



Drink-Driving in the EU

Alcohol interlocks: a life-saving technology

Safe & Sober Talk
Dublin, 24th May 2012

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Executive Director

European Transport Safety Council

Introduction to ETSC

A science-based approach to road safety policy

- **45 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level. In Ireland:



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

- More than **200 experts** contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work

ETSC Activities



Monitoring EU transport safety policy



Road Safety Performance Index (PIN) - Ranking EU countries' performances



Road Safety 'At' Work and 'To' Work

Drink Driving

Roads to Respect Infrastructure Safety

STudents Acting to Reduce Speed

Safe & Sober Drink-driving policy network



Bike Pal Cycling Safety

PRAISE Deliverables

- Thematic Reports →
 - Overview & definitions
 - Modal risks
- Fact Sheets
 - Employer travel plans & commuting
- Awards
- Brunches
- Country Seminars
 - Good practice examples & case studies
- Advocacy
 - EU, national and company level responses



"PRAISE": Preventing Road Accidents
and injuries for the Safety of Employees

NOVEMBER
2010

REPORT
4

Safer Commuting to Work

PRAISE is a project co-funded by the European Commission and implemented by ETSC on Preventing Road Accidents and Injuries for the Safety of Employees (PRAISE). The project aims to advance work-related Road Safety Management and provide the know-how to employers who have to take on that challenge. It also aims to present the work-related road safety standards of EU Member States and carry out advocacy work at the EU level: work-related road safety is an area of road safety policy that clearly needs renewed political commitment.

Thematic Reports: research at EU level

Over 60 experts from Europe contributed to the reports

Published:

- In-Vehicle Technologies
- Driver Training
- Intelligent Commuting
- Fitness to Drive
- In Vehicle Distraction – “Moving Office”
- Safety at Roadworks
- Working on the Roads
EU Regulations
- Speed Management



- Developing road safety management programmes: ISO Standard Road Safety Management System

