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European Transport Safety Council

Drink Driving Monitor

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REPORT 15

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

Editorial

Alcolocks for all school buses and daycare transport have become mandatory in Finland since August. Previously, alcolocks have only been recommended while now the new law makes sure that all vehicles used for child and daycare transportation will have the device installed. Thanks to the new legislation, the Finnish Government guarantees to its citizens a safer journey to school for their children by providing all their vehicles with sober drivers. Failure to use an alcolock device will result in punitive fines. Finland has been the first European country to legislate on alcolocks: its usage covers different areas, from rehabilitation to commercial transport and voluntary use. A new medium term plan also foresees alcohol interlock device to be mandatory in all public transport by 2014. ETSC has always supported the use of alcolocks in commercial and passenger transport and welcomes the introduction of mandatory alcohol interlocks as a further quality assurance within the Finnish transport system. ETSC hopes that this new measure will encourage even more EU Member States to adopt alcolocks as a tool to tackle drink driving and improve safety on their roads.

The 15th Drink Driving Monitor brings news from across the EU on steps to further improve drink driving legislation and enforcement. The latest TISPOL's alcohol and drug campaign before Christmas is presented together with the implementation of the alcolock legislation in Finland and the proposal of a lower BAC limit in Northern Ireland. New stricter measures to tackle drink driving in France and an interview with the German Federal Highway Research Institute (BASt) on a new alcolock trial programme are included as well as ETSC's alcolock legislation barometer.

EU News

DRUID Project: outcomes in the spotlight

The five-year EU Integrated Project DRUID was completed in 2011. To disseminate the outcomes of these long research activities DRUID organised a two-day Final Conference in Cologne on the 27th and 28th of September. More than 300 participants were informed on results, achievements and conclusions at this meeting. In addition to the plenary session the conference offered in-depth scientific sessions on various topics. The objective of DRUID was to provide scientific support to the EU transport policy makers by suggesting guidelines and measures to tackle impaired driving. Financed within the 6th EU Framework Program, this project was launched in 2006. Experts from 18 countries representing 37 institutions co-operated to gain new insights into the real degree of impairment caused by psychoactive substances such as alcohol, drugs and certain medicines and their actual impact on road safety. All the presentations and results on the DRUID project will be available at the following link: www.druid-project.eu

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EU News

TISPOL winter roadside checks

From the 12th until the 18th of December, motorists across Europe were tested for alcohol as police officers conducted a week-long enforcement operation. The European Traffic Police Network (TISPOL) urged drivers to not drink any amount of alcohol before driving, and warned of the great danger of driving while impaired by alcohol, or drugs, or a combination of the two. The aim of the TISPOL "Alcohol and drug" campaign was to undergo around 1 million alcohol and drug testing all across Europe. During a similar week-long alcohol and drug operation in December 2010, a total of 796,812 drivers were checked in 27 European countries. Officers reported 12,030 alcohol offences and 1,266 drug offences.

Country News

Finland – Alcolocks for school buses and daycare transport

On the 1st of August alcolocks for all school buses and day-care transport became mandatory in Finland. The measure came into effect eight months after the approval of the alcolock legislation proposed by the Finnish Government in December 2010. Previously, alcolocks have only been recommended while now the new law makes sure that all vehicles used for child and daycare transportation (chartered transport ordered by municipality, city, school or institute) will have the device installed. Taxis and buses dedicated to school transport (estimated to be around 7,000) are also requested to comply with the law. A vehicle that is not equipped with an alcolock can be used, on a temporary basis, for no more than five days, after which the transport provider must inform the service subscriber without delay. Failure to use an alcolock device will result in punitive fines. The alcolock models accepted for use must follow the demands of vehicle legislation and at least a European standard which has been approved in Finland (EN-SFS). The vehicle does not need to be inspected for modifications after the installation of the alcolock. Device approval in Finland is carried out by the Finnish Transport Safety Agency (TraFi).

