

Drink Driving in the EU

Safe & Sober: reducing deaths and injuries
from drink driving

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Executive Director

Introduction to ETSC

A science-based approach to road safety policy

- Bringing together **43 organisations** from across Europe to promote science based transport safety measures at EU level.

KfV in Austria

- More than **200 experts** contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Press Releases, etc.
- **8 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**”.

Things have changed...

XLVI ANNONCES ILLUSTRATION 4 OCTOBRE 1936

"UNE BONNE RECOMMANDATION"

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

COINTREAU

LIQUEUR

Old advertisements promoting drinking in transport...

RICARD!

"sur toute la ligne"

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

A LA MARSEILLAISE!

Quelles conséquences étonnantes - en effet, pour- raient avoir pour chacun de nous un seul instant d'inattention 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 mieux d'avantages? A base naturelle de plantes aromatiques distillées sans-vieilles alcool rectifiées (pureté de la double rectifi- cation) le RICARD ne contient pas plus de corps éthanols que de sherry (sauf le système nerveux aux effets épi- leptiques). Approuvé par les Médecins c'est bien la "spirituelle de bonne humeur" mais c'est surtout "l'esprit de bonne santé", qui ouvre franchement l'appétit sans jamais faire mal à l'estomac ni à la tête.

Le RICARD doit se boire uniquement "à la Marseillaise", c'est- à-dire à la dose de 2 cl. 1/2 (soit à moins qu'un anticardiac), et 5 volumes d'eau, seule façon d'appré- cier pleinement le meilleur et l'unique.

est du "vrai pa- stis de Marseille". Et, bien enten- dre, toujours à l' glaçole et sans su- cre.

RICARD

LE VRAI PASTIS DE MARSEILLE

À Lyon, sur la ligne Paris- Marseille, un groupe syndicaliste dirige justement le RICARD, le "vrai pastis de Marseille".

RÉGIE SOCIAL. DISTILLERIE RICARD, St-MARTIN, MARSEILLE — DÉPÔTS: PARIS, LYON, CHAMBRÉY, GRENOBLE, NICE, TOULOUSE, VALEN-

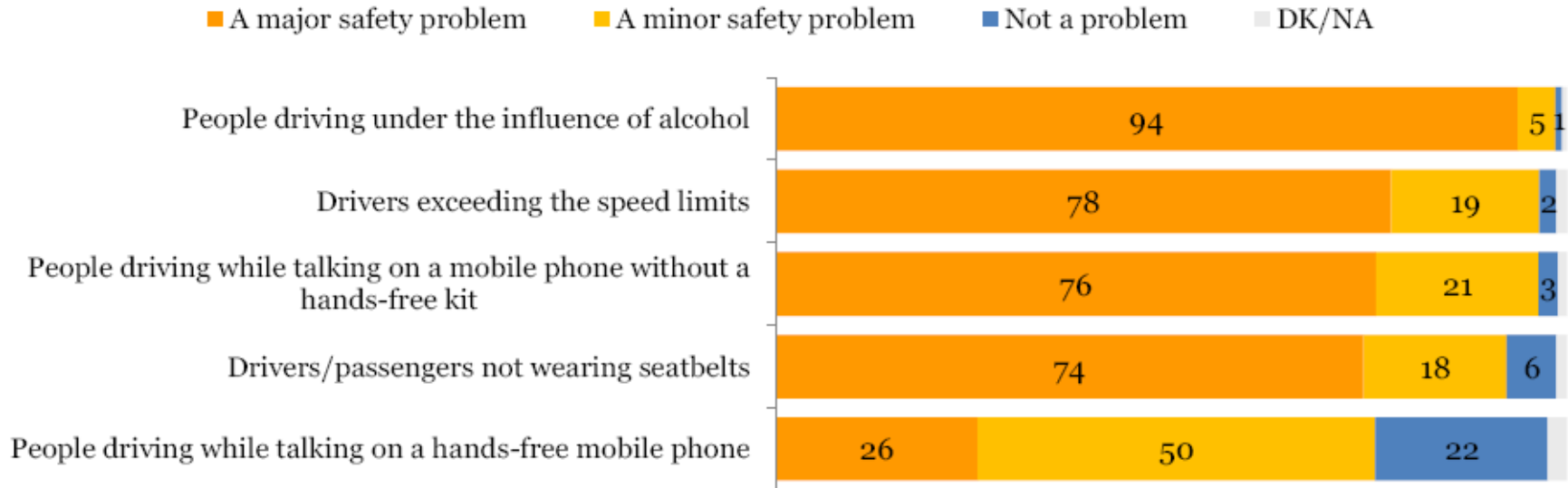
Drink Driving in the EU

- **Drink driving in the EU: up to 2% of drivers with an illegal BAC**
- **Up to 10,000 road deaths annually (25%)**
- **Around 35% of driver deaths**
- **Alcohol related crashes are the leading cause of death in the age group 16-24**
- Alcohol-attributable deaths in road traffic decreased by about 5.7% per year since 2001, other road deaths by 4.2%.