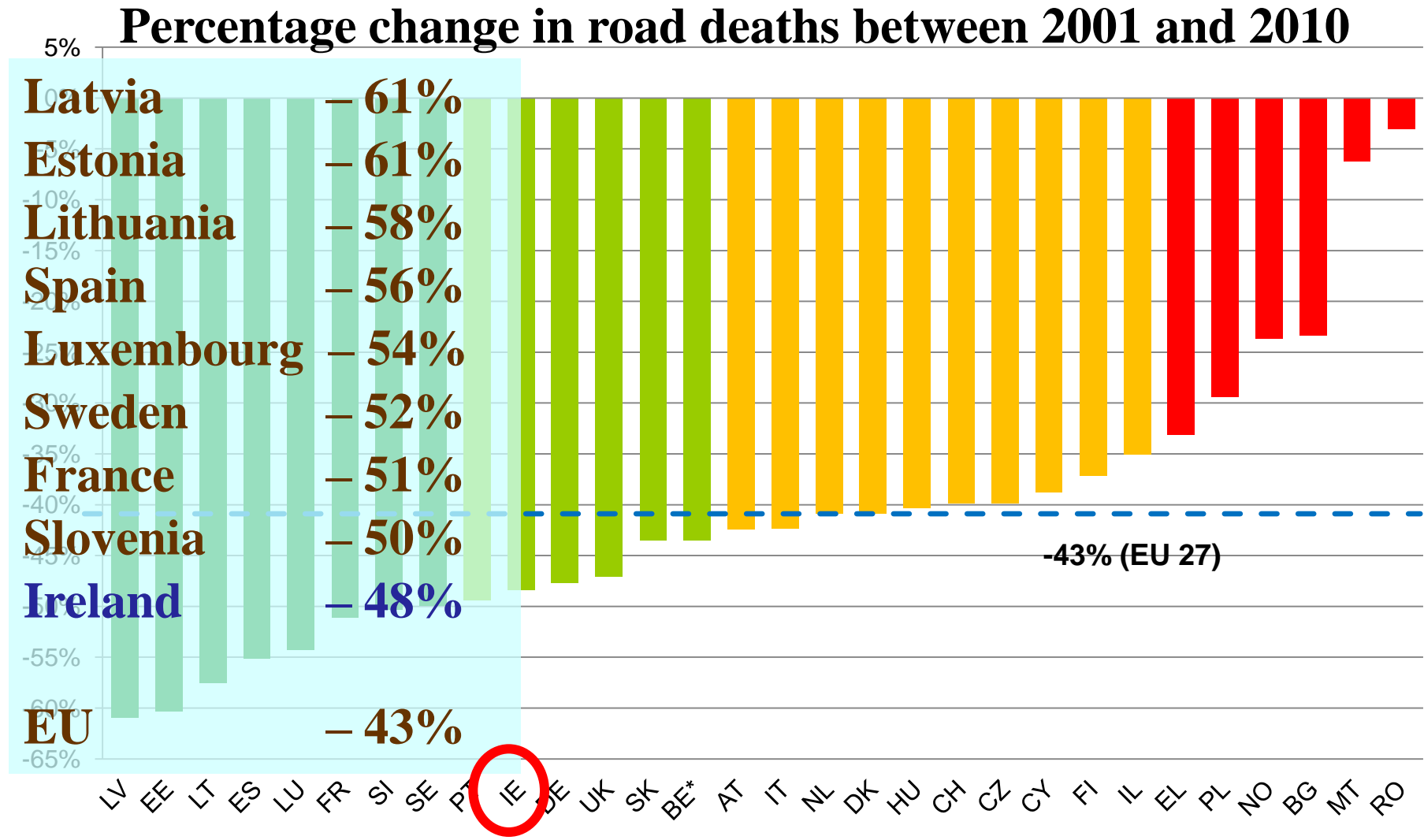


International
Organization for
Standardization

Comprehensive Handbook

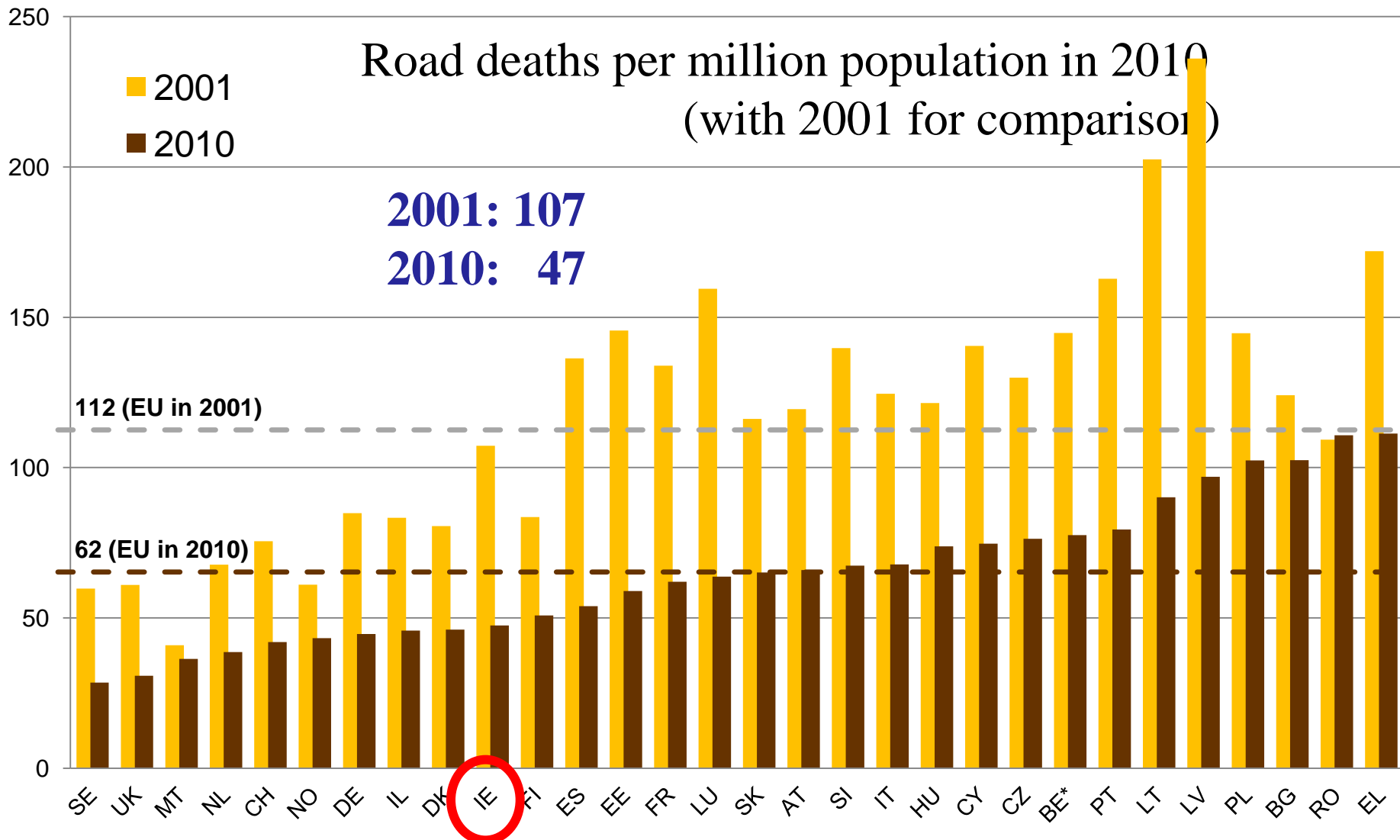
All reports available in EN/DE/ES

Countries that have met the target



Where are we now?

Road deaths per million population in 2010
(with 2001 for comparison)



Luckily things have changed...

RICARD!

"sur toute la ligne"



Les Cheminots, qui ont besoin de tous leurs esprits.. ont immédiatement adopté le **RICARD**

Quelles conséquences épon-
nent avec pour chacun de nous
un seul instant d'insouciance de
la part de ces "responsables"
du rail et de la route! Et ils le
savent bien - Ils savent qu'ils
doivent être sobres et c'est
pourquoi "sur toute la ligne"
de Marseille à Paris, tous ne
boivent que du RICARD.

Quel apéritif, en effet, peut offrir
autant d'avantages? A base
naturelle de plantes aromatiques
distillées sans-vieilles alcool recti-
fiées (protection de la double certi-
fication) le RICARD ne con-
tient pas plus de corps colorants
que de siphonne (postes des
stations traversés sans effets opi-
pésants). Approuvé par les
Médecins "sur toute la ligne"
de bonne humeur" mais c'est
