"Safe & Sober: Reducing deaths and injuries from drink driving"

Lisbon, 3 May 2010

Drink Driving in Europe and current legislative initiatives in MSs

Vojtech EKSLER
Policy analyst

ETSC
European Transport Safety Council

Introduction to ETSC

A science-based approach to road safety policy

- Bringing together **41 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".**

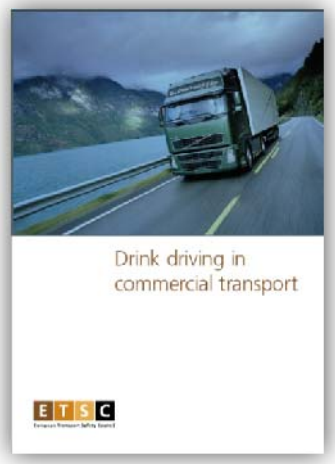
“Safe & Sober” Campaign

Safe & Sober…

- is a co-operation between VOLVO and ETSC
- is a 3 year programme (2010-2012) run for the second time

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 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

- Aggravating congestions and CO2 emission levels
- Non-quantifiable pain and suffering
- EU target not to be met, a new one is being fixed now

Drink Driving in the EU

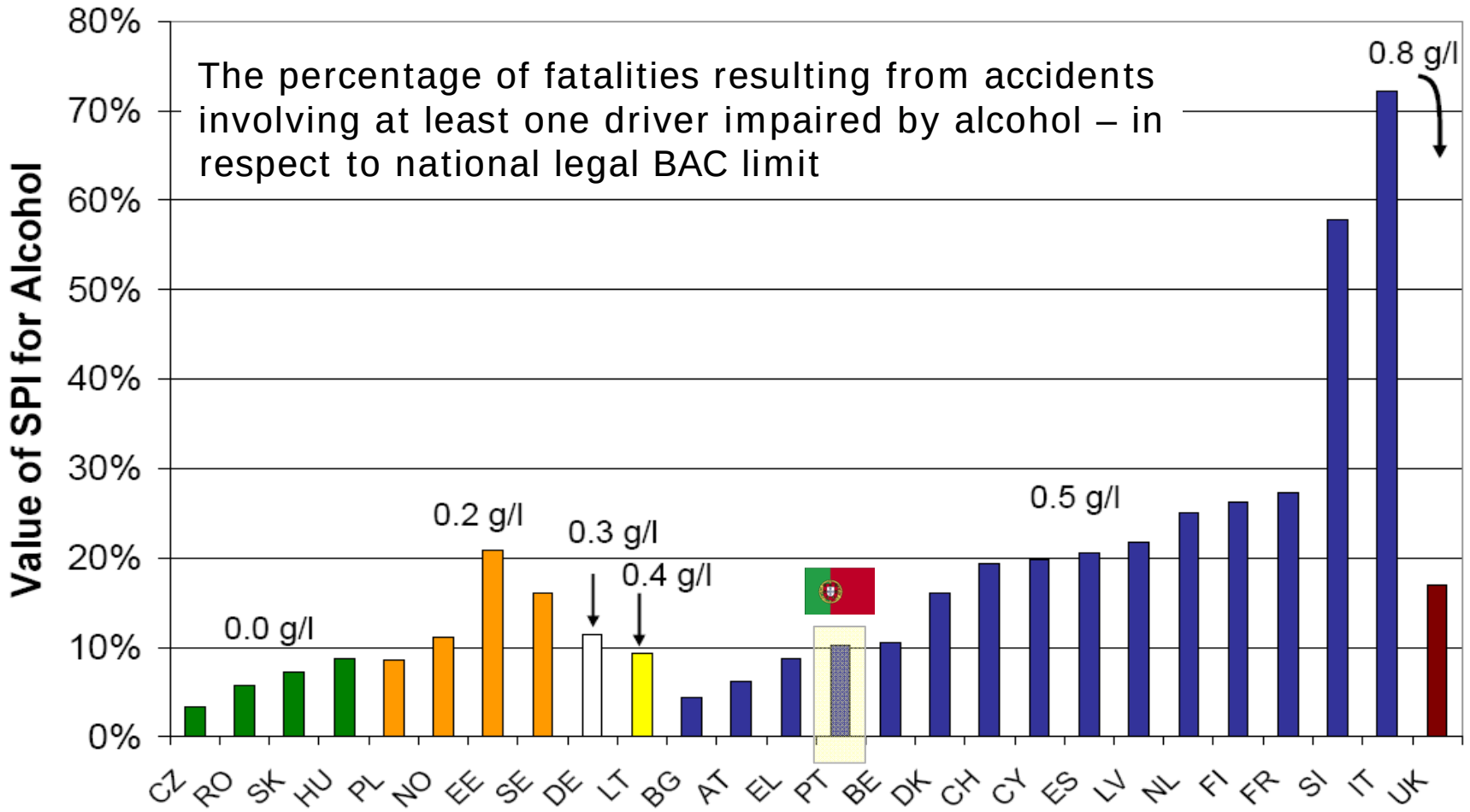
- Drink driving in road traffic :
  EU 1-2% of drivers (illegal BAC)
- Up to 10,000 road deaths annually (25%)
- Around 35% of driver deaths
- Alcohol related crashes are the leading cause of death between the ages 16-24



