

Drink Driving Monitor

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

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Editorial

On the 6th of September, the Scottish Government announced the launch of a public consultation for a lower drink driving limit in Scotland, from 0.8g/l to 0.5g/l for all drivers. In 2007, the Scottish government had set itself the objective of introducing a lower BAC limit to save lives and make Scotland's roads safer. Thanks to the approval of the Scotland Act 2012 this May, the Scottish Government has now the power to prescribe its own drink driving limit and be in line with the EC 2001 Recommendation and most of other European Countries. For a broader EU context, since the adoption of the 2001 European Commission Recommendation, Austria, France, the Netherlands, Germany, Lithuania, Luxembourg, Spain and the Republic of Ireland have all made changes to reduce drink driving limits. A zero tolerance approach for all road users has been already in place for decades in the Czech Republic, Hungary, Romania and Slovakia. Germany and Italy introduced a 0.0 BAC limit for novice and professional drivers compared to 0.5g/l for all road users. ETSC welcomes the commitment of the Scottish government to road safety shown through the decision to prioritise this topic within the scope of its new powers. The Justice Minister, Kenny MacAskill, announced that a lower BAC would save between 3 and 17 people annually. Northern Ireland has also just consulted on a draft bill to reduce the BAC limit to 0.5g/l for all drivers and 0.2g/l for novice and professional drivers. This is likely to be presented to the Northern Irish assembly before the end of the year. ETSC strongly believes that Northern Ireland and Scotland can set an example by introducing lower drink drive limit legislation and urges England, Wales and Malta (with a BAC limit still set at 0.8g/l, the highest within Europe), to follow the example.

The 17th Drink Driving Monitor brings news from across the EU on steps to further improve drink driving legislation and enforcement. Contents from the 4th Road Safety Day organised in Cyprus last July and outcomes from the TISPOL's summer alcohol campaign are presented together with results from the BOB summer campaign in Belgium. Latest data on alcohol related road collisions published by the UK Department for Transport are also included as well as ETSC's alcohol interlock barometer.

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EU News

Road Safety Day: young drivers and drink driving

The 25th of July marked the launch of the 4th European Road Safety Day, organised by the Cyprus Presidency in Nicosia. This year event focused on ways of incorporating young people in road safety. Vice President of the European Commission Siim Kallas highlighted that "The 'big killers' on our roads have not changed: drink-driving, speeding, running red lights and failing to use seatbelts",

with regard to the main problems of road collisions among young people. He also stressed that "there is a need to raise awareness among young people, as road deaths constitute the biggest reason of young deaths in Europe". The conference addressed risky behaviours such as alcohol, drugs, speeding as well as the vulnerability of road users such as motorcyclists and cyclists. The conference consisted of different workshops aiming at raising road safety awareness and creating a road safety culture among young people. Panellists included

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road safety experts from European institutions and neighbouring countries. The findings include a zero tolerance approach for drink drivers, better targeted information campaigns, a continuous and comprehensive road safety education from a young age and special programmes of re-training of repeat traffic offenders. In addition, two of the conclusions that came out from the workshop on Enforcement were that "differing permitted levels of alcohol in each Member State are confusing for people travelling across the EU" and that "alcohol interlock devices should be more widely used". The 4th European Road Safety Day provided a good platform to discuss and exchange best practices and, most importantly, to raise awareness of the dangers of irresponsible driving such as drink driving amongst young people.

TISPOL summer alcohol checks

Results from summer operations involving 29 European countries show that more than 900,000 drivers were tested for alcohol with nearly 18,000 alcohol offences detected. The huge operation lasted seven days, between the 4th and the 10th of June. TISPOL President Pasi Kempainen said: "Drug-driving and drink-driving remain significant contributory factors in road deaths. We have made progress in helping make more and more road users aware of the dangers of driving after taking drugs or alcohol, or both". He then added that "TISPOL remains committed to a partnership approach, working with other road safety stakeholders, governments and road safety organisations to provide effective deterrent messages." Results from the June operation brought a number of significant statistics: in Hungary, where the alcohol limit is zero, 156 drivers were detected with alcohol levels of up to 0.5mg/l (the limit in most of Europe) with a further 146 drivers detected above this level. In Portugal, of the 892 drivers found to be over the drink-drive limit, 268 provided readings above 1.2g/l (more than twice the legal limit).