surtout "l'apéritif de bon
sens", qui ouvre franchement
l'appétit sans jamais faire mal à
l'estomac ni à la tête.

A LA MARSEILLAISE!



Le RICARD doit sa
bonne renommée "à
la Marseillaise", c'est-
à-dire à la dose de 2
cl. 1/2 (quantité ordi-
naire) ou 1 cl. (quantité
extraordinaire), et il s'absorbe d'une
bonne façon d'après
chaque plaisirment le
meilleur et l'ancien-

été du "vrai pa-
de Marseille".
Et, bien enten-
toujours à l'é-
glacé et sans su-



RICARD

A Lyon, sur la ligne Paris-
Marseille

XVII - ANNONCES

ILLUSTRATION

4 OCTOBRE 1936

"UNE BONNE RECOMMANDATION"



NE PRENEZ JAMAIS LA ROUTE AUSSITOT APRES
UN BON REPAS SANS UN PETIT VERRE DE LA MARQUE
MONDIALE

COINTREAU

LIQUEUR

FRANCE ROUTIÈRE KILOMÉTRIQUE

(Réf. N° 75)

Grands Itinéraires
Kilomètres

Routes Numérotées

Nouvelle
Classification
des Routes Nationales



Echelle :
1/1.300.000

Tirage en 5 couleurs

Sur papier
shait-japon :

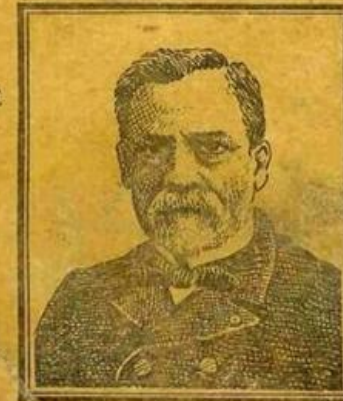
Prix : 6 fr.

Donnez la préférence aux Restaurants qui comprennent
le vin dans le prix du repas.

MOYENNE
de la
VIE HUMAINE

59 ans
pour un
buvreur d'eau

65 ans
pour un
BUVEUR
DE VIN



87 % des
centenaires sont
des buveurs de
vin.

