

# Drink-Driving in the EU

## Alcohol interlocks: a life-saving technology



Safe and Sober Talk  
Prague, 26<sup>th</sup> September 2012

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**European Transport Safety Council**

# Introduction to ETSC

## A science-based approach to road safety policy

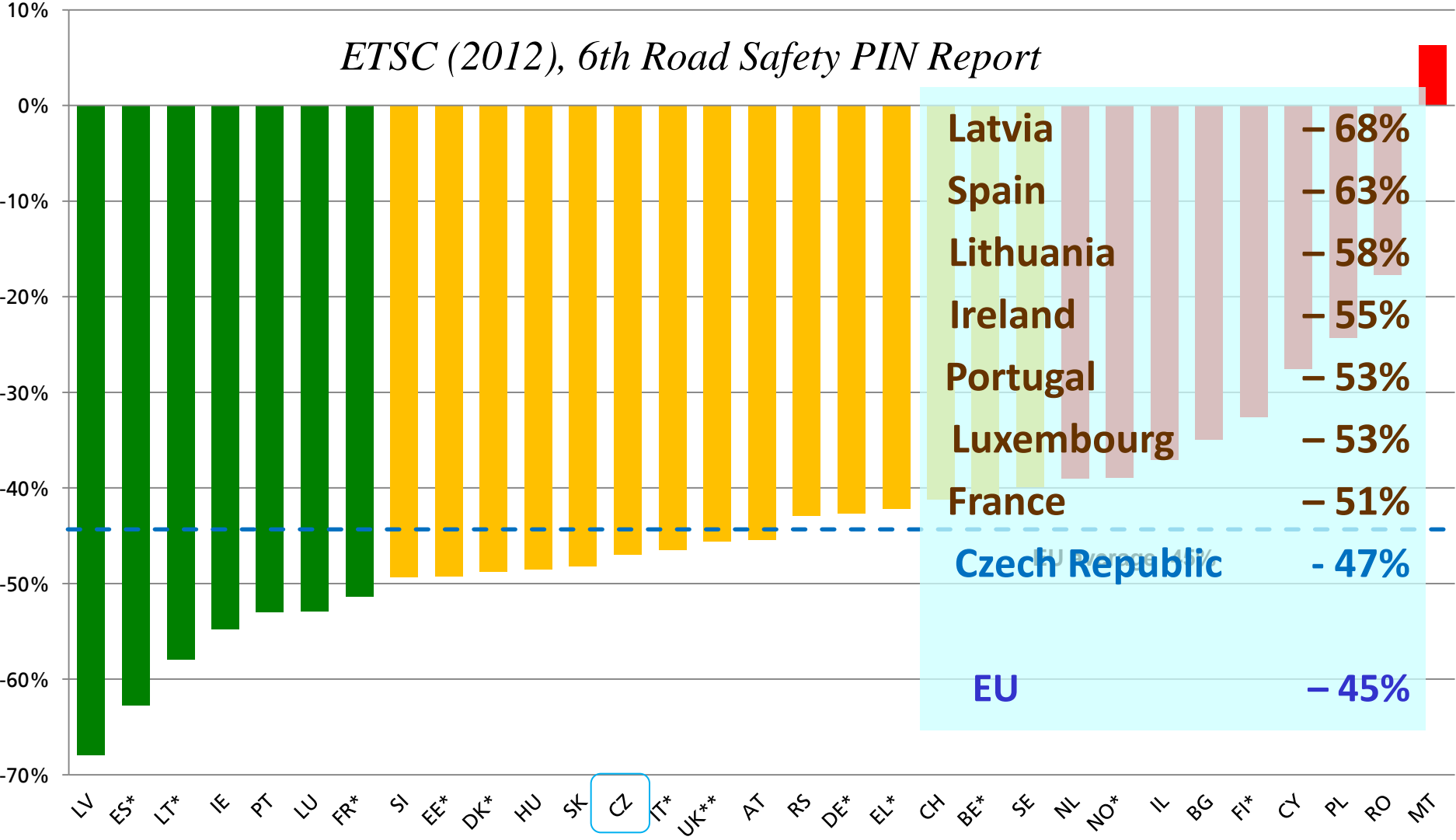
- **45 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level. In the Czech Republic:



