuals by municipalities in Mexico City, 2023



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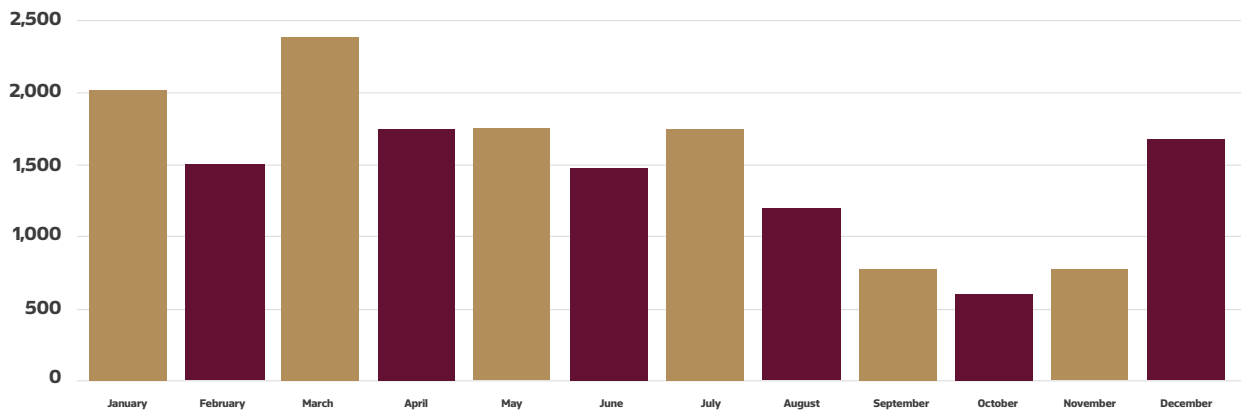
Source: Prepared by LAB-CO with information from the PCSA database. Date of consultation: September 2024.

Graph 2: Events by municipalities in Mexico City, 2023



Source: elaborated by LAB-CO with information from the database of Traffic Events registered by the SSC, Public Innovation Digital Agency 2023. Date of consultation: September 2024.

- Months:** In terms of monthly distribution, March stands out as the month with the highest number of offenders, reaching a total of 2,293 detections. It is presumed that this peak is related to events or festivities that increase alcohol consumption. January and July also show high rates, with 2,048 and 1,842 offenders, respectively. On the other hand, months such as October and November show a lower incidence, with 602 and 725 offenders, suggesting a seasonal variation.

Graph 3: Total number of offenders per month 2023-2024

Source: Prepared by LAB-CO with information from the PCSA database.

4.6 Other PCSA activities

In addition to the implementation of the inspection points, the PCSA has developed several strategies to promote public awareness and cooperation on the importance of preventing alcohol-related traffic events.

- Friendly testing:** to raise awareness among the population about the effects of alcohol. The **Road Awareness Unit** conducts **public outreach days**, particularly in establishments where alcoholic beverages are consumed (esplanades of the 16 mayor's offices, parks, shopping malls, restaurants). The methodology of the test is explained to citizens, and they are invited to take the test in a friendly manner without penalty. If they have consumed alcohol, they are provided with information and options for a safe return home with the slogan **"Someone is always waiting for us."**
- Campaigns with the Mexico City Citizen's Council:** the PCSA also implements different social and dissemination campaigns to maintain close cooperation with the citizenship. For example, with the support of the **Social Communication** area of **the SSC**, the reintroduction of the PCSA, the way to operate during the pandemic and the realization of the December Campaigns were disseminated. In addition to dissemination on social networks, informative bulletins were issued, and 31 direct interviews were conducted at inspection points, on radio and television, to various media outlets by PCSA Personnel.



5. RESULTS OBTAINED

Photo: Officers and authorities at the kickoff event of the *Conduce sin Alcohol* Program 2024 December Campaign

■ 5. RESULTS OBTAINED

The Program has been successful thanks to the generation of important results in the reduction of traffic events related to alcohol consumption, the legality and transparency with which it has been managed in recent years, as well as the perception of PCSA users. The following is a detail of the results of the PCSA in the three aspects mentioned above:

