“Safe & Sober: Reducing deaths and injuries from drink driving”

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Drink Driving in Europe

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Introduction to ETSC

A science-based approach to road safety policy

- Bringing together **42 organisations** from across Europe to promote science based transport safety measures at EU level.
- More then **200 experts** contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Press Releases, etc.
- **10 Secretariat** staff members do their utmost to insert the knowledge of ETSC members and experts into EU transport safety policy-making
- The European Commission, member organisations, member states and corporate sponsors are funding our work.
- 2 Drink Driving programmes: **"Safe & Sober"** and **" Drink Driving policy network".**

“Safe & Sober” Campaign

Safe & Sober…

- is a co-operation between VOLVO and ETSC
- is a 3 year programme

Safe & Sober aims at…

- improving local, regional and national policies for the prevention of Drink Driving in commercial transport;
- identifying and promoting best practice;
- addressing measures relating to education; enforcement and engineering.
- support better policy-making: Compendium on drink driving in commercial transport



Source: ETSC

Road (un)safety in the EU

- About 40,000 road deaths each year /5 each hour/
- Some 3 mio. injured each year

- 2-3% GDP economic looses (€200 billions)

- Life-time probability of new-born to die in a road crash is 1/150, get seriously injured 1/19
- Third major cause of premature deaths by 2010

- Aggravating congestions and CO2 emission levels
- Non-quantifiable pain and suffering

Drink Driving in the EU

- Drink driving in road traffic :
  EU 1-2% of drivers (illegal BAC)
- Up to 10,000 road deaths annually (25%)
- Around 35% of driver deaths
- Alcohol related crashes are the leading cause of death between the ages 16-24