- 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

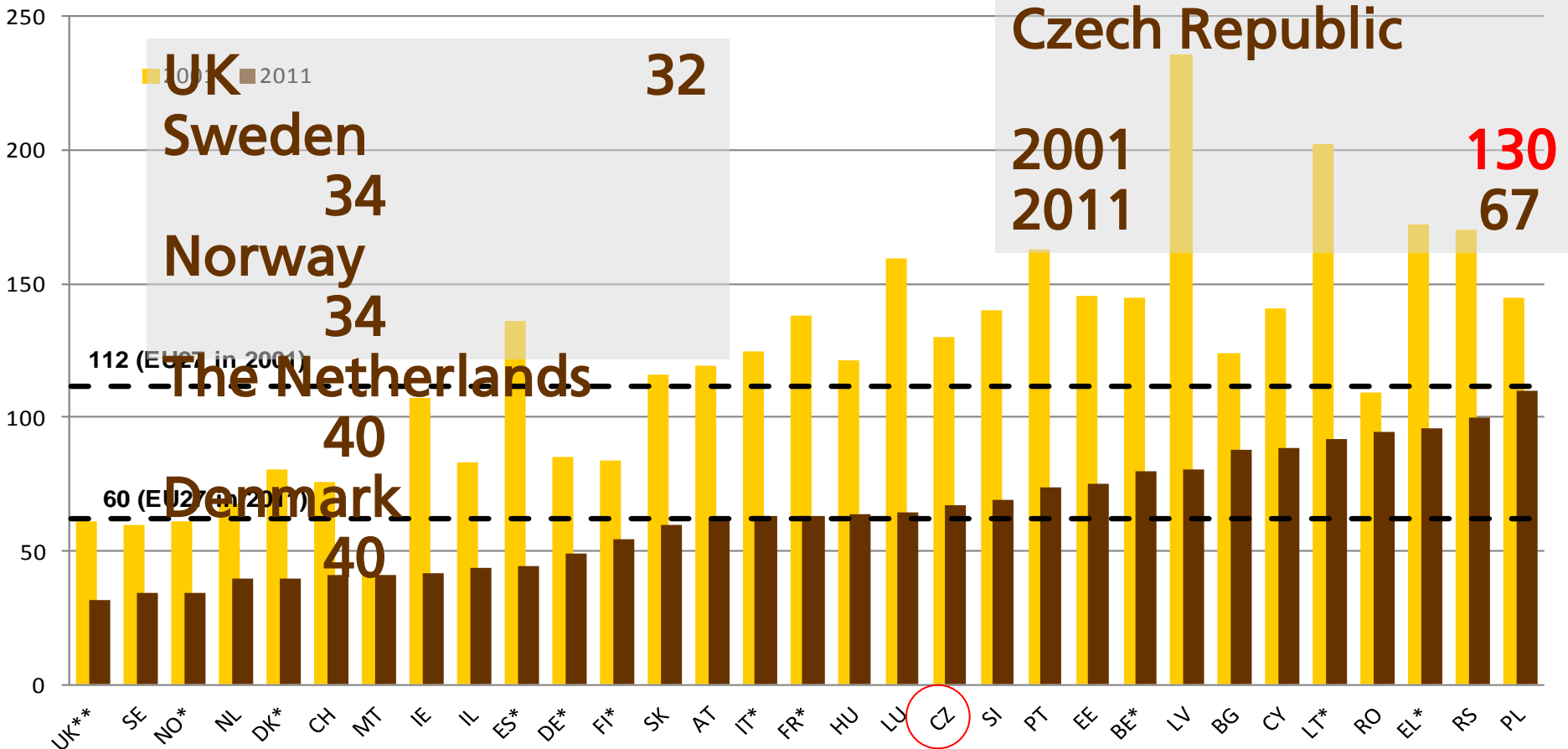
# Percentage change in road deaths 2001 - 2011

*ETSC (2012), 6th Road Safety PIN Report*



# Where are we now?

Number of road deaths per million inhabitants  
 No country with more than 110 deaths per million inhabitants



# Drink driving in Europe

- Up to 2% of kilometres driven in the EU are driven with an illegal Blood Alcohol Concentration
- Of the 31,000 deaths in road collisions in the EU in 2011, 11% were attributed by Member States to drink driving
- But according to EC estimates, 25% of all road deaths across the EU are alcohol-related
- If so, ETSC estimates that 6500 deaths would have been prevented in 2010 if all drivers had obeyed the law on drink driving