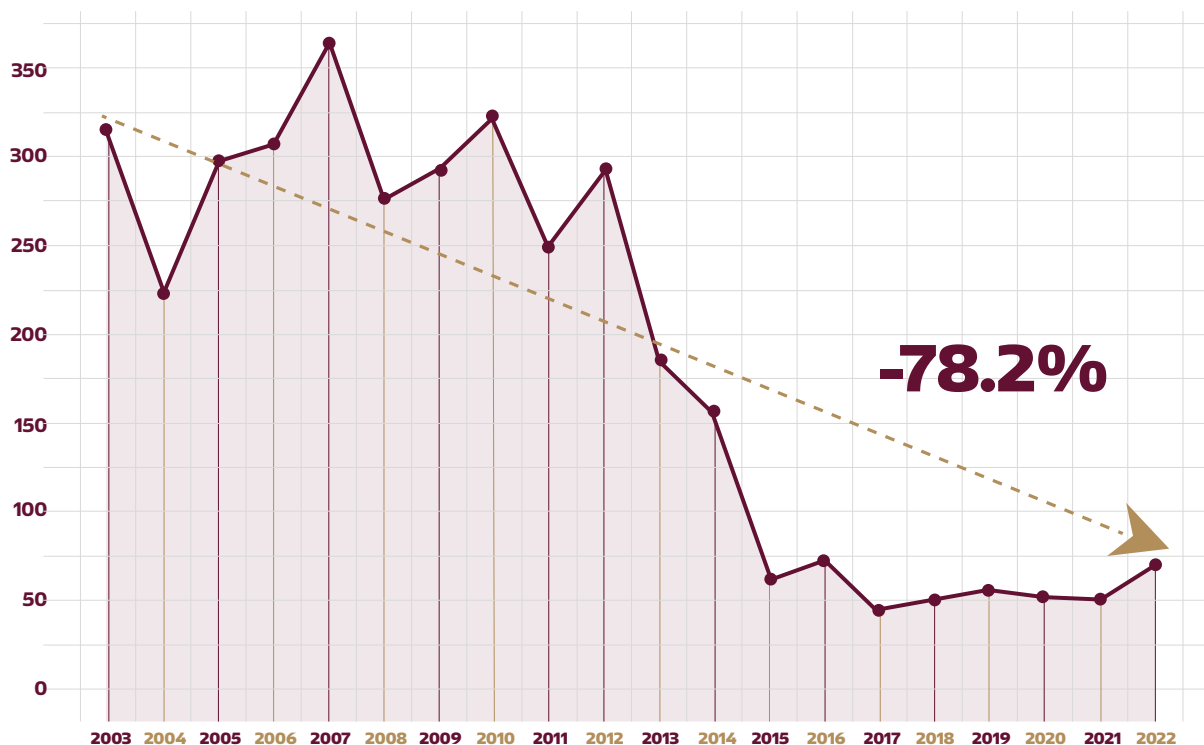
5.1 Reduction of alcohol-related traffic events

PCSA aims to reduce both the number and severity of alcohol-related traffic crashes. By focusing its efforts on preventing drunk driving, the program seeks not only to reduce the frequency of these events, but also to minimize the consequences that often accompany them, such as serious injuries or loss of life.

Throughout its implementation, the results have shown a significant impact on improving road safety. Below are the data on the traffic events recorded, which suggest the effectiveness of the program in contributing to the reduction of events and mitigating their severity, evidencing progress in the protection of the lives and well-being of citizens.

The analysis presented here identifies correlations between the implementation of the PCSA and movements in the number of traffic events related to alcohol consumption. However, it does not intend to demonstrate a causal relationship between the results of the program and the phenomenon presented.

Gráfica 4. Traffic events with alcohol breath from 10:00 p.m. to 6:00 a.m. in Mexico City 2003-2022



Source: Prepared by LAB-CO with data from the Administrative Records of Land Traffic Event Statistics in Urban and Suburban Areas, INEGI 2022.

The graph shows the trend of fatal and non-fatal alcohol-impaired traffic events in Mexico City, occurring between 10:00 p.m. and 6:00 a.m., during the period 2003 to 2022. This analysis is fundamental to evaluate the impact of the PCSA on the reduction of alcohol-related traffic events.