Ireland – New BAC limit in force

The new drink drive limit took effect at the end of October in Ireland. In July 2011, a lower legal BAC level was introduced for drivers. The previous legal BAC limit of 0.8g/l was reduced to 0.2 g/l for learners and newly qualified drivers (for a period of two years after passing the driving test) and professionals (including taxi drivers and hauliers) and to 0.5 g/l for all other drivers. Moreover, if the driver cannot produce their driving licence when required to undergo the roadside breath test, the lower limit of 0.2 g/l will be applied. The new legislation has finally brought Ireland in line with the European Commission recommendation on BAC levels and the vast majority of other EU Member States, with the exception of the UK and Malta. The launch of a new campaign to raise awareness of the new reduced drink drive limits was organised on the 26th of October, a couple of days before the law came into effect. It included TV, Radio, Press and Online advertising. Moreover, videos explaining to road users what are the changes related to the implementation of the law can be found on the YouTube website through the following links:

http://www.youtube.com/watch?v=Q_CWF55S9Cw&feature=player_embedded#!

http://www.youtube.com/watch?feature=player_embedded&v=JVGPnZ43fiI

Launch of a new campaign in Ireland

On the 12th of December a new anti–drink driving Christmas campaign promoted by the Road Safety Authority and MEAS (the Mature Enjoyment of Alcohol in Society) was launched with the support of the Minister of Transport, Tourism and Sport Leo Varadkar. The 'Morning After' Campaign comes immediately after the adoption of the new BAC limits and focus on the longer effects of alcohol on driving abilities. The Irish Minister Varadkar said: "The overall message remains 'don't drink and drive'. The presence of alcohol in the system impairs driving abilities. If you're in doubt, don't drive and find an alternative means of travelling'. The Chief Executive of drinkaware.ie commented, "The reality is that it takes our bodies about an hour to get rid of one standard drink. A standard drink is equal to a glass of beer, a small glass of wine or a pub measure of spirits. That means a pint contains two standard drinks and a home measure of spirits or wine may contain 2-3 standard drinks. This December we want people to think about the 'morning after' when they get in their cars to go to work, go

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shopping, and visit friends or family". Noel Brett, CEO of the Road Safety Authority, welcomed the launch of the 'Morning After' campaign as it reflects a new behavior and social consciousness on the risks of driving after a nights drinking. During Christmas holidays this responsible behaviour has to be even more prevalent in order to save lives and prevent serious injuries on the roads.

Proposal for a lower BAC limit in Northern Ireland

Just after the introduction of a lower BAC limit in Ireland, also Northern Ireland is considering a reduced alcohol rate for drivers. The Irish Minister for the Environment, Alex Attwood, has announced plans for a reduction from the current legal limit of 0.8g/l to 0.5g/l for all drivers. A lower limit - of 0.2g/l– is proposed for inexperienced drivers and professional drivers. Kevin Clinton, head of road safety at the Royal Society for the Prevention of Accidents (RoSPA), said: "RoSPA has long campaigned for a lower drink-drive limit across the whole of the UK, which no government has yet been willing to implement. We support Northern Ireland's proposal and hope that if it goes ahead the rest of the UK would follow its lead. A lower limit would save lives." Such a change, if approved, would put Northern Ireland on a different legal standing to the rest of the UK but will also guarantee more consistency on the two sides of the border. The drink-drive legislation is supposed to be ready for public consultation by March 2012. Other measures were considered by the Irish Minister, such as:

- A graduated penalty regime including fixed penalties for first offences at lower limits
- Random breath testing powers which would enable police to breathalyse drivers without the need to have reasonable suspicion that the driver had taken alcohol
- Automatic referral of offenders to an approved drink-drive rehabilitation scheme
- Removal of the right, in certain circumstances, for a driver to ask for a blood or urine sample to replace a breath test sample.

President Sarkozy announces new measures to tackle drink driving

The French President Nicolas Sarkozy announced new measures against drink driving, representing 31% of all road deaths in France, during a speech hosted at the Elysée Palace on the 30th of November on the occasion of an annual ceremony organised by "Association Prévention Routière" and honouring road safety actions across France. He welcomed the implementation of alcolock rehabilitation programmes for recidivist drivers, in force since September. Drivers convicted for drink driving will have now the obligation to install an alcolock in the vehicle as an alternative to having the driving licence withdrawn. Moreover from the 1st of December, breathalysers became mandatory in all discos and clubs. A breathalyser is a device used to measure alcohol in expired air so as to estimate the concentration of alcohol in the driver's blood. The French President announced that breathalysers will also be made mandatory in each car from next spring. Those who will not comply with this rule and do not provide their car with a breathalyser will receive a fine.