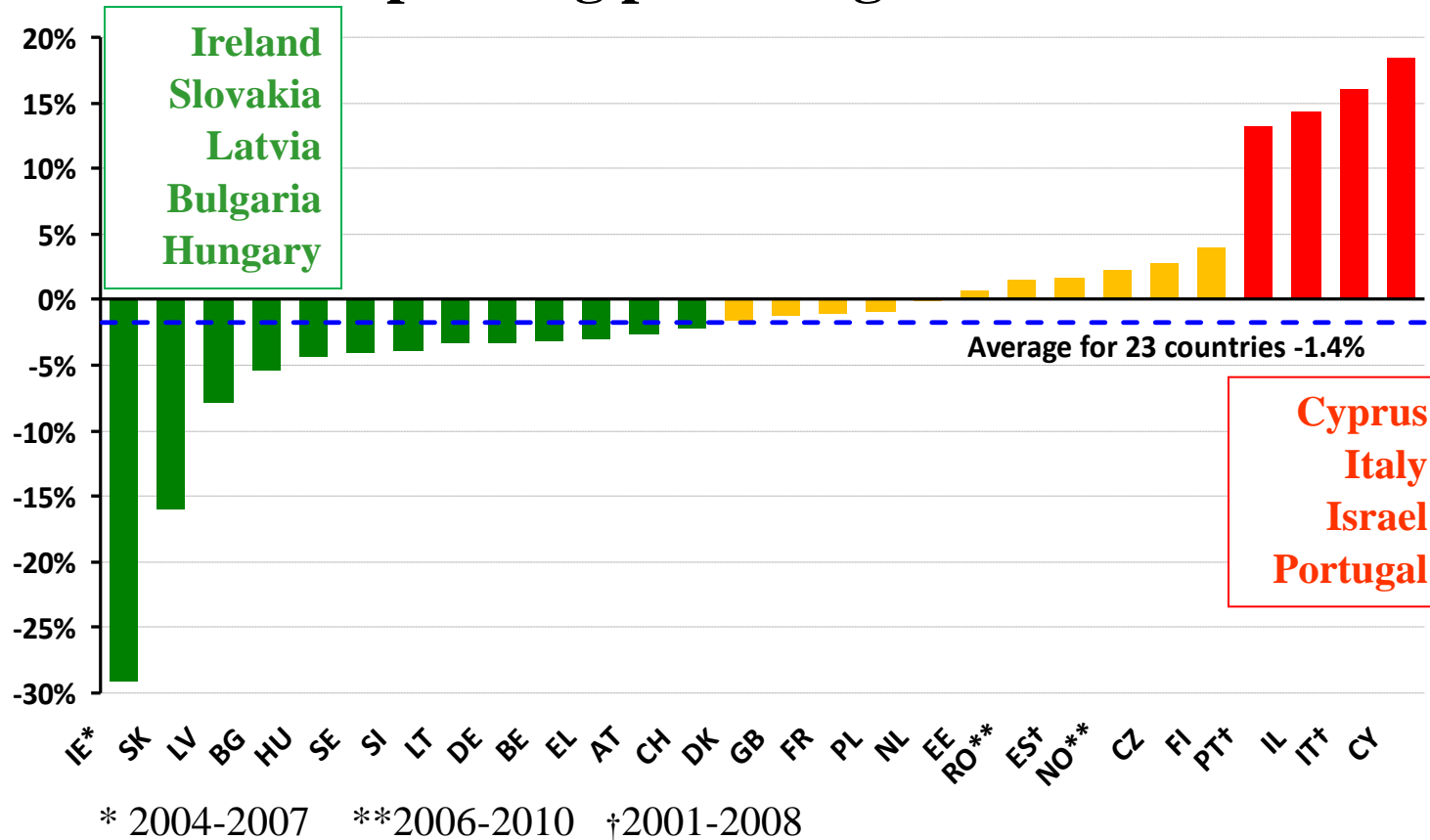
# Measuring progress against drink driving

- General measures to reduce deaths on the roads also work to reduce drink driving deaths
- Measures to tackle drink driving in particular should make deaths attributed to drink driving fall in number faster than other road deaths
- So ETSC's chosen indicator of progress over the years in tackling drink driving is the