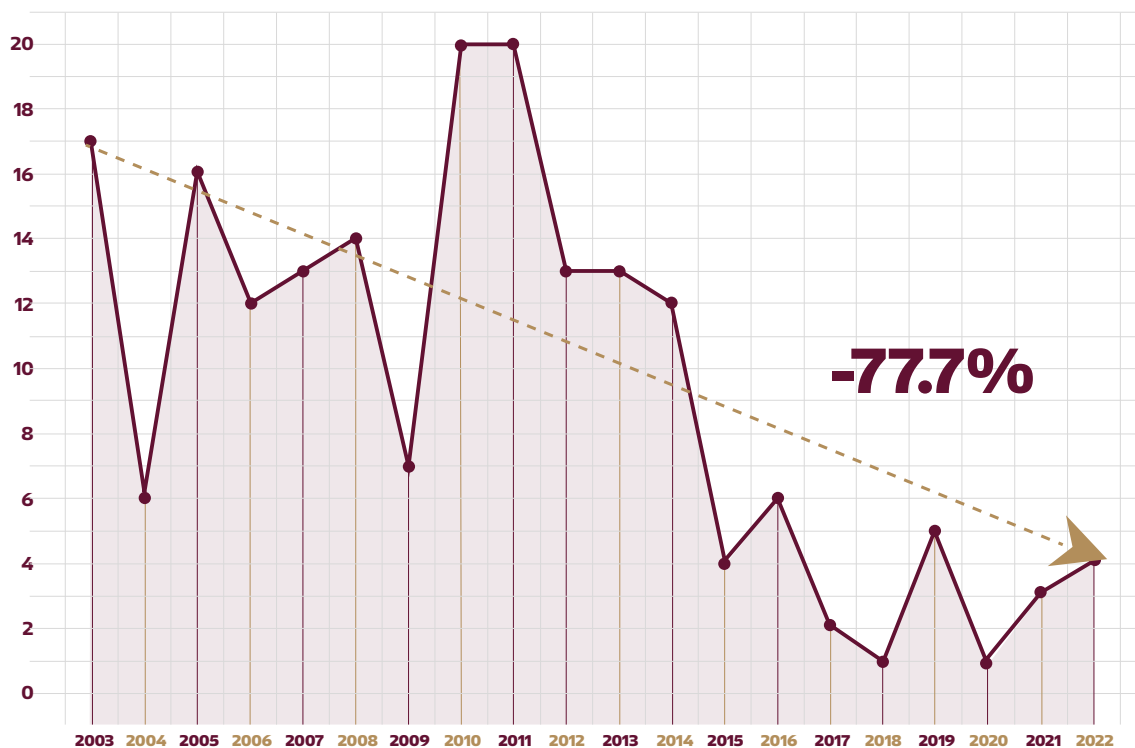
In the early years of the dataset, particularly between 2000 and 2003, there was a significant increase in the number of traffic events, reaching a peak around 2002-2003. This increase reflects a context in which preventive measures have not yet been effectively implemented. In 2003, the PCSA was launched, marking a turning point in Mexico City's road safety strategy.

Throughout the 2000s, the graph shows fluctuations in the number of alcohol-impaired traffic events, both fatal and non-fatal, but the overall trend is one of a slight decrease. This period reflects the initial efforts of the PCSA, in which the program began to consolidate and exert a positive influence on the reduction of traffic events.

It is from **2013** onwards that a more pronounced change is observed, with a sustained decrease in the number of traffic events of **65% compared to 2003**. This decline coincides with the strengthening of the PCSA and the adoption of more robust strategies, such as the implementation of more efficient inspection points and the use of advanced technology to detect and prevent drinking and driving. The drop in the incidence of these events suggests that the measures taken have been effective in reducing both fatal and non-fatal events.

From **2017 to 2022**, the latter year with a decrease of **71.42% compared to 2013**, the graph shows a stabilization at low levels, with small fluctuations. This behavior indicates that the PCSA has reached a level of maturity, achieving not only significant reductions in alcohol-impaired traffic events, but also sustaining those achievements over time. The stabilization at low numbers is a testament to the program's continued success in improving nighttime traffic safety.

Graph 5. Fatal traffic events with alcoholic breath from 10:00 p.m. to 6:00 a.m. in Mexico City 2003-2022



Source: Prepared by LAB-CO with data from the Administrative Records of Land Traffic Event Statistics in Urban and Suburban Areas, INEGI 2022.