Le Vin
c'est le lait
des vieillards

"Le Vin est la plus saine et la plus hygiénique
des boissons." (Pasteur.)

Drink Driving: a deadly combination

Blood alcohol (g/l, ‰) Breath µg/100ml	Relative risk	impairment
0,2 g/l 0.02% 10 µ/100ml	0 - 1,5	0
0,5 g/l 0.05% 25 µ/100ml	2 - 3	beginning
0,8 g/l 0,08% 40µ/100ml	10	Beginning +
1,2 g/l 0,12% 60µ/100ml	15	Yes

One drink can reduce your ability to concentrate and react to things that happen suddenly while you are driving. The more alcohol in your blood, the more difficulty you have judging distances and reacting to sudden hazards on the road. To make matters even worse, your vision may become blurred.

Source: CERMT

Drink Driving in the EU

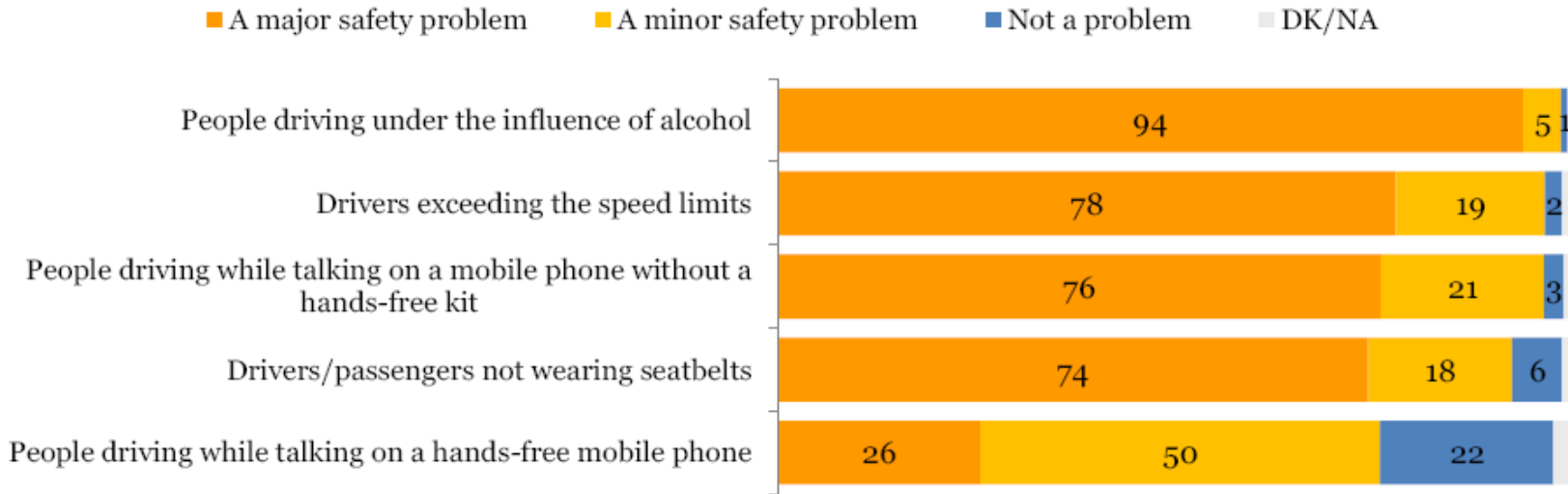
While the dangers linked to drink driving are fairly well understood, the phenomenon is still widespread in the EU:

- Up to 2% of drivers with an illegal BAC
- Up to 7,500 road deaths annually (20%)
- Around 35% of driver deaths
- Alcohol related crashes are the leading cause of death in the age group 16-25