Call for a Zero BAC limit on German Roads

At the end of October, the German Road Safety Council (DVR) called for a zero alcohol limit on German roads. DVR aims to spread the message of no drink driving among German drivers. In 2010, 342 people were killed in alcohol-related road crashes, 18,874 were injured, among which 5,001 reported severe injuries. Of a total of around 58,000 road deaths between 2000 and 2009, almost 7,000 road crashes were caused by alcohol, almost 12% of all road deaths. According to DVR, the proposal of a zero alcohol tolerance will contribute in further reducing the number of road deaths. A public opinion survey was carried out by the German Road Safety Council in 2010 amongst almost 2,000 road users in Germany. The results showed a strong level of awareness of the risks related to drinking and driving: the majority of the population (59.4%) fully agreed to a total ban of alcohol on the roads while 28.6% was against such measure. A zero BAC limit has already been in force for novice drivers until the age of 21 since 2007. DVR believes that different limits lead road users to confusion. A zero BAC would mean clearer rules and more compliance by road users.

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Dutch Alcolock programme in force

On the 1st of December the Dutch Alcolock Programme came into force, in time for the Christmas holidays and New Year's Eve. The law on the Alcolcok Rehabilitation Programme (AIP) was voted in June 2010 and targets serious drunk-driving offenders and repeat offenders. The standard period for the AIP is two years. If, during that period, the participants have still not been able to demonstrate that they can separate drinking from driving, the AIP is extended repeatedly for six months at a time. The programme is mandatory: yet, if the offender does not participate, or if the programme is not completed, then the driving license will be declared void for 5 years. The BAC-level interlock breath test is set at 0.2g/l. Participants pay for costs of installation. Only alcohol interlocks that have been type approved by the Dutch government, supplied by a designated vendor and installed by a designated fitter, can be used.

The Christmas Drink Driving Campaign - THINK!

THINK! will promote a new initiative to prevent young people from drinking and driving during the Christmas holidays. As part of the campaign, designated drivers will be rewarded in more than 8,000 pubs and student union bars across the country. Road Safety Minister Mike Penning launched the THINK! Christmas drink drive campaign on the 6th of December. Activities will include radio advertising, posters in pub washrooms, online search activity and targeted Facebook advertising to remind drivers of the personal consequences of a drink drive conviction. The campaign will also see the cooperation of Coca-Cola's Designated Driver campaign to offer drivers across the country free soft drinks at venues this Christmas as part of the Driver Friendly campaign. THINK! will mainly target young men aged 17-29, who are consistently over-represented in drink drive casualty figures. The THINK! drink drive campaign will last one month, from the 1st of December 2011 to the 1st of January 2012.

France – Opinion survey on alcolocks

A survey commissioned by Volvo and carried out in France at the beginning of October revealed French people opinions towards the installation of alcohol interlocks in new vehicles: 91% of them declared to be in favour of having alcolocks installed as standard equipment in every new car sold in France. On the other side, 70% of the interviewees, especially young men and women, are not willing to cover the costs. The survey was conducted online between the 5th and the 6th of October to a sample of 1,000 people aged 18 and over.

Belgium – new BOB campaign and survey outcomes

The 2011 BOB Campaign was presented by the Belgian Road Safety Institute (BRSI) together with the former State Secretary for Mobility Etienne Schouppe and the Ministry of Interiors Annemie Turtelboom on the 15th of November. This year's campaign points out the advantages of being a designated driver. The event was also an opportunity to show the results of a survey carried out between the 3rd and the 14th of November on drinking and driving among Belgian people and their attitude towards the BOB principle. The BRSI interviewed more than 1,000 people, among which 35% confirmed that they do not drink if they drive while 51% declared that they will be BOB during these Christmas holidays. Sixty percent of Belgian drivers confirmed that the risk of being caught by the Police represents the main reason why they had changed their behavior behind the wheel. This year as well targeted police checks will be carried out in order to support the BOB campaign and make it more effective. Consequently, police controls will increase during the campaign with the aim of reaching at least 200,000 checks compared to 180,000 from the previous year. Roadside checks will then be set up at all times of the day and each driver will undergo an alcohol test.