Harmonising EU driving licences for Alcohol Interlock Programmes

An increasing number of countries have introduced alcohol ignition interlock programmes (Belgium, Finland, France, the Netherlands and Sweden) and even more countries plan on developing similar programmes as part of traditional rehabilitation schemes. In the meantime, new driving licences with

specific national codes related to people following Alcohol Interlock Programmes are being issued: Belgium 'code 112', France "additional certificate to the driving license", Finland 'code 111 and 113', the Netherlands 'code 103', Sweden 'code 107'. There is a growing need for a common approach or EU code for alcohol interlocks condition on the licenses so as to guarantee recognition and better visibility especially for the police during road checks if the license is from another Member State. A harmonised code like "AL code" or "AIP code" (Alcohol Interlock Programme) would allow the countries that already have introduced their own codes for the different alcohol interlock programmes to avoid changing their legislation unless a proposal for a common code would be adopted within the 3rd driving licence directive.

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Scotland

The Scottish Government has recently launched a public consultation on lowering the drink driving limit in Scotland from 0.8g/l to 0.5g/l for all drivers. Since 2007, the Scottish administration has always claimed for setting a lower BAC limit to save lives and make Scotland's roads safer. Thanks to the approval of the Scotland Act 2012, the Scottish Government has now the power to prescribe its own drink driving limit and be in line with the EC 2001 Recommendation and most of the European Countries. Northern Ireland is following the same path and the same action is being considered. If such measure is achieved in Scotland, then only England, Wales and Malta will keep the legal BAC limit at 0.8g/l, the highest within the EU countries. "We strongly support the move by the Scottish Government which is also being discussed in Northern Ireland. When both go ahead, we will have the bizarre situation of England and Wales being completely out of kilter with the rest of the United Kingdom" says Rob Gifford, Executive Director of the UK Parliamentary Advisory Council for Transport Safety (PACTS). There is clear evidence to support lowering the drink-drive limit from 0.8 to 0.5 g/l. For example, in Switzerland, the limit was reduced from 0.8 to 0.5 on 1st January 2005. The period 2006 to 2008 saw 44% less alcohol related road deaths than the period 2002 to 2004. A similar drop in alcohol related deaths occurred

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also in Austria, whose limit was reduced from 0.8 to 0.5 in 1998. Responses to the public consultation published by the Scottish Government can be submitted until the 29th of November 2012. Figures from the Government show that it is estimated that over 1 in every 9 deaths on Scotland's roads each year involve drivers who are over the legal drink driving limit with an annual average of 960 casualties in crashes involving drink-driving, including 30 deaths.

Northern Ireland

A reduction of the drink driving limit is planned in Northern Ireland. The authorities there are currently consulting on a draft Bill which proposes a reduction from the current 0.8 BAC limit to 0.2 for professional and novice drivers and 0.5 for all other drivers. The novice drivers would have to abide by the lower limit for the first two years after passing their driving test. The Bill also proposes the introduction of graduated penalties including administrative fixed penalties and the graduation of disqualifications. Penalty points and a fine would apply at BAC levels below the current limit where there is no current offence. Penalties for drivers at the current 0.8 limit would continue to apply and for those convicted at higher BAC levels new minimum disqualification periods would apply. The new penalty regime would also provide incentives for offenders to attend courses for drink drive offenders and would apply to both fixed penalties and court penalties. Police would have new powers to set up authorised roadside check-points where all drivers could be asked to take a breath test. Currently, while an officer can stop a driver, a breath test can only be undertaken if they have a reasonable suspicion that the driver is driving under the influence of alcohol. The Bill is expected to be presented to the Northern Ireland Assembly by the end of 2012. It is likely that the new measures to tackle drink driving in Northern Ireland will begin to be introduced in late 2013 or in 2014. To view the draft proposals and background documents:

<http://www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=8893>

Estonia-Finland

A joint drink driving enforcement operation between Finland and Estonia was organised during the TISPOL's Drugs and Alcohol operation week on 6th and 7th of June 2012. Joint operations took place in Tallinn and Helsinki ports. Clearly, this operation was an exchange of practice across borders. Estonian Police officers took part to the operation at the port of Helsinki and respectively officers from the National Traffic Police and Helsinki Police Department participated in the enforcement operation at the Port of Tallinn. The exchange operation was part of the C.A.S.H project, an EU co-funded project bringing together police officers and other authorities inspecting Heavy Goods Vehicles (HGVs) in the Baltic Sea area. Operations were also in line with a bilateral agreement between the Estonian Police and Border Guard and the Finnish police, which was signed by National Police Commissioners from both countries. In the two-day Estonian operation, a total of 4,889 breath tests were conducted. Fifteen drivers were driving under the influence of alcohol, two were driving with their driving licence suspended and four of them had some other offences. In Helsinki, 3,149 drivers were breath-tested. Two of them were found to be driving under the influence of alcohol. In Estonia, the maximum blood alcohol concentration limit allowed is set at 0,2g/l while in Finland is at 0,5g/l.