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

Drink driving deaths



European Transport Safety Council

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

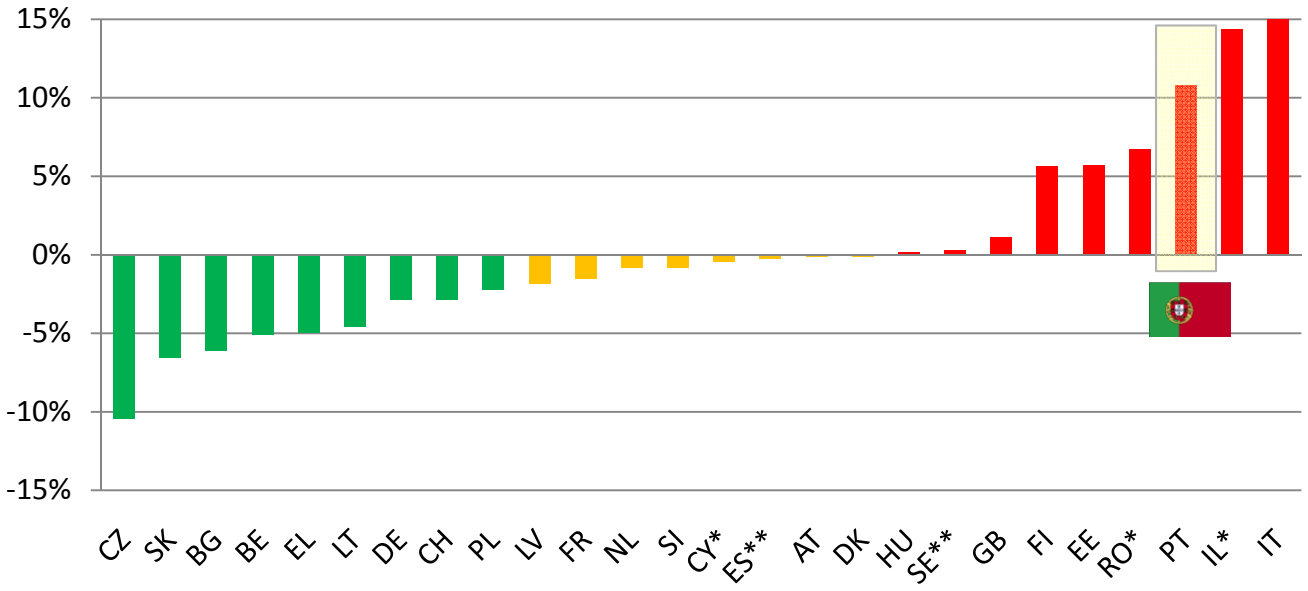
- Time consuming routines: Police may have to make formal requests to the hospitals to get the results of the autopsy
- Death occurs several days after the collission – too late to check the BAC
- Incomplete or no publication

SafetyNet 2008

Reuducing alcohol-related deaths

- In the EU, alcohol-related deaths have been falling down at a higher pace compared to all other deaths.