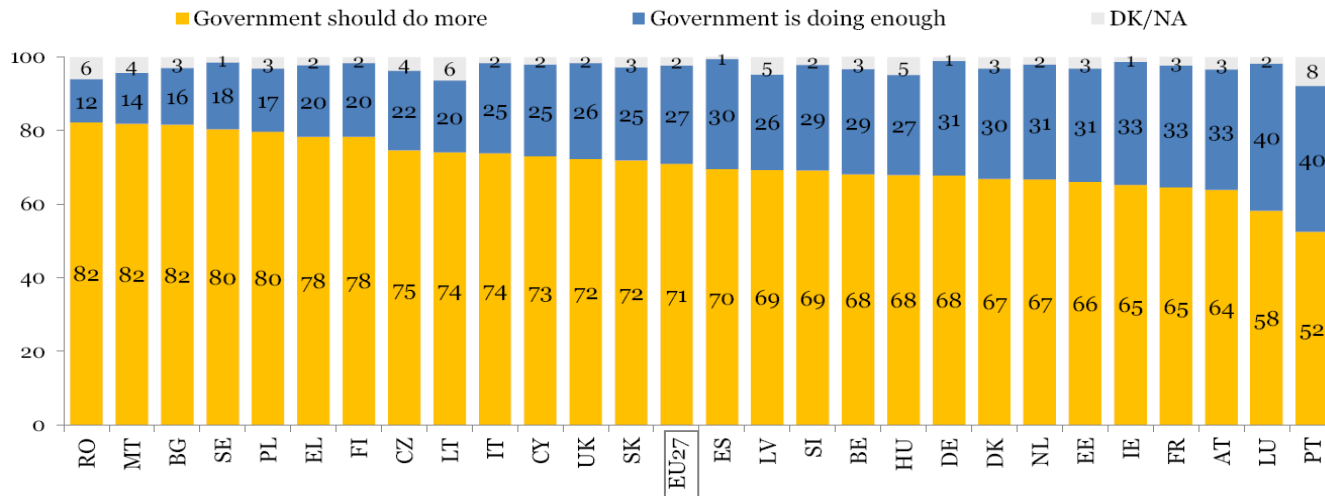


EU barometer on road safety

Perceptions about the seriousness of road safety problems...



Reduction of road safety problems by national governments *People driving under the influence of alcohol*



Flash Eurobarometer

Road safety

Analytical report

Fieldwork: June 2010
Publication: July 2010

This survey was prepared by Directorate-General Mobility and Transport and coordinated by Directorate-General Communications.

The opinions expressed do not represent the point of view of the European Commission. The photographs and graphics contained in this publication are the sole property of the authors.

