

What has happened since?



During the past year, NordAN has been involved with various issues in different countries. Among other interventions, NordAN has sent some letters to politicians and institutions urging deciders to make a choice that upholds public health principles.

In this report we are looking at what has happened after these letters, how have these issues developed further.

DECEMBER 2014

Closing of the Drug, Tobacco and Alcohol Control Department in Lithuania

In December 2014 NordAN sent an open letter to the Government and the Parliament of the Republic of Lithuania concerning the restructuring plan of the Drug, Tobacco and Alcohol Control Department in Lithuania.

<http://nordan.org/nordan%C2%B4s-open-letter-concerning-the-future-of-the-lithuanian-alcohol-control-policy/>

“The planned changes to move control functions – that are now concentrated in the Drug, Tobacco and Alcohol Control Department – to other ministries and institutions that are not focused on public health, raise concern that the Lithuanian Government does not give priority to the public health needs of the population,” the letter stated.

What has happened since then?

The letter was based on the concern from the Lithuanian member organization - NTAKK, that the planned restructuring will weaken the control of psychoactive substances in the country. Approximately one year later restructuring that was planned to happen from January 1st 2016, was cancelled.

Since April 2015 the Department has a new head Inga Juozapavičienė, who became a major advocate for consolidating functions of the department, rather than pressing on with



restructuring. 2014-2015 local and international NGOs in a coordinated effort has expressed their public concern about the planned changes and appealed to the Government and Parliament of Lithuania to preserve this expert institution intact. They have also drawn attention that the Department has undergone major reorganization in 2011 and the importance of public health approach to control of psychoactive substances. (Nijole G. Midttun)

JANUARY 2015

Alcohol and flying

After Tim Colehan's (Assistant Director of the International Air Transport Association) presentation that he gave at the Riga NordAN conference in October 2014 NordAN compiled its points of concern into a letter that was shared with IATA in January 2015.

http://nordan.org/wp-content/uploads/2013/12/Flying_alcohol_Oct2014.pdf

What has happened since then?

Media attention on the topic has grown immensely. Reports about individual cases but also articles about alcohol and flying and how drinking in the air affects the body have been published.

Different airline companies have made some changes in their alcohol policy.

In June SAS revealed that intoxicated passengers had caused problems for cabin crew staff on routes to several European destinations in 2014 and that the company had therefore decided to introduce new guidelines (limiting passengers travelling within Europe to three alcoholic drinks per flight) to help limit the number of beers, spirits and wines consumed on its flights across the continent.

In July Ryanair passengers have been banned from taking alcohol on all flights from the UK to Ibiza to improve "comfort and safety". Jet2.com put in place a series of measures under its 'Onboard Together' programme, to educate passengers about the effects of alcohol at high altitude, and to outline its policies. Measures also include banning disruptive passengers for life, handing them over to the police, issuing a bill for the cost of the diversion and taking legal action, post travel.

In November Glasgow and Manchester Airports decided to start selling alcohol in sealed bags in bid to reduce flight disruption by drunk passengers.

Germany will implement random drug and alcohol tests for pilots if planned legislation is passed. The proposal comes after a Germanwings pilot deliberately crashed a plane in March.

In October NordAN president Peter Allebeck wrote an article "Alcohol and flying – not a good cocktail" that was published in EurActive portal.

Tim Colehan: Unruly passenger incidents on-board flights have become a significant issue affecting IATA member airlines.

The number of unruly incidents reported to IATA increased from one incident for every 1,362 flights in 2013 to one for every 1,289 in 2014. This data combined with statistics recorded by individual civil aviation authorities and anecdotal evidence from member airlines indicates that this issue is becoming more prevalent.



Many of those passengers responsible for unruly behavior never face prosecution because of jurisdictional gaps in the Tokyo Convention 1963 (TC63), which governs offenses committed on board aircraft in flight. However, the new Montreal Protocol 2014 (MP14) amends TC63 in a way that should address these jurisdictional gaps. Twenty-two States must become Parties to MP14 in order for this new treaty to enter in to force, with universal ratification being the target thereafter.

Latest Developments and Next Steps

IATA's advocacy work on this issue is focused on a dual strategy of prevention/management of unruly passenger incidents and enhancing the legal deterrent as set out in the Core Principles which were unanimously endorsed at the 2014 AGM in Doha. These set out the need for airlines, governments and airports to work together to tackle the issue.

IATA's Guidance on Unruly Passenger Prevention and Management was updated in January 2015. New guidance for airlines specifically dealing with Safe Service of Alcohol on Board has also been produced (NB. many airlines already have such crew training in place irrespective of whether such training is mandated by regulatory authorities as it is in the US). This guidance has been widely distributed to the member airlines' in-flight, security and other relevant teams.

Members have noted that intoxication as a result of drinking prior to boarding can be a trigger to unruly behavior. Therefore, a further element of the work on prevention and management is engaging the airports to seek their assistance. For example, IATA is providing guidance and best practice to ensure that airport concessionaires such as duty free retailers, bars and restaurants are training staff in the responsible service of alcohol (where appropriate to avoid incidents that have to be dealt with in the air).