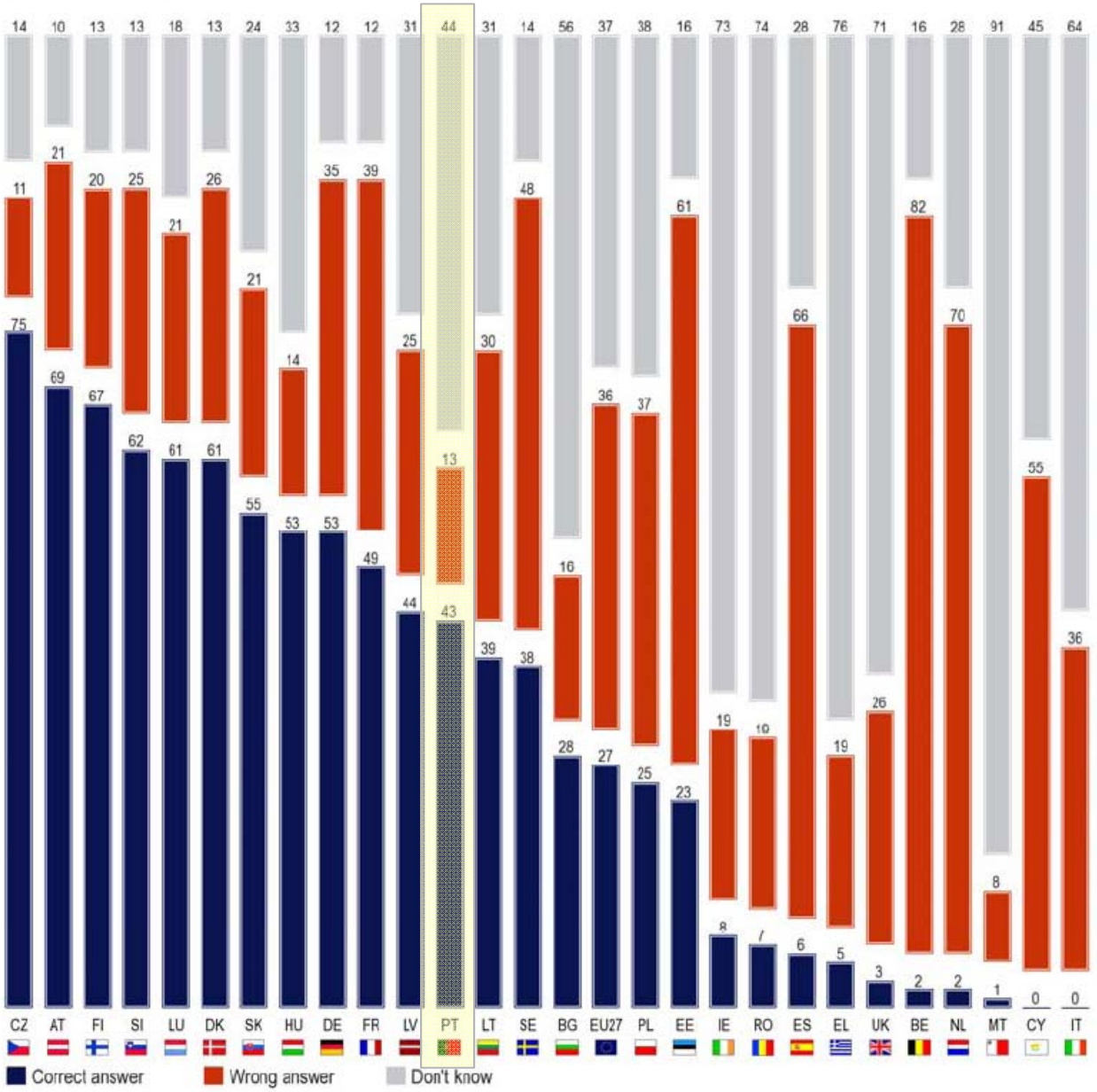
- Number of alcohol-related deaths in Portugal has been stagnating since 2000, while the number of all other road deaths has been halved



Difference between the average annual reduction in road deaths attributed to alcohol and the corresponding reduction for other road deaths over the period 2001-2008.