ETSC's recommendations

- **A common BAC limit**



- **Enforcement of existing legislation**

- **Alcohol interlocks**



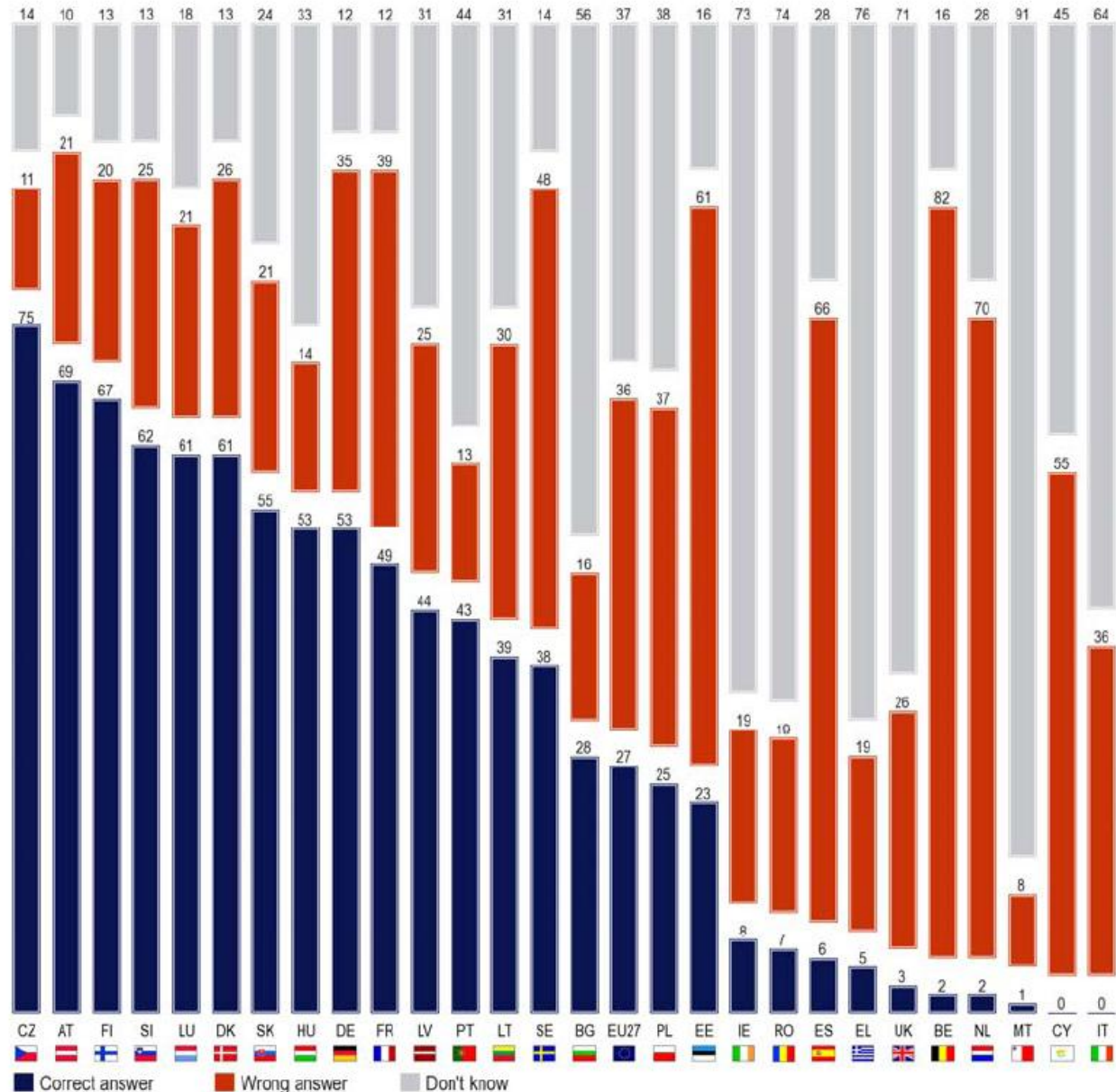
BAC limits across the EU

- An increasing number of EU countries are lowering their BAC limits to be in line with EU recommendations on maximum BAC legal limit (2001)
- 18 EU countries apply lower BAC for novice drivers (0.0 – 0.2)
- 18 EU countries apply lower BAC for professional drivers (0.0 to 0.2 BAC)

	Standard	BAC Commercial drivers	BAC Novice Drivers
Austria	0.5	0.1	0.1
Belgium	0.5	0.5	0.5
Bulgaria	0.5	0.5	0.5
Cyprus	0.5	0.5	0.5
Czech	0.0	0.0	0.0
Denmark	0.5	0.5	0.5
Estonia	0.2	0.2	0.2
Finland	0.5	0.5	0.5
France	0.5	0.5 (0.2 bus drivers)	0.5
Germany	0.5	0.0	0.0
Greece	0.5	0.2	0.2
Hungary	0.0	0.0	0.0
Ireland	0.5	0.2	0.2
Italy	0.5	0.0	0.0
Latvia	0.5	0.5	0.2
Lithuania	0.4	0.2	0.2
Luxembourg	0.5	0.1	0.1
Malta	0.8	0.8	0.8
Netherlands	0.5	0.2	0.2
Poland	0.2	0.2	0.2
Portugal	0.5	0.5	0.5
Romania	0.0	0.0	0.0
Slovakia	0.0	0.0	0.0
Slovenia	0.2	0.0	0.0
Spain	0.5	0.3	0.3
Sweden	0.2	0.2	0.2
UK	0.8	0.8	0.8

Awareness

- On average only 27% of respondents knew the legal BAC limit
- 36% gave a wrong answer
- 37% did not know