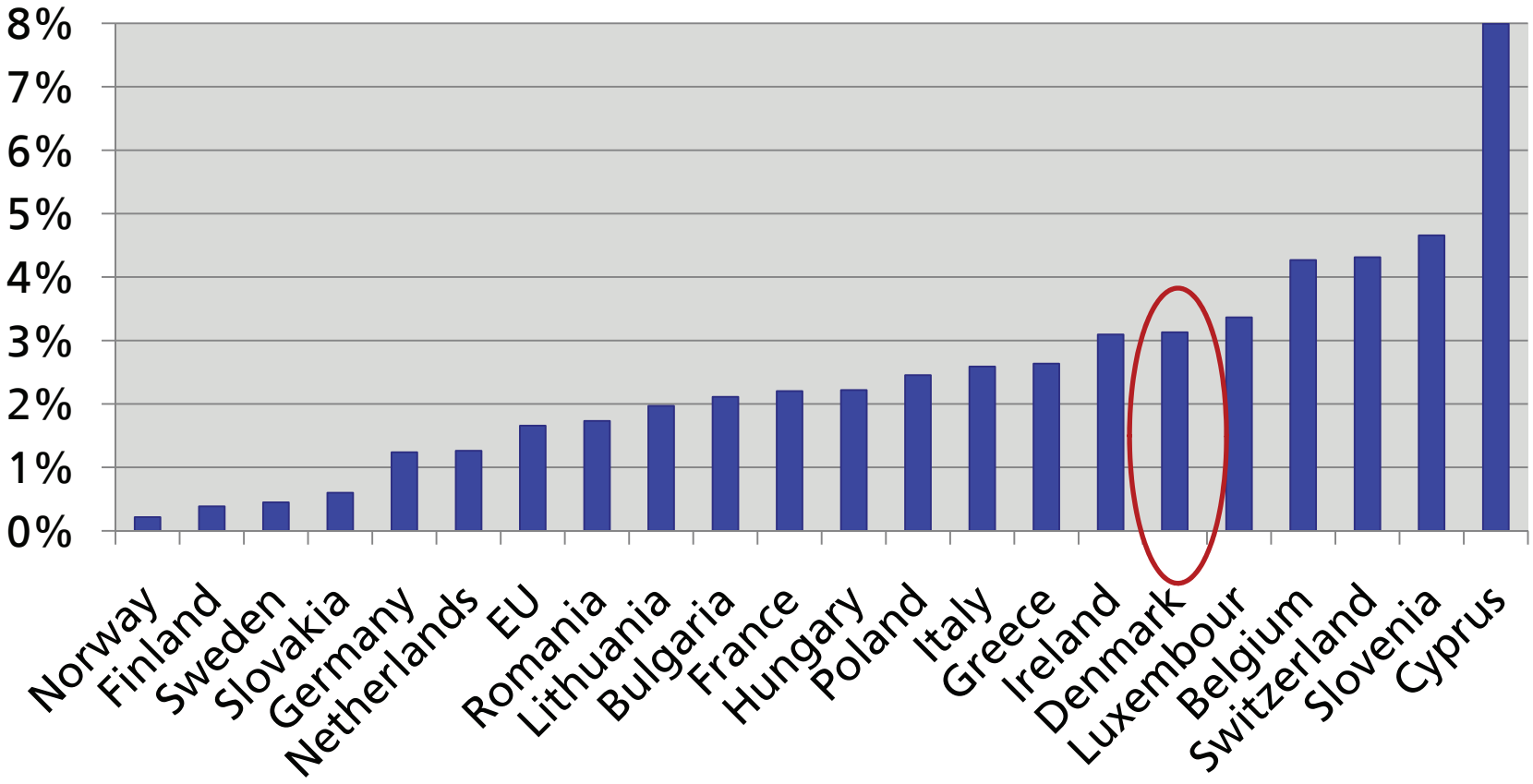


Altogether 690,383 drivers were tested in 21 European countries. Among these, 11,448 drivers provided positive breath tests for alcohol and 985 were charged with drug-driving offences. Thus 1,65% of journeys are with alcohol above legal BAC limit.

TISPOL, June 2009

TISPOL enforcement campaign

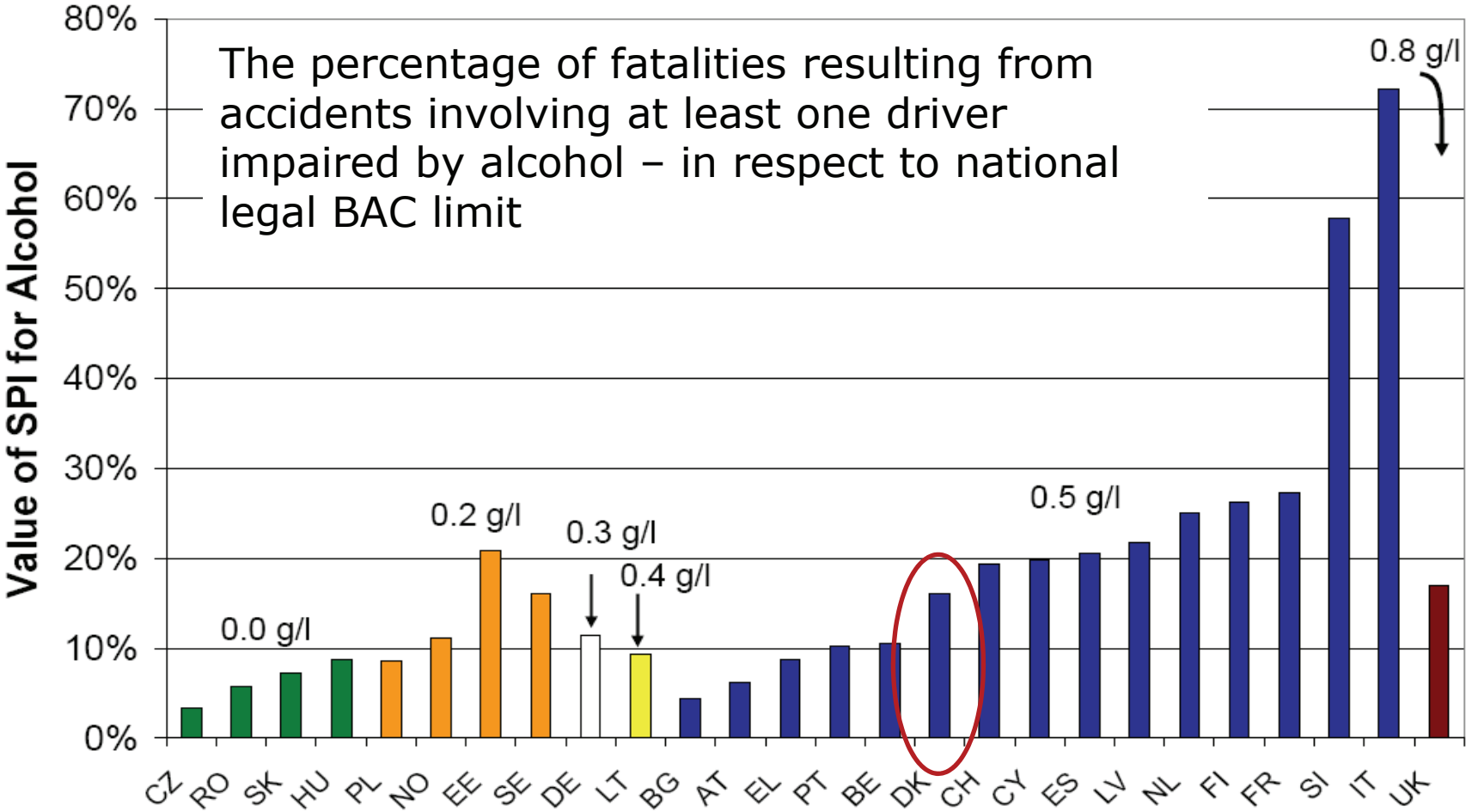
Percentage of motorists found DUI during the TISPOL campaign on 1-7 June 2009 throughout Europe