**Difference** between the **average annual percentage reduction in deaths attributed to drink driving** and the **corresponding percentage reduction in other deaths**

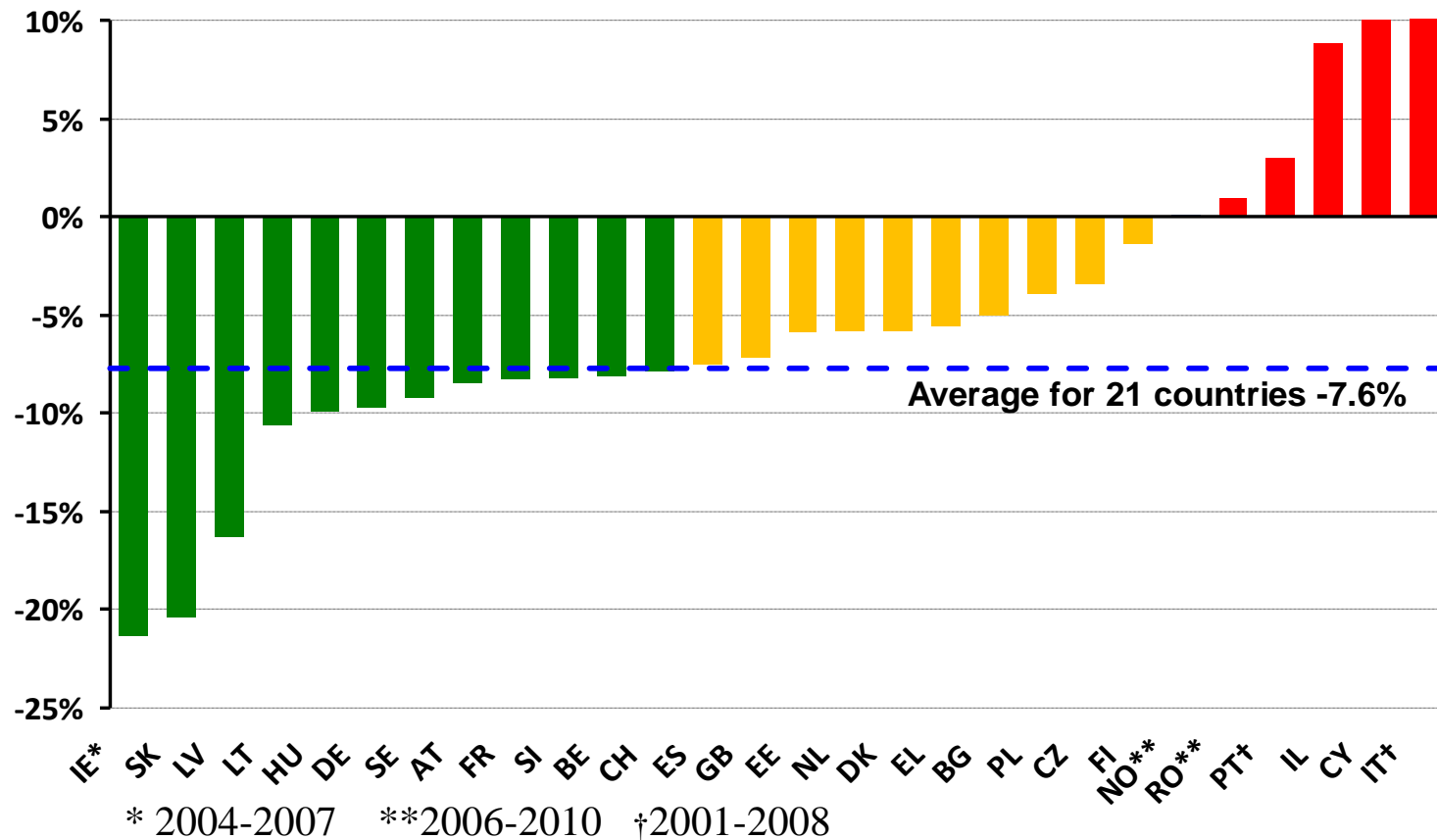
# Progress against drink driving

**Difference between the average annual percentage reduction in deaths attributed to drink driving from 2001 to 2010 and the corresponding percentage reduction for other deaths**