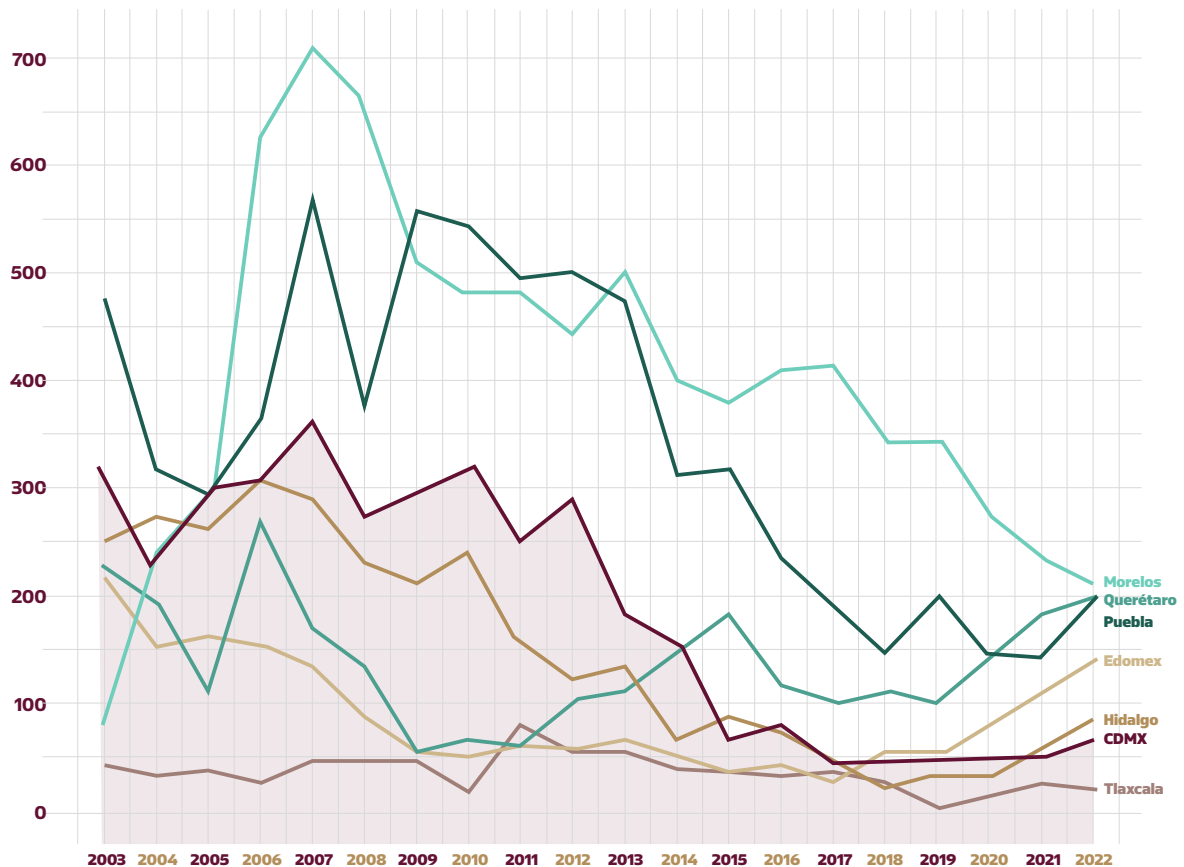
■ 5. RESULTS OBTAINED

It is also possible to identify a decrease not only in the number of events, but also in their severity. The graph below illustrates the monthly evolution of fatal traffic events associated with alcohol consumption in Mexico City, occurring between 10:00 p.m. and 6:00 a.m., during the period from 2003 to 2022. Throughout these years, it is possible to observe a significant variability in the number of events, with notable peaks in certain periods, particularly in 2004, 2010 and 2013.

Since 2015, there has been a marked decrease, around 40%, in the number of events, with several years reporting few fatalities. This downward trend is a clear indication of the positive impact the PCSA has had in Mexico City. The control policies implemented by the PCSA, together with increased public awareness, have been instrumental in significantly reducing fatalities related to alcohol consumption during nighttime hours.

Although a slight increase in events is detected during 2021 and 2022, this uptick highlights the need to continue to adapt and strengthen control strategies in a post-pandemic environment. The recent increase can be interpreted as an opportunity for the PCSA to renew its commitment to road safety, ensuring that prevention measures continue to evolve to meet new and emerging challenges.

**Graph 6. Traffic events with alcoholic breath from 10:00 p.m. to 6:00 a.m.
2003-2022**



Source: Prepared by LAB-CO with data from the Administrative Records of Land Traffic Event Statistics in Urban and Suburban Areas, INEGI 2022.

When comparing the case of Mexico City with other states in the country, it is possible to identify some important points. The graph illustrates the evolution of traffic events related to alcohol consumption in several Mexican states between 2003 and 2022, paying special attention to two key periods: 2003-2018 and 2018-2022.

In Mexico City, since the implementation of the Program in 2003, there has been a notable decrease in road events associated with alcohol consumption. Since that time, the graph reveals a constant and significant reduction, especially until **2013, when a reduction of 35.16% with respect to 2003 was recorded**. This decrease coincides with the initial stages of the program, when inspection points were established and stricter controls were applied, resulting in a drastic decrease in traffic events. The decline continued after 2013, albeit at a slower rate.

When comparing the situation of the CDMX with that of other states, one of the most pronounced and sustained reductions is evident. While in the first years of the period analyzed, the CDMX was among the states with the highest number of traffic events related to alcohol consumption, by 2022 it is positioned at significantly low levels. This contrasts with other states that, although they have experienced decreases, have not reached the same level of effectiveness.

In summary, the implementation and evolution of the "Conduce Sin Alcohol" Program in Mexico City has been essential in the reduction of alcohol-related traffic events. The significant decrease between 2003 and 2018, followed by a more moderate continuity from 2018 to the present, reflects the importance of policies with continuity.

5.2 Perception of the program

Public perception is a fundamental indicator to knowing the acceptance of any public policy program. For this reason, the SSC has conducted surveys among the inhabitants of Mexico City regarding the PCSA. The results reflect an important level of recognition and acceptance of the Program by citizens.