Belgium

Results from last summer's BOB Campaign showed that the percentage of drivers driving under the influence is slightly falling compared to data from last year (4.8% against 5.1%). The figures, still high, prove however that the campaign needs to be carried out throughout the year also with the support and work of the Belgian Police in order to tackle alcohol abuse on the roads. The numbers increase especially during weekend nights, where 2 out of 5 drivers involved in a road crash drive under the influence of alcohol. More generally, 1 out of 10 drivers checked during the night resulted positive to alcohol. According to Melchior Wathelet, State Secretary for Mobility "the percentage of drivers who are above the legal BAC limit is still too high and clearly shows that alcohol behind the wheels keeps on being a major

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road safety issue". As a consequence, the Belgian government decided to increase the fines for those drivers who are found with a BAC between 0.5 and 0.8g/l (from 150 to 170 Euros) and lower the BAC to 0.2g/l for professional drivers.

Italy

The Italian Highway Code has been modified in September with stronger sanctions for those who commit a drink driving offence. More specifically, concerning the "Omicidio stradale" (Road murder crime) the driver will have the driving licence revoked for at least 5 years, after which a new driving test has to be passed. The driving licence is instead revoked for 15 years if the driver is driving with a BAC limit above 1.5g/l or under the influence of drugs.

Data collected by ANIA Foundation in the framework of an anti drink driving campaign called "Guido con Prudenza" (I drive safely) demonstrated that there is a positive increase in the number of designated drivers (so-called BOB) who would bring their friends safely at home after a night out in discos or restaurants. The campaign took place outside the most popular clubs and public places of Italy from the 20th of July until the 18th of August. Young drivers who took part in the initiative were invited to designate their BOB for that night: 4 out of 5 designated drivers showed their commitment and resulted sober to the alcohol breath test they deliberately underwent outside the premises. Compared to 2011, there has been a 30% reduction of young drivers who didn't comply with their role of designated driver: in fact 79% of them were found sober during the alcohol checks made by ANIA (5,210 out of 6,596 drivers). During the five-week campaign Police checks on alcohol were also enforced on Italian roads. Almost 8,000 drivers were breath tested while nearly 3,400 demerit points on driving licences were deducted and 24 vehicles were confiscated to drivers above the legal limit. Some 1,600 sober drivers were instead rewarded by the Police with a free entrance to a pub or club the weekend after.

Finland

From the 9th to the 11th of September, Helsinki hosted the 13th edition of the Alcohol Interlock Symposium organised by TIRF (Traffic Injury Research Foundation). This year's theme was: "Alcohol Interlock: opportunities to improve traffic management". The role of the alcohol interlock device as a necessary solution not only for rehabilitation of traffic offenders but also for managing the road traffic among fleet companies, taxis, school buses and government vehicles was discussed. Representatives from the European Commission, the Police, research centres and road safety associations took part in this three-day conference to promote the use of alcohol interlocks as a qualitative assurance within commercial and professional transport. The event was also an opportunity to share experiences and exchange practices from different countries where alcohol interlock programmes are already in force, such as Finland, Belgium, The Netherlands and Norway. Proceedings will be available at the following link: <http://www.interlocksymposium.com/>.

Sweden

The number of drink driving offenders applying for an alcohol interlock programme in Sweden is increasing. Between the 1st of January and the 31st of August 2012, some 1,323 drivers asked the Swedish Transport Administration to have the device installed in their cars instead of losing their driving licence. Totally, almost 4,000 driving licence were withdrawn by the Swedish Police since January this year. This means that approximately 33% of drink driving offenders have applied for alcohol interlocks this year. As from the 1st of January, the law on rehabilitation programmes applying to all drink driving offenders came into force in Sweden. A 2-year programme was implemented for high risk groups (first time high level offenders and recidivists) and a 1-year programme for the others. The alcohol interlock programme "aims at reaching a higher number of applicants who were caught while driving under the influence of alcohol and looking at the figures gathered so far it appears that we are on the right track" said Olof Stenlund, project manager for alcohol interlocks at the Swedish Transport Administration.

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Austria

A study from the Austrian Road Safety Board (KFV) was carried out to demonstrate the effects of alcohol on cycling. The subjects taking part in the study were required to complete several tasks while cycling under the influence of alcohol. Main findings showed that the error rate increased with a BAC level between 0.5 and 0.8g/l. Moreover, when checking the response time, cyclists riding with a BAC of 0.8g/l proved that their reaction time was almost half a second (0.48 sec) slower than the one of a cyclist with a BAC of 0.5g/l. In the braking distance test the study showed that there was a difference of almost a meter between those two groups: the stopping distance went from 3.9 for cyclists with a 0.5g/l BAC to 4.6 meters for a 0.8g/l. Cyclists in Austria are currently allowed to ride with a maximum BAC limit of 0.8g/l while car drivers must have a maximum allowed BAC limit of 0.5g/l.