Awareness

- Only 43% of population in PT knew the legal BAC limit
- 44% did not know the legal limit
- 13% were wrong
- Second highest share of population among EU countries judging 1-2 glasses OK to drive



Survey done by TNS Opinion&Social in autumn 2009

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EUROBAROMETER

BAC limits across the EU

- 10 countries applies a limit below 0.5 g/l
- 10 countries with a limit of 0.5 or higher do not have a lower limit for novice, or professional drivers
- BAC of 0.5 g/l increases the risk of a injury crash by about 3 - more for novice drivers
- Switzerland has reduced the BAC limit in 2005, Ireland likely in 2010, UK under discussion

		standard	novice	professional
Belgique / België	BE	0,50	0,50	0,50
България (Bulgaria)	BG	0,50	0,50	0,50
Česká republika	CZ	0,00	0,00	0,00
Danmark	DK	0,50	0,50	0,50
Deutschland	DE	0,50	0,00 *	0,00 **
Eesti	EE	0,20	0,20	0,20
Ελλάδα (Elláda)	EL	0,50 *	0,20 **	0,20 ***
España	ES	0,50	0,30 *	0,30
France	FR	0,50	0,50	0,20 *
Éire/Ireland	IE	0,80	0,80	0,80
Island	IS	0,50	0,50	0,50
Italia	IT	0,50	0,50	0,50
Κύπρος (Kypros) / Kibris	CY	0,50	0,50	0,50
Latvija	LV	0,50	0,20 *	0,50
Lietuva	LT	0,40	0,20 *	0,20
Luxembourg	LU	0,50	0,20 *	0,20
Magyarország	HU	0,00	0,00	0,00
Malta	MT	0,80	0,80	0,80
Nederland	NL	0,50	0,20 *	0,50
Norge	NO	0,20	0,20	0,20
Österreich	AT	0,50	0,10 *	0,10
Polska	PL	0,20	0,20	0,20
Portugal	PT	0,50	0,50	0,50
România	RO	0,00	0,00	0,00
Schweiz / Suisse / Svizzera	CH	0,50	0,50	0,00 *
Slovenija	SI	0,20	0,00 *	0,00
Slovensko	SK	0,00	0,00	0,00
Suomi / Finland	FI	0,50	0,50	0,50
Sverige	SE	0,20	0,20	0,20
United Kingdom	UK	0,80	0,80	0,80

Possible measures

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

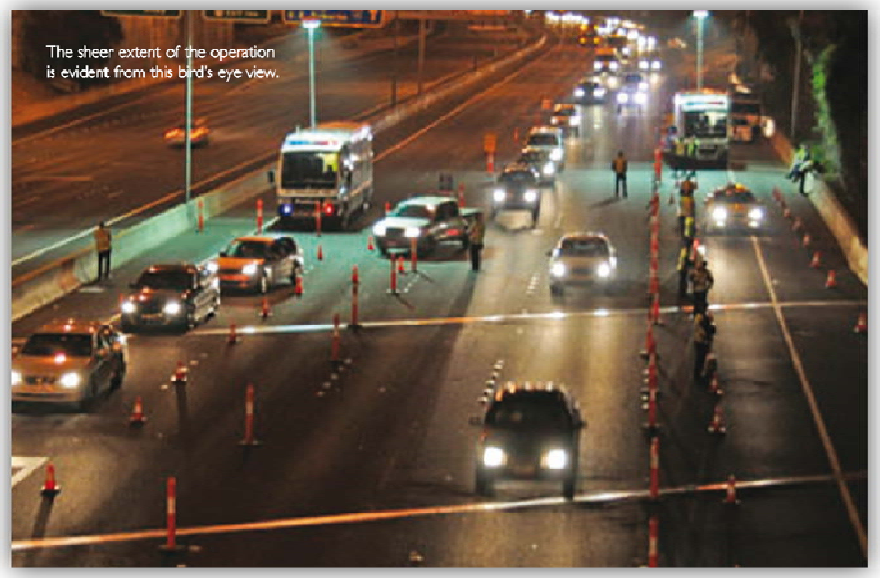


- Road-traffic related policies
  - Strict Traffic Law
  - Enforcement of BAC
  - Alcolocks for recidivist offenders
  - Insurance companies engagement



Drink Driving enforcement

- EC Recommendation on Traffic Law Enforcement in 2003.
- 8 countries in the EU now do a systematic breath testing by each driver stopped
- More and more countries use evidential breath testing
- But some advanced approaches are still absent in the EU





Source: TISPOL

Alcohol interlocks

- 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
- High acceptance among those who had experienced
- The recidivism rate among convicted drivers with an alcolock was found to be 50-90% lower



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



ETSC Recommendations

BAC limit:

- Introduce a common BAC limit in the EU of 0.5 g/l maximum (0.2 g/l 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.

Awareness:

- Engage all stakeholders!



To know more….

Newsletter to monitor drink driving safety policy developments in the EU

find out more at

www.etsc.eu

Thank you for your attention!!!