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European Transport Safety Council

Source: ETSC

Drink driving deaths



Source: Vis, M.A. and Eksler, V. (Eds.) (2008) *Road Safety Performance Indicators: Updated Country Comparisons. Deliverable D3.11a of the EU FP6 project* SafetyNet.

An incomplete picture

- Costs of autopsy of killed drivers – high especially when killed driver cannot be punished
- Testing people killed in accidents may be legally prohibited in some countries
- Sometimes results not reported back to the Police for reasons of privacy

- Time consuming routines: Police may have to make formal requests to the hospitals to get the results of the autopsy
- Death occurs several days after the collission – too late to check the BAC
- Incomplete or no publication

BAC limits across the EU

Common BAC limits (mg/ml)?

0,0 Czech Republic, Hungary, Romania, Slovakia

0,2 Estonia, Poland, Sweden

0,4 Lithuania

0,5 Austria, Belgium, Bulgaria, Cyprus, **Denmark**, Finland, France, Germany, Greece, Italy, Latvia, Luxembourg, Netherlands, Portugal, Slovenia, Spain

0,8 Ireland, Malta, United Kingdom

But: A limit needs to be enforced!

Possible measures

- General policies
  - Rising awareness
  - Reducing drinking
  - Shifting responsibility on individuals



- Road-traffic related policies
  - Strict Traffic Law
  - Enforcement of BAC
  - Alcolocks for recidivist offenders
  - Insurance companies engagement



ETSC Recommendations

BAC limit:

- Introduce a common BAC limit in the EU of 0.5 mg/ml (0.2 mg/ml for commercial drivers).

Enforcement:

- Transpose the EC recommendation on enforcement into a legally binding directive.
- Promote alcolocks for commercial transport and recidivist offenders and set up best practice guidelines.

Drink Driving enforcement 1

- EC Recommendation on Traffic Law Enforcement in 2003.
- Highest level of checks: Finland, Estonia, Sweden, the Netherlands.
- Lowest levels:
  Italy, Belgium
- Sartre-3-Survey (2004): Only 26% of drivers in the EU were checked (2001-2004)
- Evidential systematic random testing in Finland, Czech Rep., …



