**ROSITA**

**Project ID:** RO-98-SC.3032  
**Funded under:** FP4-TRANSPORT

**Road side testing assessment**

**From** 1999-01-01 **to** 2000-09-30

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**Project details**

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<th>Total cost:</th>
<th>Topic(s):</th>
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<td>EUR 1 103 395</td>
<td>7 - Road transport</td>
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<th>EU contribution:</th>
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<td>EUR 399 995</td>
<td>CSC - Cost-sharing contracts</td>
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**Coordinated in:** Belgium

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**Objective**

The ROSITA Project will identify the requirements for roadside testing equipment for drugs in body fluids, and make an international comparative assessment of existing equipment or prototypes. This review will address the validity of roadside testing results, reliability and usability of equipment and usage costs.

**OBJECTIVES**

The objective of the project is to identify the requirements for roadside testing equipment, and to make an international comparative assessment of existing equipment or prototypes. This assessment will address validity of roadside testing results, reliability and usability (practicality) of equipment, and usage costs.

More specifically, the project seeks to answer five key questions:

1. What are the drugs/medicines that are suspected to have a detrimental impact on road-users performance?
2. What is the state-of-the-art of roadside testing equipment for urine, sweat and saliva? Are other tests, which may be used to evaluate the impairment of the driver at the roadside available?
3. What kind of operational, user and legal requirements exist across EU Member States for roadside testing equipment?
4. Which of the tests meet the criteria set in the methodology and experimental design (testing and evaluation of the instruments, validity, equipment reliability, usability (practicality) and usage costs)?
5. What can be recommended for the use of roadside testing equipment in Europe?

**METHODOLOGY**

The work will be divided into five packages:

1. A literature study will identify drugs and medicines that are suspected to have detrimental impact on road-user performance.
2. A market study on different immunoassays that can be used at the roadside will make an inventory of state-of-the-art roadside testing equipment.
3. Interviews will be performed with police units and police experts on operational and legal aspects of traffic control actions, to identify operational, user and legal requirements across Europe for roadside testing equipment.
4. Based on the results of package 1, 2 and 3 the consortium will develop a methodology and experimental design, and subsequently test and evaluate different equipment. Approximately 3000 tests will be performed on various sites, in eight European countries.
5. The findings of the research will be summarised, to give recommendations for the use of roadside testing equipment in Europe.
BACKGROUND

Road accidents account for almost 45,000 deaths and 1.5 million injures within the EU member states. The costs resulting from road traffic accidents amount to approximately 70 billion Euro annually. While the incidence and the number of alcohol related road accidents is still of prime concern, a new phenomenon is rapidly emerging - road use under the influence of illicit drugs and prescribed medicines. Studies in different Member States have shown that approximately 1% of the road-users has detectable quantities of illicit drugs in their body fluids. This percentage rises to 17% among people injured in traffic accidents and 19% in traffic fatalities.

The detection of drugs in body fluids is much more complex than the detection of alcohol, because of the much lower concentrations and the diversity of the substances. One of the key elements in the law enforcement process is to perform screening tests rapidly at the roadside, in order to take immediate administrative measures (taking the driver's licence, impounding the vehicle) or to select the drivers that will have to undergo venipuncture.

Coordinator

UNIVERSITEIT GENT
Sint-Pietersnieuwstraat 25
9000 Gent
Belgium
See on map

Participants

DADE BEHRING MARBURG GMBH
Emil von Behring Str. 76
35041 Marburg
Germany
See on map

NATIONAAL INSTITUUT VOOR CRIMINALISTIEK EN CRIMINOLOGIE
VILVOORDSEsteenweg 98-100
B-1120 Brussels
Belgium
See on map

NATIONAL INSTITUTE OF FORENSIC TOXICOLOGY
LOVISENBERGGT. 6
0105 Oslo
Norway
See on map

NATIONAL PUBLIC HEALTH INSTITUTE
Mannerheimintie 16
00300 HELSINKI
Finland
See on map
ROCHE DIAGNOSTIC BELGIUM SA/NV
Oorlogskruisenlaan, 90
1120 Brussel
Belgium
See on map

SECURETEC
Rosenheimer Landstr. 129
85221 Ottobrunn
Germany
See on map

UNIVERSIDADE DE SANTIAGO DE COMPOSTELA
Pazo de San Xerome Praza do Obradorio s/n
15705 Santiago De Compostela
Spain

UNIVERSITA DEGLI STUDI - INSTITUTO DI MEDICINA LEGALE
VIA FALLOPPIO 50
35121 Padova
Italy
See on map

UNIVERSITY OF SAARLAND, INSTITUTE OF LEGAL MEDICINE
Building 42
66421 Saarbruecken
Germany
See on map

UNIVERSITÉ LOUIS-PASTEUR
RUE HUMANN 11
67085 Strasbourg
France
See on map

University of GLASGOW
University Avenue
G12 8QQ Glasgow
United Kingdom
See on map

Subjects
Policies - Safety - Transport

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