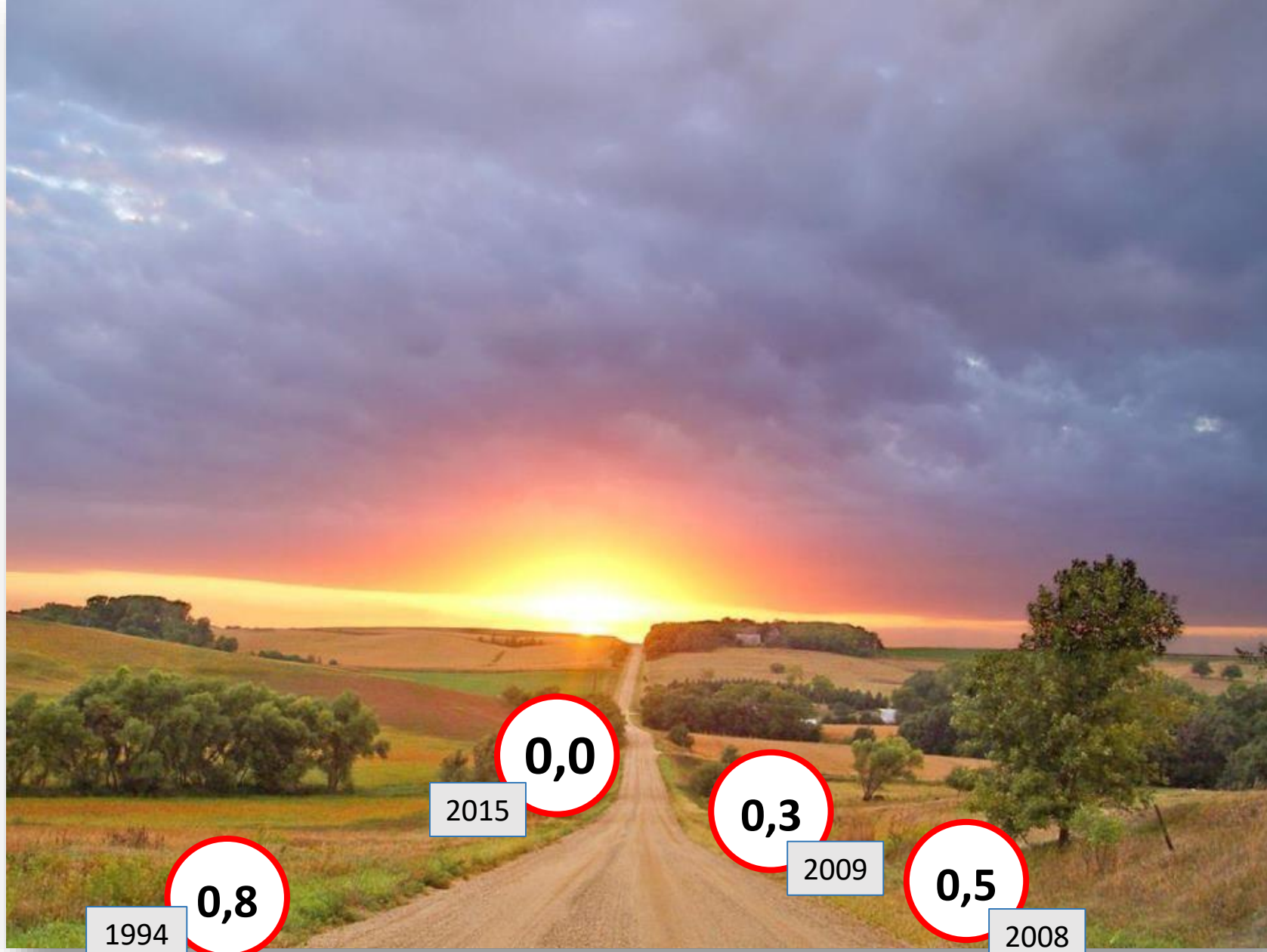




# SEMINARIO VIRTUAL CONSUMO DE ALCOHOL Y SEGURIDAD VIAL

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Investigación

Búsqueda de evidencias

Discusión Parlamentaria

Decisión multipartidaria

Apoyo de la sociedad

Seguridad ciudadana

Protección de la salud

Defensa de la vida

“A mí me parece...”