# Reduction in drink driving deaths

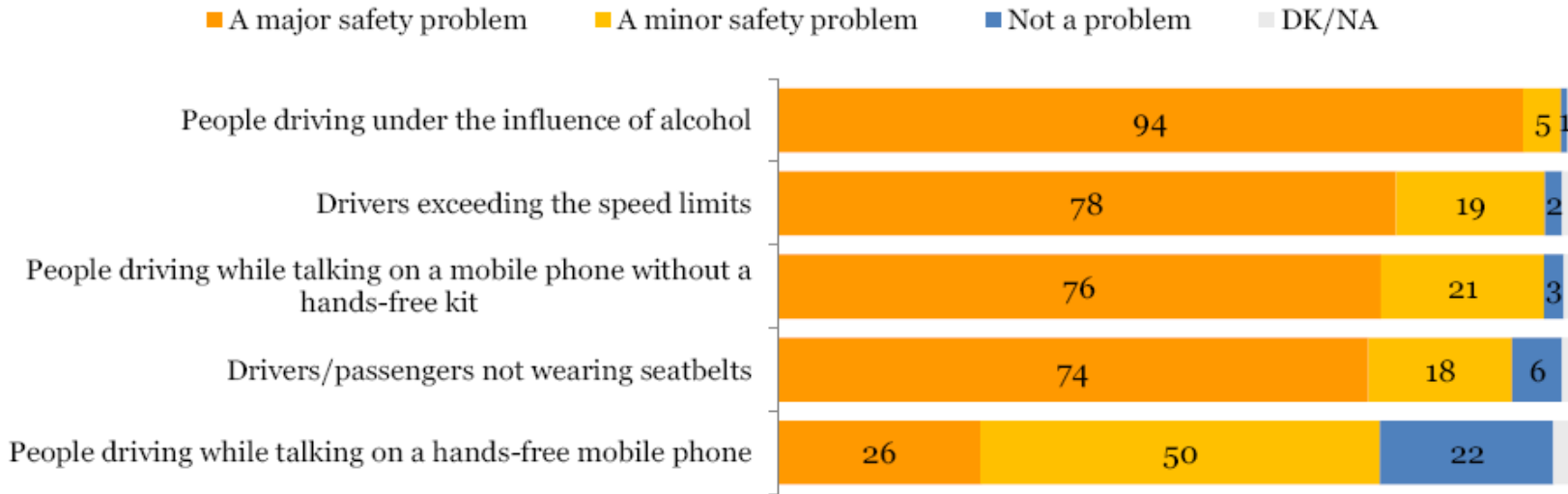
## Average annual percentage change in the number of road deaths attributed to drink driving from 2001 to 2010