SWOV Research Study on drink driving

SWOV published a new estimation on the share of road deaths due to alcohol on request of the Dutch Ministry of Infrastructure and the Environment. The estimation covers the period from 1999 until 2010 based on the most recent research data. Figures are based on the trend of driving under the influence during weekend nights. It has been demonstrated that during the period 1999-2010, the estimated share of seriously injured car drivers who were under the influence of alcohol declined from 31.2% to 20.3%. This decline is based on the decrease of the proportion of drivers who participate in traffic while being under the influence. Between 1999 and 2010, there

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has been a decline in the proportion of drivers under the influence of alcohol and, consequently, also of the estimated proportion of seriously injured car drivers who were under the influence of alcohol. This was the case for each of the BAC levels above 0.2 g/l that were distinguished. The original document (in Dutch) can be found at the following link:

http://www.swov.nl/rapport/R-2011-13.pdf

Denmark – New figures on drink drivers

There are still too many drivers driving with too much alcohol in their blood. This is the result of new European research in which 3,000 Danish drivers were checked for drugs and alcohol. The study shows that alcohol remains a major problem for road safety in Denmark. One out of 200 drivers was found with a blood alcohol content above the legal limit of 0.5 g/l. However, the positive outcome is that the number of drivers with a BAC level above the legally permitted limit has halved since 1984. Other figures from the study showed that 2.5% of drivers are driving under the influence and figures from the emergency wards proved that as much as 15% of seriously injured drivers have alcohol in their blood.

Austria – results on drink driving

Austria achieved a high level of drink driving enforcement in the last years together with a good reduction in the number of road crashes due to alcohol. Karin Schranz from TISPOL analysed the development in alcohol testing made by the Austrian Police. Currently, alcohol tests without suspicion can be carried out by Police officers. Since 2002 it has moreover been mandatory to test the blood alcohol content of a driver involved in a traffic accident with injuries. More than 3,000 alcomates and alcohol pre-testing devices are currently available to the federal police throughout Austria for routine and focused traffic controls. In 2010 the federal police carried out 1,025,302 tests with alcomates and alcohol pre-testing devices in Austria, a 20.6% increase compared with 2009 (850,512). The number of charges for drunken driving decreased from 41,160 in 2009 to 37,519 in 2010. Figures from the number of collisions due to drink driving and the number of injured or killed people show an important decrease in 2010: one out of 16 road crashes was caused by drink driving (6.4%). In other words, there were 2,256 accidents involving drunk drivers last year (a drop of 9.4% compared with 2009), 3,063 persons were injured (a drop of 10.1%) and 33 killed (a fall of 28.3%). One out of 17 people killed on the road was therefore victim of an accident caused by alcohol. The complete article can be found in the TISPOL December 2011 Newsletter.

ETSC Events

Safe and Sober Talk in Switzerland

On the 4th of October, ETSC successfully organised a "Safe and Sober" Talk in Zurich, Switzerland. This "business to business" seminar was set-up in cooperation with the Swiss Council for Accident Prevention (bfu)and provided practical tools and recommendations for employers wishing to get more involved in road safety and the safety of their employees through the use of alcohol interlocks. Participants, mainly businesses and Corporate Social Responsibility managers, also had the opportunity to try out alcohol interlocks. Following the debate, Volvo Trucks facilitated a demonstration in one of their alcolock-equipped trucks.

Safe and Sober Talk in Sweden

On the 26th of October, ETSC and the Swedish Abstaining Motorists Association (MHF) held a seminar in Stockholm on the implementation and use of alcohol interlocks, focusing particularly on the new challenges and future developments since their introduction over ten years ago. Presentations included business cases from different EU countries and detailed the place of alcolocks in the Swedish National Road Safety Programme. MP Anders Ygeman, chair of the Transport committee of the Swedish Parliament, proposed to make alcohol interlocks compulsory for professional drivers within the next three years so as to make maximum benefit from these devices and also as a means to expand their use in other areas than commercial transport. Debates also focused on the new Finnish legislation making compulsory alcohol interlocks for all school and day care transportation.

Drink Driving – Conference in Brussels

Within its "Drink Driving Policy Network" project, on the 24th of April 2012, ETSC will organise a conference in Brussels to address the issue of drink driving in the European Union and provide an overview of the most pressing problems as well as existing policies and measures. Stakeholders from different sectors, such as European institutions, representatives

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from Transport Ministries, road safety organisations and experts as well as private companies will attend the event. The conference will also launch two new ETSC publications: a collection of Drink Driving Good Practices within the European Union and a Country Ranking based on Member States' performances in reducing alcohol-related road deaths. Vice-President Siim Kallas will be the keynote speaker.