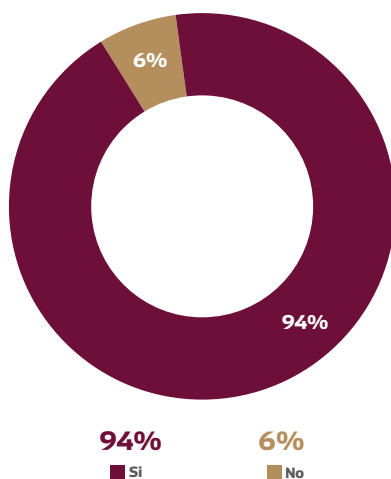
The evaluation resulting from these surveys has allowed the operators to adjust the PCSA to maintain and improve citizen reception and perception, based on the needs and expectations of the population. This initiative-taking approach seeks not only to consolidate the Program's reputation, but also to strengthen its long-term effectiveness through constant dialogue with society.

With the objective of knowing the citizen perception and opinion of the current PCSA, the Program conducted face-to-face surveys in private homes to 1,213 men and women of legal age during July 8 and 9, 2023. This sample design allowed obtaining representativeness by entity, so it is possible to generalize the results to the Mexico City level. The results of this recent survey indicate an important level of knowledge and acceptance of the PCSA among the population of the country's capital, where it is highlighted that they perceive a high level of effectiveness in the prevention of traffic events related to alcohol consumption.

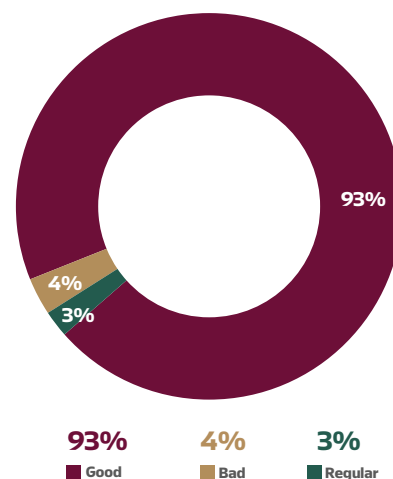
Citizens' opinion of the program

Of the people surveyed, 94% stated that they had heard of the Program and within this group, **93% have a favorable opinion** of it.

Have you heard about the "Conduce sin Alcohol" program or the Breathalyzer program in Mexico City?



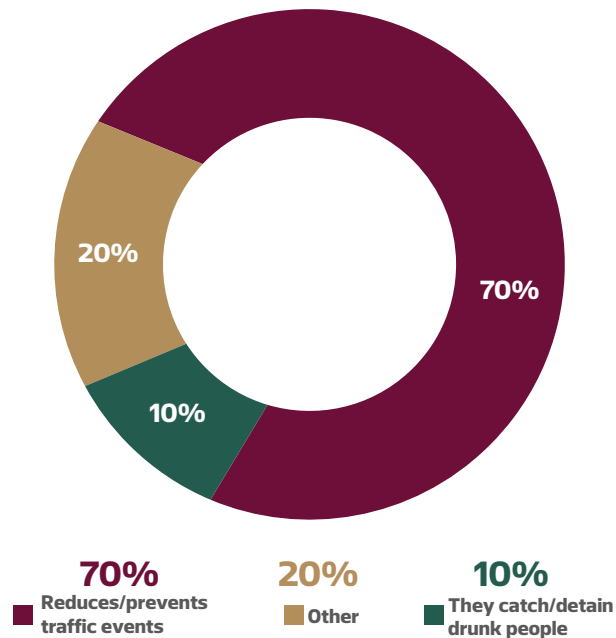
What is your opinion about the "Conduce sin Alcohol" program or the Breathalyzer program in Mexico City?



■ 5. RESULTS OBTAINED

A breakdown of the reasons behind this positive perception shows that **70% value the program because they consider that it prevents** or reduces alcohol-related traffic events, while 10% approve of it because it contributes to stopping people driving under the influence of alcohol.

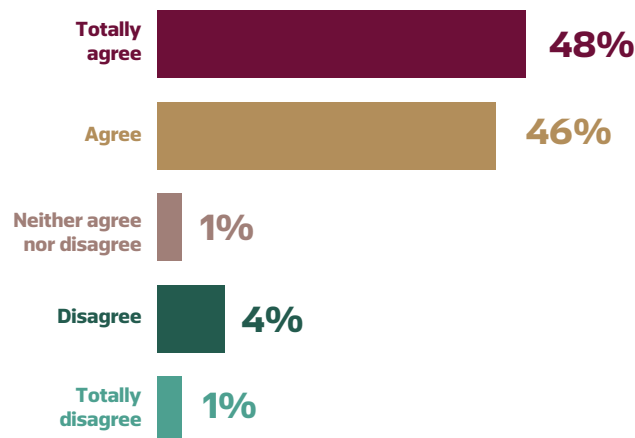
Why do you have a good opinion of the program?



Source: prepared by LAB-CO with data from the PCSA 2023 citizen perception survey.

