

never have been as big an issue as some thought. Secretary Dole set the date for action beyond the end of Reagan's second term. She must have known that, if the Democrats won, the rescission would not take place—and even a new Republican administration might conduct a significant review. Also, no matter what Secretary Dole might have ruled concerning states' compliance with her guidelines for a proper belt law, litigation would have tied up the process for years, while the clock kept running on the phase-in of automatic restraints.

Graham points out that the phase-in of automatic restraints could have happened much earlier, in the form of field tests advocated at one time or other by the auto industry, NHTSA, and many scientists not affiliated with either.

The political ironies are enormous. Administrator Claybrook, an arch-advocate of air bags, dismantled her predecessor's contract with the industry for a field test which would have produced a significant fleet of air bag cars within her administration. She ended up mandating air bags on a timetable deep into the next administration. Administrators Peck and Steed, representing an administration in which *any* support for air bags was scarcely conceivable, ended up presiding over the advent of belt laws *and* airbags.

Another irony: the sight of people long associated with highway safety and the need for occupant restraint standing in opposition to seat belt laws. I am still dumbfounded that both Claybrook and Former Administrator Haddon presented barriers to belt laws. In an editorial in the *Los Angeles Times* (Graham's book page 188), Haddon said, "but seat belt laws should not be adopted as alternatives for built-in automatic protection in crashes. Both are needed, not one or the other." The call for both is entirely laudable, but the rest of that editorial damned seat belt laws with faint praise, under a headline that said "A California Selt-Belt Law Would Deter Safety Efforts" (Haddon probably didn't write the headline).

Another great irony is the change in the auto industry's position on seat belt laws. When I was new to the field, if there was any talk about seat belt laws (there was little), auto industry types said such laws would be an inappropriate intrusion into personal matters. There were pro-belt law murmurs here and there from the industry over the years, but the turnaround came only in the 80s when it was clear that an automatic restraint rule was finally coming. The fact that belt laws exist is in large part the result of lobbying support from the auto industry. The auto industry knows how to lobby in public, and how and when to do it behind closed doors. In North Carolina, for example, the support of safety groups and medical groups, among others, was important in presenting a good case for the law but it was lobbying efforts with individual legislators that made the difference. Nevertheless many air bag advocates believe the auto industry's "heart was not in the right place" in this matter.

Graham's book is most interesting, and gives thorough coverage of the topic. The interviews he conducted bring to public understanding a wealth of information that otherwise would be lost. You will enjoy reading it.

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Policing and Punishing the Drinking Driver. A Study of General and Specific Deterrence. Ross Homel. Springer-Verlag, New York, NY, USA, 1988. 318 pp. \$54.00. ISBN 0-387-96715-X.

Homel's book on alcohol-impaired driving is a very important contribution to the literature on deterrence. Its main focus is an evaluation of the effects of random breath testing and alcohol-impaired driving penalties in New South Wales, Australia. However,

the lucid integration of multiple theoretical perspectives and insightful suggestions for efforts to reduce impaired driving broaden the audience beyond those with specific interest in assessing components of the deterrence model. Both professionals in public health concerned about impaired driving and social scientists interested in processes of planned social change will find this volume enlightening.

Chapter 1, "Drinking Drivers and the Criminal Justice System," ties together numerous distinct approaches to understanding alcohol-impaired driving. Homel views drink-driving laws and attempts at the deterrence of alcohol-impaired driving as only one segment of a multi-dimensional social environment which encourages or discourages impaired driving. He points out the importance of shared social meanings attached to specific behaviors like impaired driving, and emphasizes the dynamic nature of social interactions affecting behavior.

In chapter 2, "A Model of the Deterrence Process," many models/traditions/schools of thought are integrated, resulting in a theory of drink-driving that incorporates such factors as exposure, moral commitment to the law, and the role of informal sanctions. Homel's review draws from several disciplines, including utility theory from economics; deterrence theory from legal studies; prospect, cognitive, and perceptual theories from psychology; and functionalist and interactionist theories from sociology. Homel provides a significant service to the field by linking theories at multiple levels, from grand theories of social systems to micro theories of individual behavior in certain situations. The articulate exposition of multiple perspectives on the problem of alcohol-impaired driving provided in the first two chapters is the most significant contribution of this volume. The theoretical discussion is clear and accessible; nevertheless, readers with no social science background will have to work hard to follow all the important points. The effort will be worth it, however, because those without prior exposure to a broad range of social and behavioral theories will gain the most.