Interview with Simone Klipp, BASt



1. Can you give a short description of you and your role within BASt?

I am a research associate at the German Federal Highway Research Institute (BASt). Within the department "Behaviour & Safety" of the BASt I provide the Ministry with scientifically-backed expertise as decision aids regarding all questions related to driver improvement and rehabilitation of drivers who have violated traffic regulations and thus raised doubts about their fitness to drive. In addition, I supervise and handle different internal and external research projects dealing with these topics. I was mainly involved as a scientist in the EU project DRUID's work packages "rehabilitation" and "withdrawal" which both consider questions related to drink and drug driving. I am a member of the International Network on Brief Interventions for Alcohol Problems (INEBRIA) and the International Council on Alcohol, Drugs and Traffic Safety (ICADTS).

2. What is BASt's contribution to improving road safety in Germany?

The Federal Highway Research Institute (BASt) is a technical-scientific research organisation in the domain of the Federal Ministry of Transport, Building and Urban Development. The results of the BASt's research provide scientifically backed decision support concerning questions of road research and traffic policy. In addition, BASt plays a major role in the development and harmonisation of Directives and standards in the national, European and international area. BASt tests, certifies and accredits and contributes to the design of the research framework for road research. The work is aimed at improving the safety, environmental compatibility, economic efficiency and capacity of roads and road traffic. Most of the BASt's areas of work involve cooperation with other research agencies, particularly institutes associated with universities and colleges.

3. Drink driving: what is the scale of the problem in your country?

Of the 288,297 collisions with injuries in 2010, only 4.1 % were alcohol-related. However, looking at the consequences of these accidents, it becomes clear that they cause more harm than other non-alcohol related accidents as they more often result in injuries or deaths with 23 deaths and 332 severely injured persons per 1,000 accidents. In 2010, 342 road users died in alcohol crashes and further 18,874 persons were injured. In relation to the year before, the amount of alcohol-related crashes with injuries decreased by 14%; those with deaths decreased even by 22%. Despite this decrease, almost every eleventh road deaths was the consequence of an alcohol-related accident.

4. There is a new Road Safety Plan in Germany: what is the German government response in tackling alcohol related road collisions? What does the government promise on alcolocks?

With regard to alcohol accident prevention, the new Road Safety Programme points out:

"The Federal Government's road safety activities will continue to focus on the age group of 18 to 24-year-old drivers/riders, especially with regard to the issue of drink-driving." Further, the Programme states: "The medico-psychological assessment1 of a person's suitability to drive and the measures to restore their suitability to drive are major components of road safety activities in Germany. It is necessary to continuously adapt the diagnostics and measures in this field to the advances in scientific methods and, in doing so, optimise the system as a whole. The Federal Ministry of Transport, Building and Urban Development will take these requirements into account within the framework of its legislative powers." Regarding alcolocks, the Federal Ministry of Transport, Building and Urban Development supposes that "the use of "alcolocks" as part of drink-drive rehabilitation training might also further improve accident prevention." The Programme further points out that "the Federal Ministry of Transport, Building and Urban Develop-

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ment supports the voluntary deployment of technologies for checking fitness to drive with regard to alcohol or fatigue in commercial operators' vehicles and in vehicle fleets. In addition, it will be necessary to consider whether, and if so to what extent, electronic breath alcohol ignition interlocks ("alcolocks"), which cannot be deactivated until the driver has provided a breath sample, constitute a suitable instrument as part of rehabilitation training for convicted drink drivers. The possibilities and limits of the deployment of this technology as part of drink-drive rehabilitation training are to be discussed on a scientific basis."

5. Germany recently agreed in implementing an alcolock pilot programme: when will it be launched and how long will it last?

The alcolock project already started in July 2011. Since its start, the group of researchers running the project on behalf of the BASt has developed criteria for the target group and ideas for the supplementing rehabilitation measure, which is the heart of the programme. In addition, the existing regulations of the Road Traffic Act and the Driving License Regulation have been checked as they may be subject to short term change in order to start a field trial. We hope to start the field trial at the beginning of next summer. The project is scheduled to finish at the end of 2013.