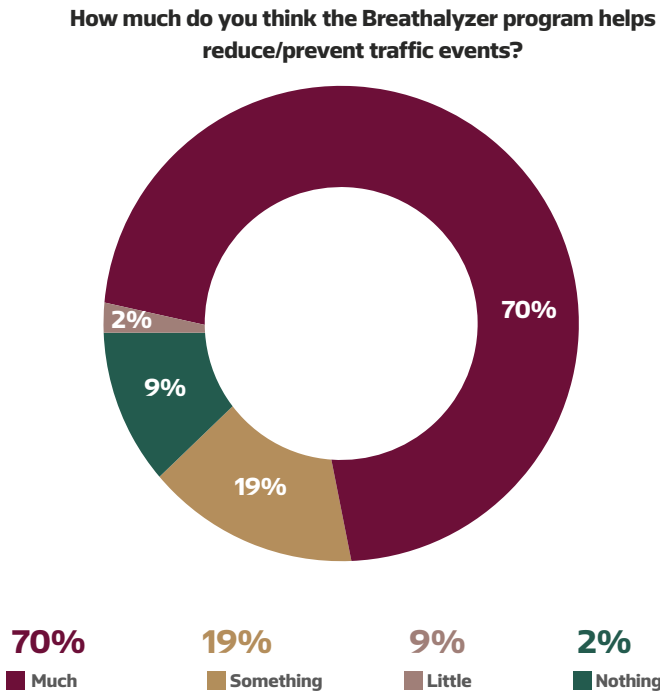
Ninety-four percent of the citizens totally agree or agree with the installation of inspection points as an effective measure to prevent traffic events related to alcohol consumption.

Do you agree with preventing traffic events by setting up inspection points on different roads in Mexico City?



Source: prepared by LAB-CO with data from the PCSA 2023 citizen perception survey.

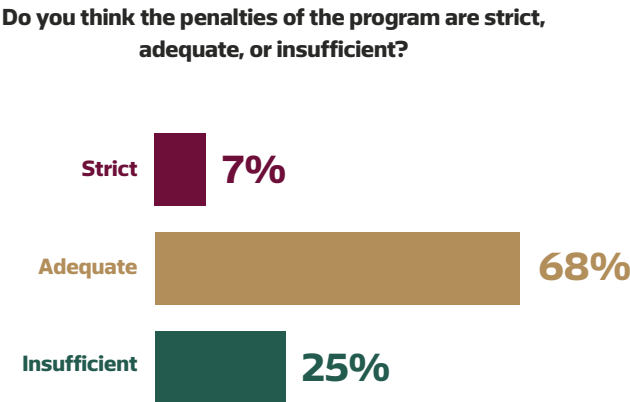
Finally, **70% of citizens believe that the PCSA** helps prevent and reduce traffic events, which reinforces the perception of the Program as a crucial tool in the promotion of road safety in Mexico City.



Source: prepared by LAB-CO with data from the PCSA 2023 citizen perception survey.

Sanctions

Forty-eight percent of citizens are aware of the penalties applicable under the PCSA, and 68% of this group **believe that these penalties are adequate** and proportional.

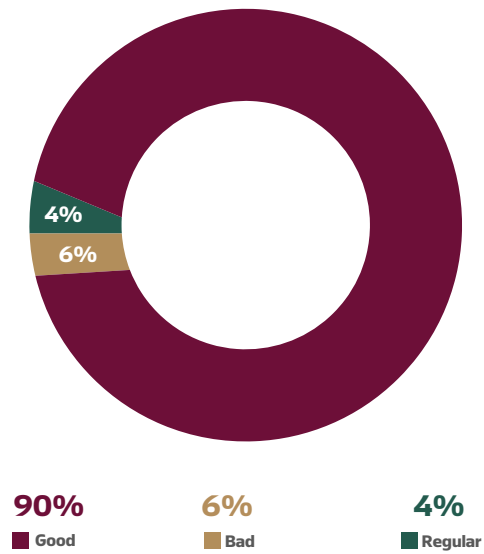


Source: prepared by LAB-CO with data from the PCSA 2023 citizen perception survey.

■ 5. RESULTS OBTAINED

In addition, **66% of citizens report having gone through an inspection point**, and among those who have been sanctioned, **90% indicated that the authorities well treated them**.

When you were penalized, was the treatment you received good or bad?



Fuente: elaboración propia con datos de la encuesta de percepción ciudadana del PCSA 2023.

5.3 Legalidad y transparencia

The Program has distinguished itself for its commitment to legality and transparency in its operation. In this sense, the PCSA has implemented different actions (see section 6.2) that have led to relevant results in these areas.