“Se viola la libertad...”

“No está demostrado...”

“Perjuicio económico”

“Caída en la venta de vinos”

Investigación

Evidencia científica

Discusión Parlamentaria

Decisión multipartidaria

Apoyo de la sociedad

Seguridad ciudadana

Protección de la salud

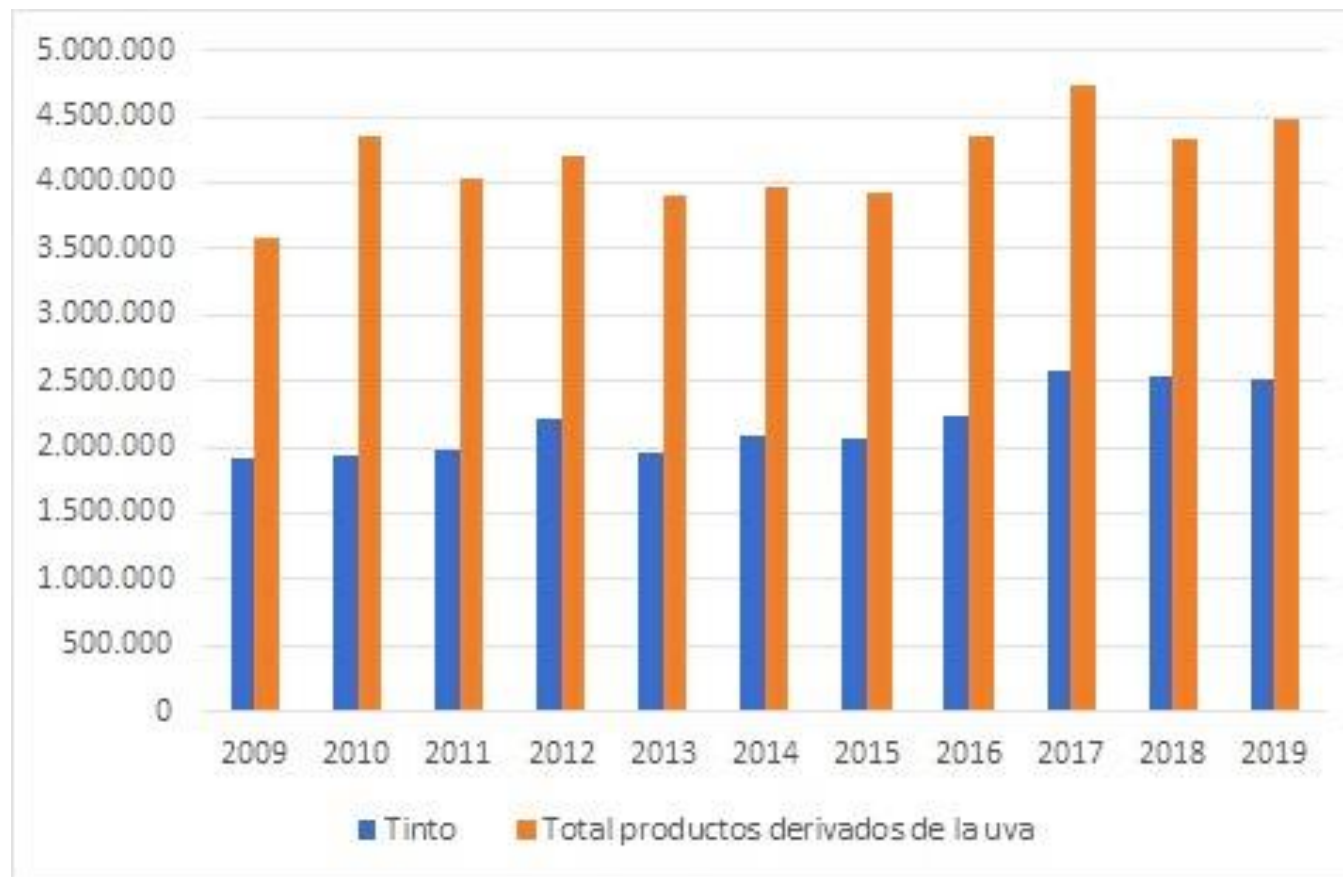
Defensa de la vida



IMPORTACIONES 2009 A 2019 en litros				
Año	Tinto	Total productos derivados de la uva		
2009	1.923.357	3.582.905	1.659.547	
2010	1.942.479	4.353.929	2.411.451	
2011	1.982.396	4.031.421	2.049.026	
2012	2.221.817	4.205.656	1.983.839	
2013	1.950.887	3.898.461	1.947.574	
2014	2.078.457	3.971.626	1.893.168	
2015	2.062.464	3.917.974	1.855.509	
2016	2.238.961	4.344.902	2.105.941	
2017	2.576.371	4.737.081	2.160.711	
2018	2.526.754	4.326.619	1.799.865	
2019	2.508.357	4.476.147	1.967.789	