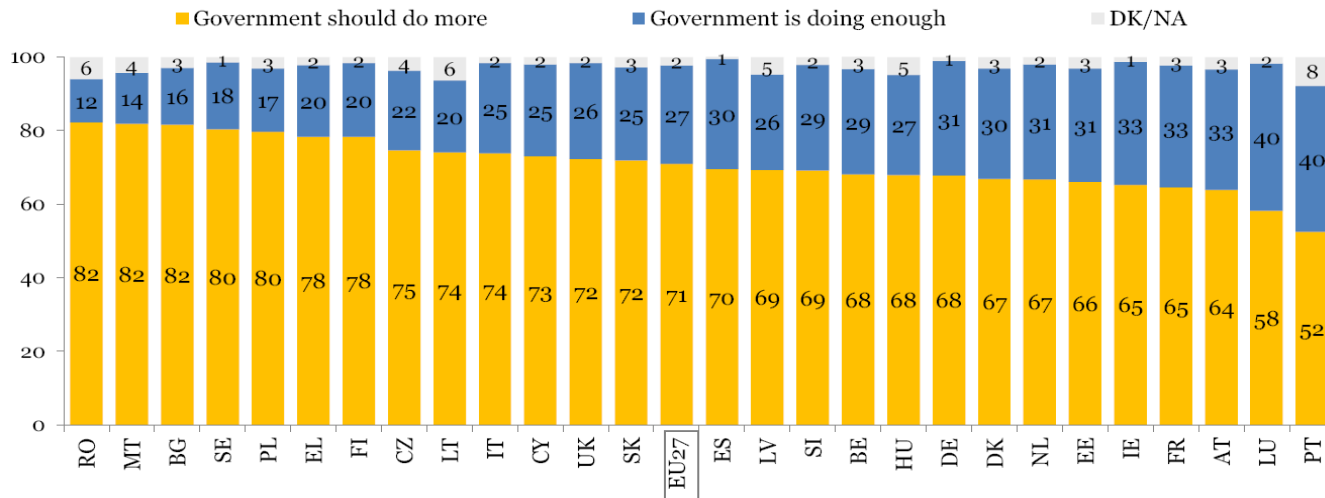


# EU barometer on road safety

## 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

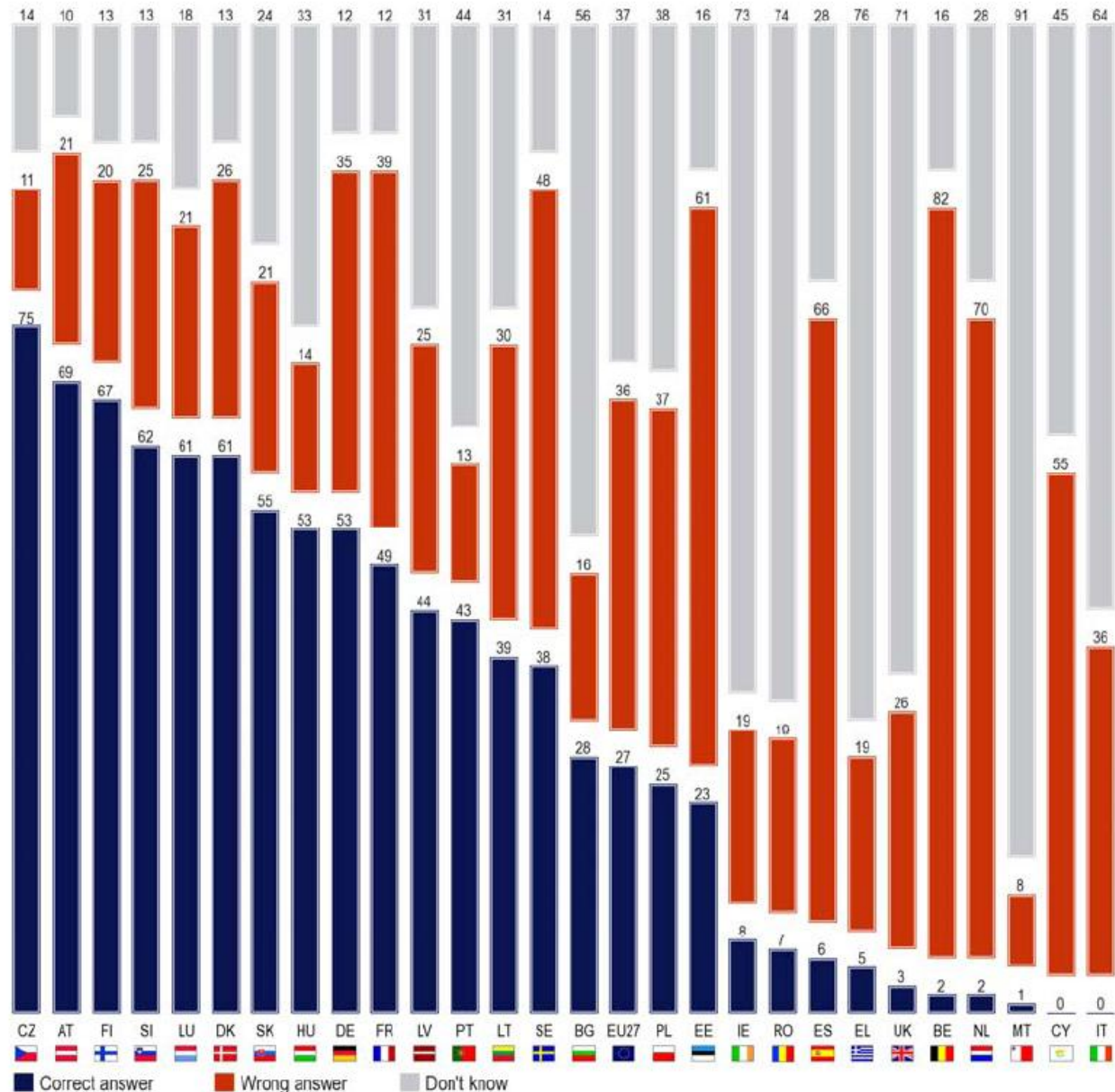
Fieldwork: June 2010  
Publication: July 2010

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.