- **Confidentiality of information:** to avoid information leakage, the location of the inspection points is disclosed until a few hours before deployment. This information is initially received by PCSA Personnel. Subsequently, two hours in advance, the personnel of the other areas of the SSC are informed.
- **Removal of personnel not suitable for the Program:** this action seeks to ensure that the PCSA has competent and ethical personnel. In this sense, the PCSA has removed more than 40 elements, who after being subject to well-founded complaints from citizens, were removed from their positions. This purge not only reinforces confidence in the Program, but also demonstrates the seriousness with which complaints and denunciations are dealt with.
- **Complaints and denunciations:** Throughout the operation of the PCSA, there have been some complaints related to the performance of its members. However, none of these complaints have resulted in a formal recommendation issued by the **Human Rights Commission**, nor in serious sanctions imposed by the **Secretariat of Citizen Security**. Nor have any infractions been detected that merit the intervention of the **General Direction of Internal Affairs** or the **Comptroller General's Office**. Although there have been no allegations that seriously question the integrity of the Program, in cases where complaints have been successful, those involved have been subject to internal disciplinary corrections.
- **Body cameras:** this technological tool has been incorporated to monitor in real time the interactions between PCSA operatives and citizens. This measure has significantly increased accountability on the part of Program personnel and has reduced the potential for abuse of power or corruption, providing objective evidence in the event of disputes or complaints.
- **Rotation of personnel:** by encouraging that the same elements do not remain at the same inspection points for extended periods of time, the program minimizes opportunities for misconduct and promotes a more controlled and supervised work environment.

Since strengthening in 2018, the PCSA has further reinforced these measures, consolidating its reputation as a Program that not only seeks to save lives, but also operates under ethical and legal principles.



6. KEY ELEMENTS OF THE PCSA

Photo: Participation of civil society organizations and inter-institutional coordination (Bloomberg, SEMOVI, SSC)

The success of the PCSA is based on several key elements that have been fundamental to its effectiveness and acceptance in Mexico City. These elements have not only led to a significant reduction in alcohol-related traffic events, but have also established a transparent, legal and effective management model.

6.1 Preventive approach

The PCSA is distinguished by its preventive approach, prioritizing the reduction of traffic events over the increase in the number of drivers who exceeded the legal limit.

To achieve this, strategically located inspection points are implemented, whose effectiveness is measured by the number of people identified and by the reduction of traffic events.

This preventive approach is based on the premise that road safety should not depend on the collection of fines, but on deterrence and awareness. By not imposing fines, the program focuses on discouraging risky behavior before road events occur, promoting a change in driver behavior, instead of using economic sanctions as the main control tool. Thus, awareness-raising is favored over economic sanctions as a control tool, emphasizing that the main objective of the Program is the protection of lives and the prevention of traffic events, not the generation of revenue for the government.

6.2 Legality, transparency and fair treatment of beneficiaries

Legality, transparency and "Zero Tolerance" to corruption are fundamental pillars of the PCSA, reinforcing its integrity and the trust of citizens.

- **Transparency:** to reinforce these principles, the PCSA employs body cameras and maintains continuous surveillance at inspection points, in close coordination with C5. In addition, elements of **Internal Affairs, the Comptroller's Office, and the General Direction of Human Rights (DGDH, by its Spanish acronym)** constantly supervise these inspection points. The continuous rotation of personnel, together with their participation in the identification of irregularities, reinforces the prevention and fight against corruption, ensuring the integrity of the program.
- **Procedural justice:** PCSA is a program designed for and with citizens, constantly reinforcing the relationship of trust with the population. This bond is strengthened through various strategies, such as social campaigns, preventive talks and friendly testing. In 2018, the Program renewed its image to facilitate its identification by the citizenry and project clarity and openness. At the inspection points, the Program's staff is responsible for explaining in detail the procedures to users, complementing this information with technological resources such as a web page, where offenders can consult the steps to follow. These measures ensure that the PCSA not only acts in accordance with the law, but also with a focus on transparency and equity.
- **Adequate training:** The success of the PCSA depends to a large extent on the adequate training of its elements. All members of the Program receive specific and continuous training to carry out their duties efficiently. This training, which is updated every six months, is tailored to the needs of the PCSA, ensuring that personnel are always prepared to meet the challenges associated with the Program's implementation, and maintain standards of quality and legality.

6.3 Inter-institutional coordination and policy strengthening

The PCSA is based on effective collaboration among various institutions. This collaborative approach is complemented by a constant effort to strengthen the Program's regulatory framework, adapting it to the needs of both citizens and the Program itself.

An example of this adaptation is the 2018 reform that facilitated the penalization of the driver's licenses of violators. Before the reform, this process was complicated due to the lack of a defined space and time to carry out the penalty, allowing violators to leave the **Administrative Sanctions Center** without affecting their licenses. Now, personnel from the **Undersecretariat of Traffic Control** retains them at the entrance to the Center.

Another noteworthy aspect of the 2018 reform was the inclusion of motorcycles within the scope of the PCSA, which meant a change in the protocol to cover this type of vehicle at inspection points. In addition, the Program has maintained its stringency by adapting the protocol regarding the enforcement of non-commutable arrest hours. Currently, it is not possible to remove a vehicle from the impound lot without having completed the total number of hours assigned by the judge, which reinforces the effectiveness of the Program.