6. How will the programme work and what type of road users is it targeting?

The programme targets alcohol offenders who have been convicted for the offence or who are short before their conviction. The assignment to the programme requires a diagnostic examination regarding the offender's suitability for the programme. In each case, the use of the alcolock technology will only be carried out in combination with a traffic psychological rehabilitation measure.

7. How have other alcolock programmes already run in Europe inspired you in developing your trial?

Actually, we were inspired by the research results of Paul Marques and his colleagues from North America. Their results regarding the prediction of recidivism risk with the help of the data from the interlock recorder are impressive. The results of the Swedish evaluation study are also promising. Germany already has a highly elaborated system tackling alcohol offenders. High BAC offenders and recidivists have to undergo a medical psychological assessment before their licence is reinstated and they are allowed to drive again. Germany is also sufficiently experienced and holds a wide field of traffic psychological rehabilitation measures. Before we started to develop the interlock accompanying rehabilitation measure, our project group met with David Timken and Paul Marques, who both together developed the "Interlock Enhancement Counselling", a manual for an interlock supporting behavioral measure. Their experiences with a combined measure (interlock + rehabilitation) were very useful to the German project. Regarding other European countries, it is promising that more and more countries rely on the interlock technology.

8. What are the outcomes you expect in the short and long term?

In the short term, we hope to come to elaborate criteria for the group of offenders who are suitable for such a combined programme. In addition, we aim at developing criteria for a quality assured programme. At the end, we want to be able to make recommendations for legal regulations for the interlock use for alcohol offenders. In a long term, we suppose that the combined programme may supplement the existing system of measures for alcohol offenders. The long term objective is to assign more alcohol offenders to quality assured psychological rehabilitation measures early after their offence. These will support long lasting behavioral changes concerning their drinking behavior. As a consequence, less people will drink and drive and less alcohol-related accidents will occur.

9. Can you provide us with an insight of the costs related to the programme?

Participants will have to bear the costs related to the interlock system, meaning installation and de-installation, monthly rent and regular calibration, and also the costs for the rehabilitation measure. The costs for the use of the technology are estimated to be 800 Euro for 6 months. The accompanying rehabilitation measure will cost around 1,000 Euro.

10. What will be the next steps planned after the implementation of the trial?

At the moment, we are still working on its implementation. We still have to face different problems, mainly related to acceptance and the existing legal regulations. If the field trial at the end proves that the combined measure is feasible and practicable, we have to study the long-term effects, i.e. the effect on recidivism rates. In case of a potential contribution to road

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safety, that we expect, recommendations regarding legal implementation need to be made.

11. What do you think about the chances of setting up an alcolock programme on a national level?

The trial is already meant to be carried out on a national level, although in the beginning only some of the federal states will be willing to support the trial. The trial will hopefully expand if people in charge for the federal states see that it works.

12. Would you welcome an harmonised alcolock programme at the EU level? What else do you think the European Commission could do to progress in this area?

Independent from what I would welcome, to be realistic, an harmonised alcolock programme is difficult to establish. Already within the DRUID research, we discovered that the legal regulations concerning DUI in the different EU countries are totally different. It was impossible to categorise countries with similar legislation. Also in the EU Bestpoint project, it will be hard work to come to recommendations for a demerit point system at EU level as legal aspects are mostly national issues and depend on national decisions. What the Commission could do is to come up with standards, not only concerning technical issues, but also alcolock programme standards and guidelines for quality assurance of alcolock programmes.

Alcolock Barometer

ETSC's alcolock legislation barometer gives an update on the "weather" for new legislation on introducing the use of alcolocks either within the commercial or rehabilitation context.of alcolocks either within the commercial or rehabilitation context.

	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 and daycare transport	✓	✓	✓
Sweden				✓		✓	✓	✓
Netherlands	✓			✓	✓	✓		
France				✓	✓ for rehabilitation programme	✓	✓ for school buses	
Belgium				✓	✓	✓		✓
Slovenia	✓							✓
Denmark				✓		✓	✓	
Germany	✓							
UK								✓

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Fédération Internationale de Motocyclisme (FIM) (Int)
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Global Road Safety Partnership (Int)
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