Citizen's perception

Perceptions about the seriousness of road safety problems...



EU efforts up to 2010

- After 13 years of discussion, the EC adopted in 2001 a non binding recommendation of a 0.5 BAC limit for all drivers and 0.2 BAC limit for commercial drivers.
- Setting the limit is perceived as a matter of national sovereignty and competency by MSs
- No common limit (yet?)

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)
- 17 EU countries apply lower BAC for novice drivers (0.0 – 0.2)
- 14 EU countries apply lower BAC for professional drivers (0.0 to 0.2 BAC)

Legal BAC limit (g/l)	Standard	Professional	Novice
Belgium	0.5	0.5	0.5
Bulgaria	0.5	0.5	0.5
Czech Republic	0.0	0.0	0.0
Denmark	0.5	0.5	0.5
Germany	0.5	0.0	0.0
Estonia	0.2	0.2	0.2
Greece	0.5	0.2	0.2
Spain	0.5	0.3	0.3
France	0.5	0.50 (0.20)	0.5
Ireland	0.5	0.2	0.2
Italy	0.5	0.20	0.2
Cyprus	0.5	0.5	0.5
Latvia	0.5	0.5	0.2
Lithuania	0.4	0.4	0.4
Luxembourg	0.5	0.20 (0.50)	0.2
Hungary	0.0	0.0	0.0
Malta	0.8	0.8	0.8
Netherlands	0.5	0.5	0.2
Austria	0.5	0.1	0.1
Poland	0.2	0.2	0.2
Portugal	0.5	0.5	0.5
Romania	0.0	0.0	0.0
Slovenia	0.2	0.0	0.0
Slovakia	0.0	0.0	0.0
Finland	0.5	0.5	0.5
Sweden	0.2	0.2	0.2
United Kingdom	0.8	0.8	0.8

Source: DG MOVE, EC, 2010 and ETSC members

Enforcement

- 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
- Alcolocks together with traditional enforcement methods (for detection) can help addressing hard core drinkers

Alcolock barometer

	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	x							x
Finland		x for use in school transport vehicles			x	x		x
Sweden	x	x for use in rehabilitation programmes						x
Netherlands	x	x for use in rehabilitation programmes	x					
France	x	x for use in rehabilitation programmes	x				x for school buses	
UK		Included in Road Safety Compliance Consultation						
Belgium	x	x		x		x		x
Slovenia	x						x	
Denmark		x for use in rehabilitation programmes						



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 expected by the end of the year applying to all drink driving offenders: 2 years for high risk groups (recidivists and > 1.0 BAC) and 1 year for the others.

Commercial drivers

- Started in 1999 with a taxi company, a bus company and a trucking company.
- As of 2003 many municipalities started installing alcolocks in their vehicles
- The Swedish Government committed to have 75% of governmental vehicles equipped with an alcolock by 2012
- The Government also plans to broaden requirements to school buses and vehicles for urban transport

Finland

- First EU country to legislate on alcolocks (July 2008)
 - Approximately 60% of detected drunk drivers' BAC limit is over 1.2 g/l
 - Time period decided by the Courts (at least one year but not more than 3 years)
 - The programme is associated to rehabilitation with regular visits to health professionals
 - Costs (€ 100-160 per month) are born by the drivers
- Public consultation underway on a bill to mandate alcolocks for school transport
- Medium term plan to introduce alcolocks for all public transport vehicles

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) currently being discussed
- All new buses carrying children to be equipped with alcolocks as of September 2010 and the existing fleet to be retrofitted progressively.

Other EU countries

- In the **Netherlands** a bill on the alcolock programme passed by the Senate in June 2010: the Ministry of Transport is aiming to start the programme for serious alcohol offenders as of mid-2011
- In **Denmark** the Ministry of Justice has issued a proposal aiming to introduce an alcolock 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)
- In **Belgium** new alcolock legislation entered into force as of October 2010 for all drink driving offenders (the implementation legislation is still pending). The decision rests on the judge and the alcolock 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 alcolocks to its entire fleet (approximately 500 vehicles) in February 2010.