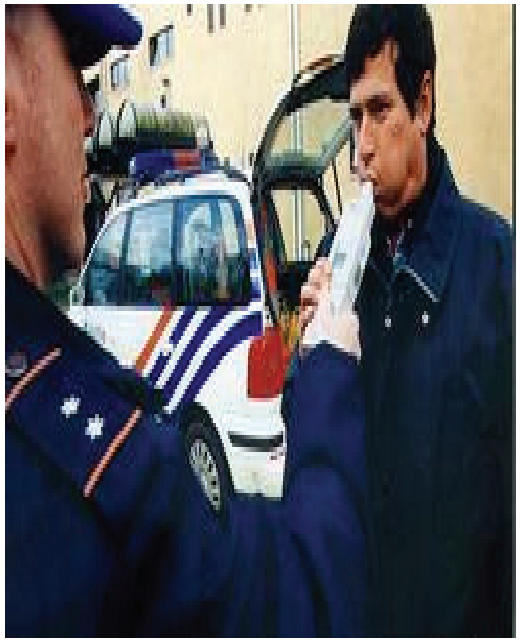
Drink Driving enforcement 2

Austria:

- Introduction of roadside alcohol tests 2005.
- -20% Drink Driving deaths (2005-2006).

Switzerland:

- Introduction of 0.5 BAC limit and random breath testing in 2005.
- -25% fatal Drink Driving accidents (2005-2006).



Alcolocks

- Alcolock acceptance: 34% of EU drivers are in favour (2003)
- Legislation for alcolock use in rehabilitation programmes : Finland (adopted) Sweden, Denmark, Netherlands, France, UK, Belgium (under preparation)
- Alcolocks in Commercial Transport: Austria, France, Finland, Sweden, Slovenia, Belgium
- Alcolocks in school buses in France since 2010



Alcolock barometer

Stage / Country	AT	BE	DK	FI	FR	NL	SI	SE	UK
Pilot ongoing		X		X		X		X	X
Legislation in preparation		X RP	X	X School buses	X RP	X RP		X RP	X CP
Legislation adopted		X		X					
Legislation in implementation									
Rehabilitation		X		X	X	X		X	
Commercial Transport				X	X		X		
Voluntary use in commercial transport	X	X		X				X	
Children transport					X				

* RP=Rehabilitation programme, CP=Consultation process



To know more….

Newsletter to monitor drink driving safety policy developments in the EU

www.etsc.eu



Drink Driving Monitor

March 08

NUMBER 04

ETSC's Newsletter on Drink Driving Policy Developments in the EU

Editorial

President Sarkozy has already proven himself as a headline grabber. But will he also follow in the footsteps of Chirac's and cement his road safety legacy? It seems ambitions of his government are there. Changes are afoot in a country that has already proven itself as leader in turning the tide in halting deaths on the road. France has brought about nothing short of a revolution in reducing speed related road deaths with rolling out an extensive enforcement programme. Now the attention turns to alcohol and the measures that were recently proposed by its government are ground breaking. If they are to be implemented alcolock rehabilitation programmes for all recidivists and alcocks in school buses and possibly then amongst other target groups could really help to bring about work to further reduce drink driving related deaths. Stronger sanctions including car confiscation are also on the cards for those found to be much over the limit.

Of course, we need to watch carefully and see both how these proposals fare in their passage through Parliament and how they will work on the ground. However tackling drink driving deaths head on and stopping the dangerous mix of alcohol and driving would be another big step forward.

It is Sweden though who has led the field over the past decade in promoting the use of alcolocks as part of the solution to preventing drink driving and saving lives. Alcolock developers have to some extent not even been able to keep up with the demand of the market. Much can be learned from their forward thinking work dealing with convincing the sceptics both in the media and amongst transport suppliers, drivers and the public. In the Monitor one of the CEOs from the Swedish Post explains why alcolocks have been such a successful part of their own business model.

Sweden is also likely to push forward with a nationwide rehabilitation programme for drink drivers using alcolocks. France and others should look to Sweden for inspiration and their 'can-do' attitude. Equally Sweden should take heart that another country will soon join them in their efforts to prevent drink driving. Initiative from the highest level of government can really be a force for change and has proven to reap the benefits for France. Swedish Prime Minister Reinfeldt and other EU leaders should also take this large political leap of faith. Both take up the EU Presidency in the coming 18 months and the EU can only benefit from this dynamic duo setting the European agenda. This current issue gives an overview of the latest developments in alcohol related road safety policies in the EU with a particular focus on Sweden and France.

Thank you for your attention!!!

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