The industry's core principles on unruly passengers continue to gain recognition by governments. In a speech given Robert Goodwill MP, the UK Under-Secretary of State for Transport, he prescribes a multi-stakeholder approach to tackle this issue, recognizes the role of government in enforcement and highlights the need for airports to do more to avoid pre-flight binge-drinking. BAR UK and the British Air Transport Association (BATA) have done an excellent job raising the issue of unruly passenger incidents to regulators in the UK and IATA is supporting this initiative. The text of the speech can be found here: www.gov.uk/government/speeches/air-travel-and-alcohol-dont-always-mix

IATA is also advocating at the global, regional and local level to enhance the legal deterrent by promoting the ratification of the Montreal Protocol 2014 (MP14). The Republic of the Congo and Gabon became the first States to ratify MP14, with many others being well advanced in the process. Ratification of international treaties like MP14 takes time because States often need to amend or implement domestic legislation prior to ratification. Dependent on the legislative process required for States to comply with the obligations of the treaty, this can take time. Our best estimate is that MP14 will enter in to force expected in 2017/8.

IATA and the International Civil Aviation Organization (ICAO), the United Nations specialized agency with responsibility for aviation are hosting a joint seminar on unruly passenger in Geneva on 1 April 2016, targeting decision makers from states and senior airline management. The aim of this initiative is to promote ratification of MP14 by demonstrate to governments the extent of the problems that airlines currently face when seeking prosecution of unruly passengers.

Tim Colehan is the Assistant Director, Member and External Relations for IATA based in Geneva, Switzerland

FEBRUARY 2015

Statoil suing Tallinn for banning alcohol sale at gas stations

NordAN, together with Estonian Tobacco and Alcohol Coalition, sent a letter of concern to the embassies of Norway and Canada in Estonia and headquarters of Statoil and Alimentation CoucheTard regarding the situation in Estonia where fuel retailer Statoil has filed a suit against Tallinn City Council's ban on the sale of strong alcohol in gas stations.

<http://nordan.org/nordan-concern-about-statoil-intervening-in-national-alcohol-policy/>

What has happened since then?

In February the office of the Chancellor of Justice said that Tallinn's ban on the sale of hard liqueur in petrol stations might not be unconstitutional as its impact on the freedom of enterprise is of low intensity and there could be a positive effect on the health of Estonians.

The Supreme Court said on March 9th it will not process a request by fuel and retail company Statoil to rule on Tallinn City Council's ban on the sale of strong alcohol in petrol stations.

The ban of alcohol in small stores and gas stations in Tallinn came into effect on July 1 2015.

The Ministry of Social Affairs presented a list of amendments on October 18 and one of the amendments is also to ban the sale of alcohol in petrol stations nationally.



JULY 2015

DNB/Nike marketing alcohol brand to children and youth

NordAN's advertising monitoring section is turning attention to DNB | NIKE WE RUN VILNIUS event that took place on May 22 in Vilnius under the DNB flag and sent letters of concern to both DNB and Nike headquarters. <http://nordan.org/nordan-letter-of-concern-to-dnb-bank/>



What has happened since then?

After a first reminder on November 2, we received a letter from DNB's Head of Ethics Mrs Ellen Kjos-Kendall explaining that due to change in personnel our letter was misplaced and promised to come back to us. As it didn't happen, we sent a second reminder in January 2016.

OCTOBER 2015

NordAN resolution 2015: The monopoly system in Iceland

Resolution adopted by NordAN's annual assembly of representatives held in Helsinki, October 23rd 2015. The Nordic Alcohol and Drug Policy Network (NordAN), strongly urges members of the Icelandic Parliament, Alþingi, to veto the bill proposing the abolition of a public monopoly on sales of alcohol and authorizing the right to sell alcohol at all retail outlets which is now being dealt with by the Parliament.

<http://nordan.org/helsinki-resolution-2015-the-monopoly-system-is-an-important-corner-stone-of-iceland%C2%B4s-effective-alcohol-policy/>



What has happened since then?

The alcohol bill was put aside last November in the Parliament because of other urgent businesses. NordAN resolution and other supporting materials have been put on hold until the Parliament comes back to it.

NOVEMBER 2015

Plan to revoke the ban of alcohol sale at petrol stations in Lithuania

NordAN sent a support letter to the Parliament of Lithuania on November 9, 2015, urging parliament members to vote in favor of the alcohol sale ban at petrol stations.

<http://nordan.org/nordan%C2%B4s-support-letter-to-the-parliament-of-lithuania/>

What has happened since then?

On November 10th Lithuania's Parliament rejected a proposal to extend the permit to sell alcoholic beverages in petrol stations until 2019. As of 1 January 2016, a provision of the Law on Alcohol Control came into force, banning alcohol sale in the country's petrol stations. The proposal to reject extension was supported by 50 MPs, with 9 votes against and 16 abstentions.

Estonia planning big changes in alcohol availability and marketing

NordAN sent a support letter addressed to the prime minister of Estonia and several other ministers and party leaders of Estonia. The Ministry of Social Affairs, with the initiative of Minister of Health and Labour Jevgeni Ossinovski have introduced a bill that aims to cut majority of alcohol advertising and reduce alcohol availability, including banning alcohol sale at petrol stations.

<http://nordan.org/estonia-planning-to-limit-alcohol-advertising-and-reduce-availability/>

What has happened since then?

The bill gained a wide range of support from different NGO-s, but also media channels and even marketing experts in Estonia. In addition to NordAN's support letter also Eurocare, NTAKK and EUCAM have sent their support to the ministers of Estonia.

After the first round of consultations, the Minister of Economic Affairs and Infrastructure Kristen Michal refused to support the bill and sent it back with additional comments and corrections.

The bill is now updated and was sent on December 29, 2015 to different ministry's for a last round of consultations. After that it should be added to the Governments agenda.

www.nordan.org