Interlock programmes worldwide

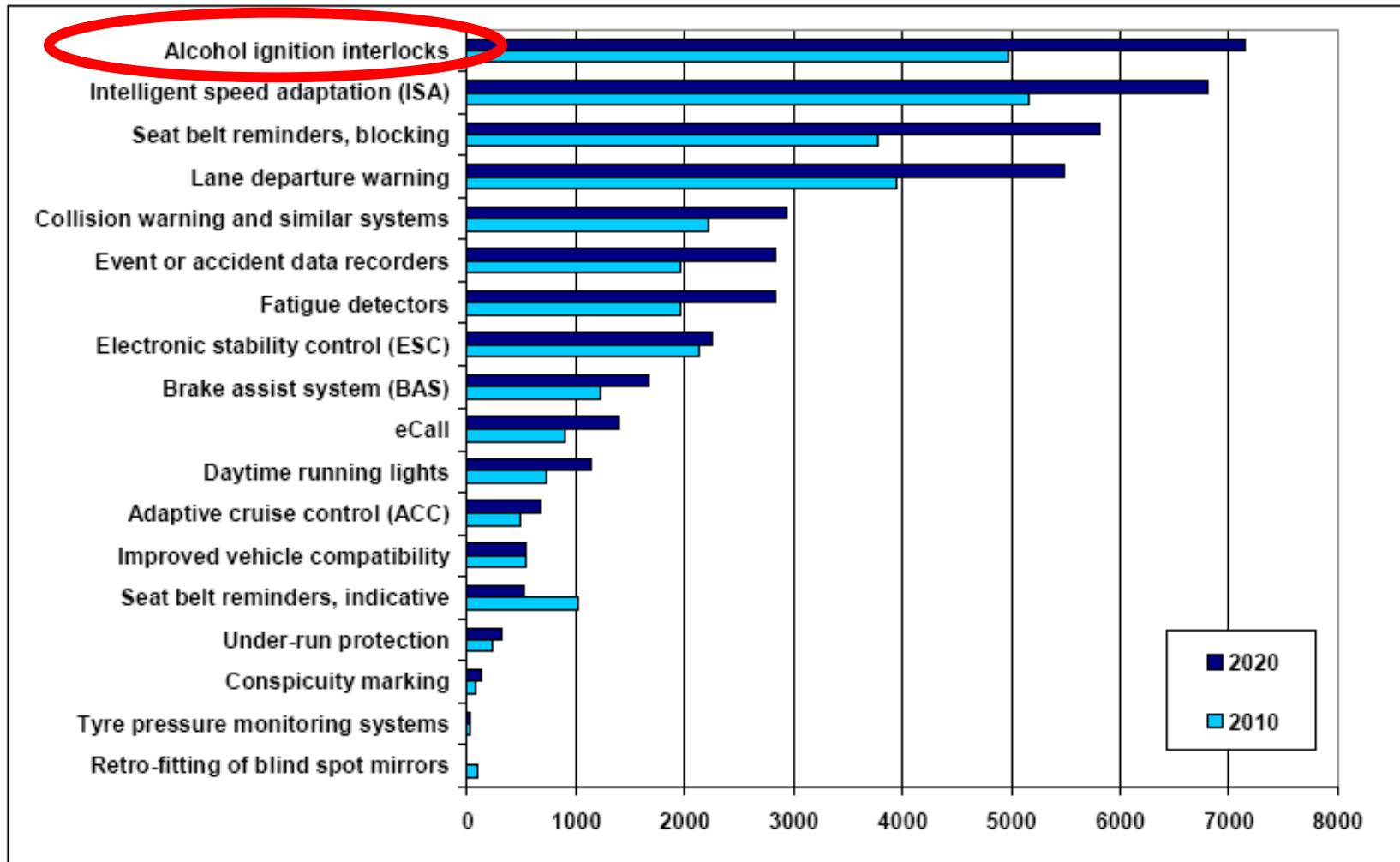
50 Jurisdictions in US
11 Jurisdictions in Canada

4 Jurisdictions in Australia



Life-saving potential of technologies

Figure 2 Reduction in the number of fatalities in EU-25 in 2010 and 2020



EU Approach on enforcement to 2020



EUROPEAN COMMISSION



COMMUNICATION FROM
PARLIAMENT, THE COUNCIL
COMMITTEE AND I

Towards a European road safety

Actions:

- *The Commission will work together with the European Parliament and the Council on the establishment of a cross-border exchange of information in the field of road safety.*
- *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.*

ETSC recommendation on enforcement technologies:

- Alcolocks for professional transport and recidivists;
- Non-intrusive systems for all drivers

To know more....

Newsletter to monitor drink driving safety policy developments in the EU

www.etsc.eu

**Thank you
for
your attention!!**



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 alcohol rehabilitation programmes for all recidivists and alcoholics 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 driving bans and alcohol 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 the courts and how they will work on the ground. However tackling drink driving deaths head on through a 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 solution to preventing drink driving and saving lives. Alcohol developers have to step up to keep up with the demand of the market. Much can be learned from their forward thinking. One of the CEOs from the Swedish Post explains why alcoholics have been such a success story in their business model.

Sweden is also likely to push forward with a nationwide rehabilitation programme. France and others should look to Sweden for inspiration and their 'can-do' attitude. It is heartening that another country will soon join them in their efforts to prevent drink driving. The level of government can really be a force for change and has proven to reap the benefits. Minister Reinfeldt and other EU leaders should also take this large political leap of faith in the coming 18 months and the EU can only benefit from this dynamic due to the current situation. This current issue gives an overview of the latest developments in alcohol related road safety with a particular focus on Sweden and France.



Drink driving in commercial transport

ETSC
European Transport Safety Council