Eurobarometer, Oct. 2009

Strong disparities when enforcing

Country	Code	2006		2007		2008	
		Roadside police tests per 1000 population	Percentage above legal limit	Roadside police tests per 1000 population	Percentage above legal limit	Roadside police tests per 1000 population	Percentage above legal limit
Finland	FI	n/a	n/a	318	1.6%	385	1.3%
Norway	NO	n/a	n/a	n/a	n/a	238	n/a
Sweden	SE	264	0.9%	292	0.8%	287	0.8%
Slovenia	SI	162	8.0%	191	7.3%	200	5.8%
France	FR	186	3.2%	182	3.3%	190	3.3%
Cyprus	CY	90	6.2%	149	6.8%	182	5.9%
Greece	EL	118	3.4%	143	2.9%	135	3.1%
Hungary	HU	144	2.9%	143	3.2%	130	3.1%
Ireland	IE	n/a	n/a	113	4.1%	128	3.2%
Spain	ES	88	2.5%	96	2.2%	112	1.8%
Estonia	EE	76	0.9%	68	1.0%	95	1.1%
Austria	AT	56	9.4%	77	7.0%	87	5.8%
Israel	IL	4	16.5%	24	5.1%	69	2.2%
Portugal	PT	48	7.3%	56	5.6%	63	5.9%
Poland	PL	n/a	n/a	n/a	n/a	47	9.5%
Lithuania	LT	31	1.4%	34	1.6%	40	1.7%
Denmark	DK	n/a	n/a	n/a	n/a	25	n/a
Italy	IT	4	n/a	12	n/a	23	n/a
Great Britain	GB	10	17.4%	10	16.3%	NA	n/a

- Being checked for drink driving is the exception: maximum 1 in 5 drivers checked in one year
- Sartre-3-Survey (2004): Only 26% of drivers in the EU were checked (2001-2004).
- Many drivers under the influence are hard core drinkers
- Alcohol interlocks together with traditional enforcement methods (for detection) can help addressing hard core drinkers

Alcohol interlocks

- In rehabilitation programmes
- As a quality assurance mechanism in commercial transport
- In school buses
- High acceptance among those who had experienced



ETSC Alcohol interlock barometer

Country \ Legislation	Pilot project ongoing	Legislation in preparation	Legislation in discussion in Parliament	Legislation adopted	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use of alcolocks in commercial transport
Austria	✓					✓		✓
Finland				✓ for school buses	✓	✓	✓ for school buses	✓
Sweden				✓		✓		✓
Netherlands	✓			✓		✓		
France			✓ for use in rehabilitation programmes and first time offenders	✓ for school buses	✓	✓	✓ for school buses	
Belgium				✓	✓	✓		✓
Slovenia	✓							✓
Denmark				✓		✓		

Drink Driving Monitor

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



Sweden

Recidivist drivers

- First law introducing a nationwide pilot programme approved in 1998
 - Two years (including treatment for alcohol problems)
 - Costs borne by the driver (US\$ 5,750)
 - 13% of convicted drunk drivers joined the programme and half completed it successfully
- New legislation approved in December 2010 applying to all drink driving offenders: 2 years for high risk groups (recidivists and > 1.0 BAC) and 1 year for the others.
- The law entered into force as from the **1st of January 2012**

Commercial drivers

- Started in 1999 with a taxi company, a bus company and a trucking company.
- As of 2003 many municipalities started installing alcohol interlocks in their vehicles
- The Swedish Government committed to have 75% of governmental vehicles equipped with an alcohol interlock by 2012
- So far more than 70,000 alcohol interlocks have been installed in Sweden for commercial driving.
- By the end of 2012 all school transport vehicles must be fitted with alcolocks too.

Finland

Recidivist drivers

- Implemented in July 2008 (first a trial for 3 years)
- Voluntary after a DUI offence (instead of a ban) → Court decides the length (between 1 – 3 years)
- National code 111 on the driving licence
- Data read out every 60 days
- About 50 new participants each month

-
- Since August 2011, mandatory in school and day care transportation (if transport organised by a municipality, school, state etc)
 - Installed in more than 8000 taxis and busses

Practicalities

- Since August 2011, all interlocks used in traffic need to be approved by TRAFI
 - European standards: EN 50436-1 or EN 50436-2
 - Mandatory installation certificate and calibration certificate from the workshop
 - TRAFI manages the list of workshops
-
- As of 19th January 2013 doctors will be able to “recommend” an interlock to a driver who would not obtain or maintain a driving licence otherwise: the police issues a driving licence with a national code 113 for the use of an interlock

France

- France is the only EU country in which alcohol is the main factor in accidents ahead of speeding
- First pilot project in 2004 in the Haute Savoie region
 - Offenders with BAC of 0.8 to 1.6 g/l
 - Six months and € 1,260
 - Four to five lower rate of recidivism
 - Extended to 4 other French regions in December 2008
- New legislation for recidivist and first time offenders has been voted and is now being implemented
- Since September 2010 all new buses carrying children must be equipped with alcohol interlocks and the existing fleet to be retrofitted progressively until September 2015.