Fuente: INAVI

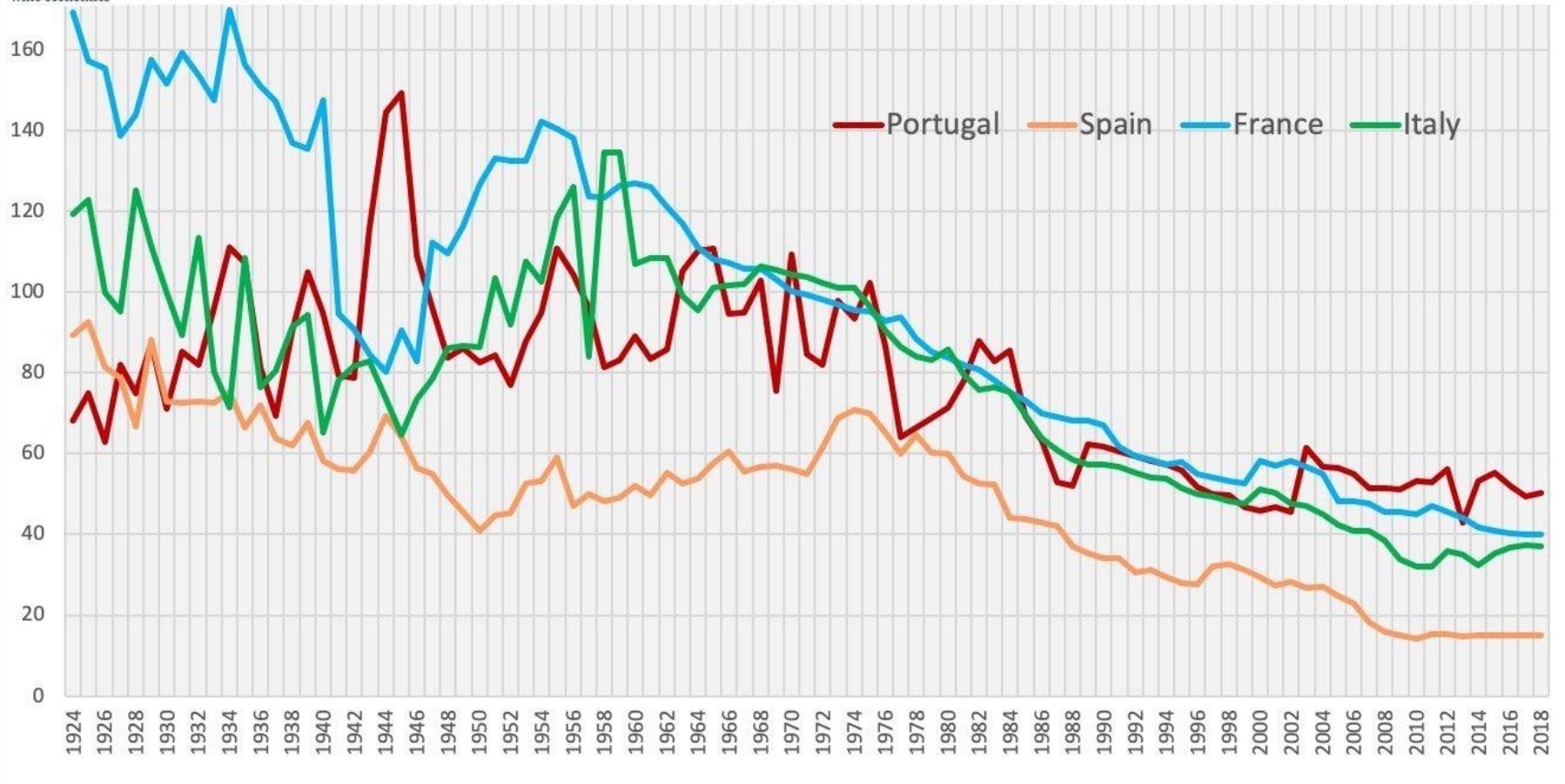




Fuente: INAVI

### Per Capita Wine Consumption 1924-2018: France, Italy, Portugal, Spain

in liters/capita; K. Anderson & V. Pinilla (2020). Annual Database of Global Wine Markets, 1835 to 2018