One of the most solid pillars of the PCSA is the clarity and precision with which the responsibilities of each institution involved in its execution have been delimited. This approach has allowed all parties to work in a coordinated and efficient manner, following a well-defined protocol that assigns specific roles to each entity. A key aspect in the implementation of the PCSA is that the roles and activities assigned to each institution are aligned with their formal functions and vocation, avoiding that they are asked to perform tasks outside their competence.

The PCSA protocol establishes the functions of the elements of the **Secretariat of Citizen Security in the operation of the PCSA**, ranging from the operation of inspection points to the supervision of human rights and social assistance. The entire functioning and operation of the program is formalized in the **Police Action Protocol**, which guarantees a high level of organization. In order to coordinate more efficiently the various areas involved, the **General Direction of Crime Prevention** assumes the leadership of the Program and coordinates the other participating actors, thus ensuring an integral and effective management.

7. Annexes

7.1 Methodological note

This section explains the methodological note corresponding to the analysis previously presented on the impact of alcohol consumption on traffic events in Mexico City. The data sources, selection criteria and classifications used are detailed. In addition, the methodological considerations adopted to ensure that the analysis is as rigorous as possible are described, in order to provide an accurate and detailed understanding of the phenomenon studied.

Considerations

- **Data source:** the database used for this analysis comes from the National Institute of Statistics and Geography (INEGI), specifically from the Land Traffic Event Statistics Survey in Urban and Suburban Areas. This source was selected due to its recognized methodological rigor and national coverage, which reinforces both the reliability and comparability of the data over time and between different regions.
- **Classification of events:** both fatal and non-fatal events were included in the analysis, allowing for a comprehensive assessment of the impact of alcohol consumption on traffic events. The inclusion of both events provides a more complete picture of the problem, allowing us to identify not only the severity of the events, but also to better understand the situations in which alcohol consumption results in non-fatal harm in order to inform more precise interventions.
- **Control of variables:** in the present analysis we did not control for additional variables that could have influenced the results, such as weather conditions, road conditions, or the presence of other risk factors, such as the use of mobile devices. This decision was based on the need to simplify the analytical model, although it is important to recognize that the absence of control over these variables may introduce certain biases in the interpretation of the results.
- **Seasonality analysis:** to capture fluctuations in the incidence of events, traffic events were grouped by month. This grouping makes it possible to observe temporal and seasonal patterns, identifying possible variations in the frequency of alcohol-related events at different times of the year. The choice of a monthly grouping facilitates the analysis of trends and helps to elucidate whether there are specific periods with higher risk, such as during festivities or holiday seasons.

Period of analysis

- The analysis was performed using a data sample corresponding **to the period from 2000 to 2022**, although records were available since 1997. This decision was made in order to ensure consistency and comparability of data over time, considering the evolution of registration systems and the implementation of more recent road safety policies. Nevertheless, this selection maintains the representativeness of the data, ensuring that the results accurately reflect trends in alcohol-related traffic events during the period analyzed.
- The analysis focused on **events occurring during the night and early morning hours between 10:00 p.m. and 6:00 a.m.** This period was strategically selected as it coincides with the highest number of alcohol-related events and intensive operation of the PCSA. This period was strategically selected, as it coincides with the highest number of alcohol-related events and with the intensive operation of the PCSA, thus allowing a more accurate study of the impact of alcohol consumption on driving.

Alcoholic breath condition

- The analysis focused on events that presented the condition of alcoholic breath, according to the **"yes or no" classification used in the INEGI survey**. This approach allows a direct assessment of the impact of alcohol consumption on traffic events, and is essential to understand the effectiveness of control policies such as the PCSA.
- However, **this measure may not capture all cases** of alcohol consumption due to possible errors in detection, variations in the accuracy of the equipment used, or differences in measurement procedures between different times or locations.

Acknowledgments

We express our sincere thanks to Mr. Pablo Vázquez Camacho, Secretary of Citizen Safety, for his tireless work and vision to improve road safety in Mexico City. His leadership and commitment have been fundamental to the strengthening of the Conduce Sin Alcohol Program.

We also thank Maestro Wilfrido Saúl Lescas Morga, Undersecretary of Citizen Participation and Crime Prevention, Maestro Juan Manuel Ríos Navarrete, PCSA coordinator, Francisco de la Rosa, and Sergio Carrera for their valuable collaboration and support in this project. Their vision to transform road safety in Mexico City has been the driving force behind PCSA. Their dedication and expertise have turned the streets into safer spaces, protecting the well-being of citizens.

Finally, we would like to extend our deepest gratitude to each and every one of the members of the “Conduce Sin Alcohol” Program, who every day demonstrate an unwavering commitment and exemplary professionalism. Their dedication and effort in the protection and care of drivers is the foundation on which the success of this police force is based.

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