Chapter 3, "The Evidence for Deterrence," provides an excellent review of the deterrence literature with focused commentary on a number of important methodological issues, such as measurement reliability and validity, the proper wording of questions and research designs of previous studies.

Chapter 4 discusses the political and social context of "Random Breath Testing in Australia," and chapter 5 provides specific "Research Questions and Method" used in the random breath testing evaluation. Chapter 6 describes the "Results of the Random Breath Test Study" in detail. Surveys before and after implementation of random breath testing revealed considerable support for the deterrence model, with perceived likelihood of arrest predicting the number of ways respondents changed their patterns of drinking and patterns of driving. Other interesting results discussed include the specificity of the deterrence effect by subgroups, the importance of exposure to enforcement versus publicity, and the role of peer pressure to drink.

Chapter 7, "Research Questions and Method," presents a separate study of the role of penalties experienced by convicts in deterring recidivism. Results of the penalties study, presented in chapter 8, did not support the deterrence model for the most part. Most importantly, severe penalties were no more effective than modest penalties in deterring further impaired driving. In fact, the evidence indicated that long periods of imprisonment result in higher rates of reoffending. Homel contrasts this finding with the trend in some countries (particularly the United States) toward mandatory prison terms of increased duration.

In chapter 9, "Implications of the Research," Homel reiterates the main conclusion that random breath testing affected traffic fatalities over the long term and did so through deterrence mechanisms by increasing the perceived probability of arrest. He then discusses a number of important findings of his research for policy and program development. For example, heavy or problem drinkers changed their *drinking* habits in response to random breath testing more than their *driving* habits and changed both drinking and driving behaviors more than light drinkers. Results contrast clearly with the commonly held (incorrect) notion that heavy drinkers are addicted and therefore are not responsive to deterrence and other efforts to change their behavior. Finally, Homel points out that

previous convictions for traffic, alcohol, and other offenses are not as important in affecting current behavior as current social situations and circumstances.

This book deserves careful attention from all who are committed to reducing alcohol-impaired driving and its damaging sequelae. Moreover, it serves as a model of appropriately conducted evaluation research, and effectively links multiple social and behavioral science theories to a pressing current social problem.

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BRIEF REVIEW

Sanctions and Rewards in the Legal System. A Multidisciplinary Approach. M. L. Friedland, editor. University of Toronto Press, Toronto, Canada, 1989, 224 pp. \$30.00 (cloth), \$14.95 (paper). ISBN 0-8020-5777-2 (cloth), ISBN 0-8020-6688-7 (paper).

The legal system is an essential means for society to promote its own well-being: In the case of accidents and injury, the system regulates and controls situations where accidents are likely, as well as providing, through insurance and the courts, some means for compensation and punishment when damage occurs. An examination of the fundamental assumptions about sanctions and rewards in this system—including whether and how they work—is vital to anyone arguing for more (or different) legislation, increased enforcement, or stiffer penalties to control accidents and injury.

This book is the result of a symposium held in May, 1986 by the Canadian Institute for Advanced Research at the inauguration of a number of specific research projects on sanctions and rewards. Additional publications are planned on specific studies of compliance in fields which include traffic safety, workplace accidents and environmental pollution. This book includes papers contributed by representatives of many disciplines, from anthropology and sociology to economics and management in addition to law. The authors have examined a diversity of situations where sanctions and rewards have been used in the legal system—from the ultimate sanction of capital punishment to rewards for safe driving. Accidents of all types supply material for the discussion of these issues in many disciplines.

Individual writers have addressed such questions as the deterrent effect of decisions made in the courts, methods for achieving compliance, and pleas for more field experiments to evaluate the effectiveness of specific deterrents and incentives. Accident researchers, especially those who devise and evaluate preventive strategies, will appreciate this opportunity to examine some basic assumptions from the wide range of viewpoints presented here.

OTHER PUBLICATIONS RECEIVED

Accident Reduction and Prevention Programmes in Highway Authorities—1987. R. D. Helliard-Symons and D. A. Lynam. RR 187, Transport and Road Research Laboratory, Crowthorne, Berkshire, U.K., 1989. 30 pp.

Beräkning av Olyckskvot vid Olika Vägslag Vintertid med Hjälp av Schabloner (Calculation of Accident Rates in Different Road Surface Conditions in Winter using Approximations). S. Möller, Meddelande 584, Swedish Road and Traffic Research Institute