## Southern Hemisphere Wine Production 2020

	Prov. 2019	Prel. 2020	Trend 2020	Var. 20-19 (%)	Trend 2000-2020
Argentina	13 019	11 600	↓	-10.9%	
Australia	11 970	11 500	↓	-3.9%	
Brazil	2 025	2 000	↓	-1.2%	
Chile	11 939	10 500	↓	-12.1%	
New Zealand	2 974	2 900	↓	-2.5%	
South Africa	9 696	10 200	↑	5.2%	
Uruguay	585	650	↑	11.1%	

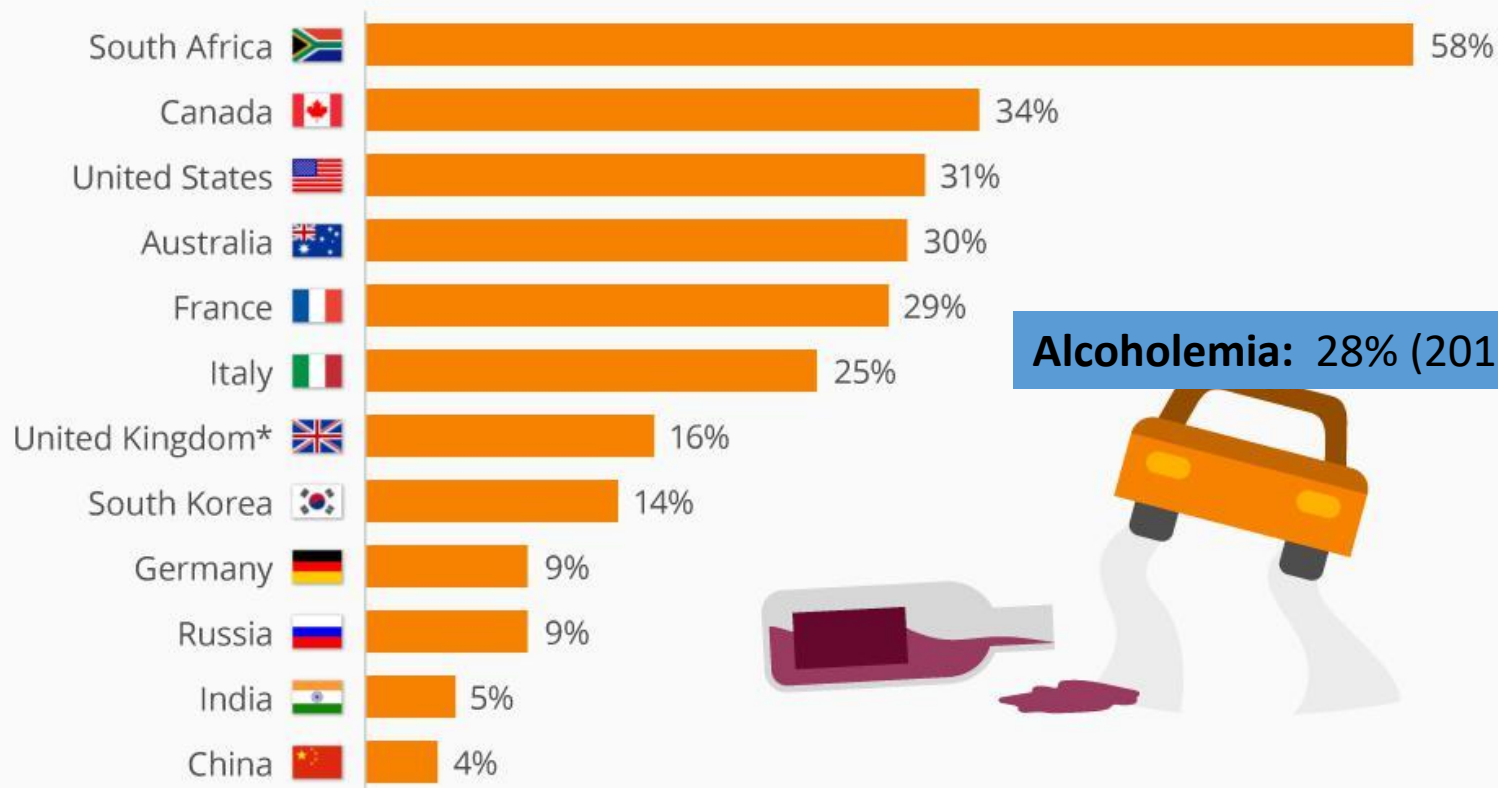
Fuente: Informe anual de la OIV (abril de 2020)