Other EU countries

- In the **Netherlands** a bill on the alcohol interlock programme passed by the Senate in June 2010: the Ministry of Transport started a programme for serious alcohol offenders end of 2011.
- In **Denmark** the Ministry of Justice issued a proposal aiming to introduce an alcohol interlock programme for first time offenders (over 2.0 g/l) and recidivist drivers (over 1.2 g/l). High level of public support (> 73% of the population in favour). The legislation passed in June 2010 to be applied.(Due late 2011)
- In **Belgium** new alcohol interlock legislation entered into force as of December 2010 for all drink driving offenders. The decision rests on the judge and the alcohol interlock is set at a lower limit (0.2 g/l) than the legal limit (0.5 g/l).
- In the **UK** the Road Safety Bill introduced a pilot rehabilitation programme for drink driving offenders. A coach company fitted interlocks to its entire fleet (approximately 500 vehicles) in February 2010. Pilot projects in **Austria** and **Slovenia**. **Spain** is about to launch an impact assessment in 2012 prior to a possible pilot project (DGT)

EC Road Safety Policy Orientations 2011- 2020



EUROPEAN COMMISSION

Brussels, 20.7.2010
COM(2010) 389 final



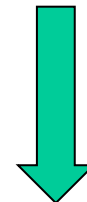
COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS

Towards a European road safety area: policy orientations on road safety 2011

{SEC(2010) 903}

Actions:

- *The Commission will work towards developing a common road safety enforcement strategy, including:*
 1. *The possibility of introducing speed limiters in light commercial vehicles and of making use of alcohol interlock devices obligatory in certain specific cases.*
 2. *The establishment of national implementation plans.*



The EC will launch an impact assessment to evaluate the costs of implementing such a measure for professional drivers – feedback expected in the forthcoming months

Approach endorsed by the Council

Council Conclusions (in response to the EC PO) **on road safety:**

“New technical solutions of which the effect is proven can contribute to make it possible to deal with problems like speeding and impaired driving (such as driving under the influence of alcohol, drugs and fatigue)”

MEP Koch Report on Road Safety

“Recommends, as a reintegration measure, the fitting of alcohol interlocks to the vehicles of road users who already have more than one drink-driving conviction”

“Recommends that fitting of alcohol interlocks (...) to all new types of commercial passenger and goods transport vehicles be made compulsory; calls on the Commission to prepare by 2013 a proposal for a Directive for the fitting of alcohol interlocks, including the relevant specifications for its technical implementation”

To know more

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Safety Monitor

ETSC's Newsletter on Transport Safety Policy Developments in the EU

Drink Driving Monitor

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

Speed Monitor

ETSC's Newsletter on Speed Policy Developments in the EU



Drink Driving Monitor

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

Editorial

This 10th Drink Driving Monitor brings news from across the EU of how to improve drink driving legislation and enforcement. Discussions are being held on changing or lowering the BAC limit in Ireland, Belgium and Finland. In the UK, existing enforcement practices in the Czech Republic and France are under review. Carrying out a breath test every time a driver is checked, and ensuring that every vehicle has a breathalyser to do this. Results from recent drink driving campaigns to enforcement are also presented from Austria and Spain. The latest summer campaign on drink driving enforcement by TISPOL and the new alcoholock legislation barometer is included.

EU News

Eurobarometer Poll on Attitudes to Drink Driving

A new Eurobarometer was published polling EU citizens' opinions on alcohol and drink driving. Key findings include most EU citizens cannot give a correct answer regarding the legal blood alcohol limit for driving in their country. Only a little over a quarter of respondents (27%) were able to give a correct answer when asked what the legal blood alcohol limit for driving is in their country. More than one third gave an incorrect answer. There is a wide variation in awareness levels across the Member States. The Czech Republic, with a Zero limit, tops the list with

75% of respondents correctly identifying the limit. Another quarter of respondents are at risk. The majority of respondents (62%) would not drink in two hours, but 14% would. 62% of respondents would not drink in two hours, but 14% would. 62% of respondents would not drink in two hours, but 14% would. http://ec.europa.eu/transport/policies/road/331_en.pdf

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Drink Driving:

Young Drivers and Recidivist Offenders



Drink driving in commercial transport



European Transport Safety Council