# Awareness

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



*Eurobarometer, Oct. 2009*

# 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

# Recommendations to Member States

- Consider adopting a **zero tolerance** for drink driving
- Intensify **enforcement of laws** by setting **minimum targets for alcohol checks** of the driving population (e.g. one driver in 5 should be checked each year)
- Introduce **systematic breath-testing** in all Police checks related to driving or collisions
- Introduce **rehabilitation programmes** and **higher penalties** to address recidivism
- Organise regular nationwide **campaigns raising awareness of drink-driving risk**
- Develop the **use of alcohol interlocks** in rehabilitation

# Alcohol interlocks

- In rehabilitation programmes
  - High level and recidivist offenders
  - Alcohol addicted
- As a quality assurance mechanism in commercial transport
  - In school buses
  - Emergency
  - Day care transportation
  - Others



# 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**. Others to come: Ireland, Spain etc..

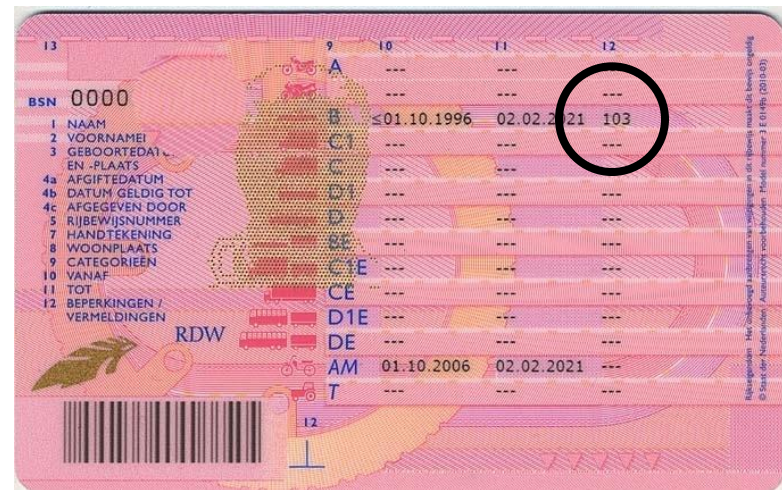
# Developing an effective program

According to the ICADTS (International Council on Alcohol, Drugs and Traffic Safety), the minimum technical requirements needed to establish an effective alcolock program must include:

- A locking device of the vehicle's starter is triggered when a specified percentage of alcohol is detected by an analyzer of alcohol in breath
- A device to reduce or eliminate the risk that someone other than the driver in question may provide in its place a sample of exhaled air through a system of "signature" and / or by requiring driver's tests iterative en route
- A system of data collection and recording of events at the moment of execution of each test to detect alcohol and the result of the measure, and all other parameters useful for monitoring and controlling the driver within program,

# Developing an effective program

- A monitoring program to ensure technical maintenance, inspection and calibration equipment monthly or bimonthly, also including reporting of abnormal events to the agency providing the program management under the control of the authority concerned (Justice, administration of driver's license as appropriate).
- A reporting system visible on the driver's license stating that the driver is required to operate a vehicle equipped with the EAD, so as to prevent the use of another vehicle during the program.



# EC Road Safety Policy Orientations 2011- 2020



EUROPEAN COMMISSION

Brussels, 20.7.2010  
COM(2010) 389 final



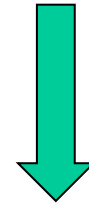
COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS

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 – final results to be published by the end of 2013

# 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 Czech Republic and France existing enforcement practices in the Czech Republic and France are unique, carrying out a breath test every time a driver is checked, and ensuring the 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 alcohol lock 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%) are at risk, but 14% would not drink in two hours, which would result in a blood alcohol level above the legal limit in half (62%) of cases after two drinks. A proportion (15%) of respondents would not drink at all if you intended to drive. [http://ec.europa.eu/transport/policies/road/331\\_en.pdf](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