# The World's Worst Countries For Drunk Driving

Percentage of road accident deaths involving alcohol in 2015 (selected countries)



**Alcoholemia: 28% (2017-2018)**

**Uruguay  
6 %**

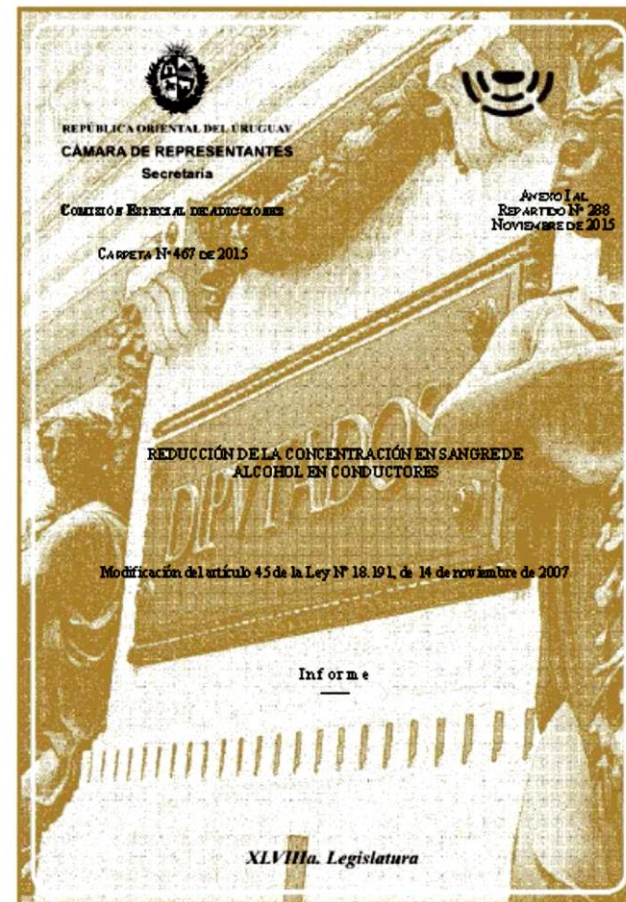


\* Excluding Northern Ireland where the figure is 17%


Source: Global Status Report On Road Safety 2015

Forbes **statista**

2019  
espirometrías (+) en  
conductores participantes  
de siniestros: **821**




**TARGET 1**  
2030



Target 1: By 2030, all countries establish a comprehensive multilateral national road safety action plan with time-bound targets

**TARGET 2**  
2030




Target 2: By 2030, all countries create to one or more of the core road safety-related UN legal instruments

**TARGET 3**  
2030




Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety or meet a threshold rating or better

**TARGET 4**  
2030




Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety

**TARGET 5**  
2030




Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations or equivalent recognized national performance requirements

**TARGET 6**  
2030




Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities

**TARGET 7**  
2030



Target 7: By 2030, increase the proportion of motorcyclists correctly using standard helmets to close to 100%

**TARGET 8**  
2030




Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%

**TARGET 9**  
2030




Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

**TARGET 9**  
2030



Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances

**TARGET 10**  
2030




Target 10: By 2030, all countries enact national laws to restrict or prohibit the use of mobile phones while driving

**TARGET 11**  
2030



Target 11: By 2030, all countries enact regulation for driving time and rest periods for professional drivers and/or adopt international regional regulation in this area

**TARGET 12**  
2030



Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care



¿Mirar hacia atrás y cuestionar lo hecho  
o mirar hacia adelante y seguir avanzando?