Great Britain data on drink driving collisions

The Department for Transport in Great Britain presented provisional estimates for drink driving road crashes. Main findings show that deaths resulting from drink driving road crashes increased by 12% from 250 in 2010 to 280 in 2011, and serious injuries rose by 3% from 1,250 to 1,290. Casualties sustaining slight injuries from drink drive collisions also increased by 3% from 8,210 to 8,430. This is the first increase observed in killed or seriously injured from alcohol related road crashes since 2002. Overall, total casualties resulting from alcohol related road collisions rose by 3% from 9,700 to 9,990. The number of fatal crashes attributed to alcohol rose to 260 in 2011, an increase of 18% relative to 2010. Overall drink driving crashes rose by 2% from 6,630 to 6,730. Deaths resulting from road collisions attributed to alcohol represented 15% of all road deaths in 2011 (6% of serious injuries). Concerning Police enforcement and alcohol checks on UK roads, 54% of drivers that were involved in a road crash were tested for alcohol in 2011. This proportion has remained relatively stable across the last three years (2009 to 2011). The complete document can be found at the following link:

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-drink-drive-estimates-2011/road-accidents-and-safety-drink-drive-estimates-2011.pdf>

Great Britain Public Survey

At the end of August the Institute of Advanced Motorists in Great Britain published a paper on public perceptions and incidence of drink driving. It shows that even though the incidence of drink driving has fallen from 2001 to 2010, public support has grown for introducing stronger enforcement and harsher punishment. More into details, it appears that 66% of people polled by the Institute would support the adoption of a lower BAC limit while 28% would support a zero tolerance of drink driving. The majority of them (57%) agree that the current punishment for drink driving in Great Britain is too weak and 38% of the interviewed believe that this should be much tougher. The majority of alcohol-related road collisions in Great Britain occur during weekends between 9am and 3pm, with 45% involving a single vehicle and 41% involving two vehicles. The most affected road user group remains young people aged between 17 and 19, in particular male drivers (69% compared to 31% of female casualties). Rob Gifford from PACTS commented how "these results show that the views of the public are ahead of politicians. Perhaps it is time for Westminster to take note and act accordingly". Tables and figures can be found at the following website:

<http://www.confused.com/news-views/infographics/drink-driving-occurrence-in-great-britain>.

Germany

The German Road Safety Council (DVR) is calling for a zero tolerance approach to drinking and driving on German roads. In Germany last year 400 people died in alcohol related crashes, which represents 10% of all road deaths, with 19,809 injured people, among which 5,515 are severe. The message must be clear: never drink before driving. The adoption of an alcohol ban on the road would mean a significant reduction in the number of people killed and seriously injured. A zero tolerance to drink driving is also socially accepted. A DVR public survey showed that 59% of people polled are in favour of a total ban of alcohol on German roads. An alcohol ban for young drivers up to 21 years was already introduced in 2007, with the support of DVR. The measure had positive effects in terms of number of alcohol related crashes, as a study by the Federal

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Highway Research Institute (BAST) demonstrated: one year after the implementation of the alcohol ban for novice drivers, the number of people killed and injured in a road crash attributed to alcohol had decreased. There was an average reduction of 17% of all drink driving offences among young drivers between 18 and 21 years old.

Spain

The Spanish Public Prosecutor Office for Road Safety published figures on the number of road traffic offences committed by Spanish drivers. Driving under the influence of alcohol and drugs corresponds to almost 95% of all traffic offences registered and prosecuted in Spain last year. In 2011 there were 60,625 people sanctioned for drink driving while the first six months of 2012 has already registered 36,375 prosecutions for drink driving offences, meaning that by the end of the year this figure will most likely reach more than 70,000 prosecutions. Drink driving recidivists and drivers driving without a driving licence are the most represented road user categories in the statistics, often showing a serious addiction to alcohol or social problems. Proposals for a legislative reform include the implementation of rehabilitation programmes for drivers as a complementary measure for those who are punished with imprisonment for a high-level drink driving offence.

Poland

On the 12th of September, a conference was organised in Olsztyn with the aim of raising awareness of the size of the drink driving problem and trends in the region of Warmia and Mazury and in the city of Olsztyn. The conference had the main objective of promoting zero tolerance of drink driving and spread the clear message ETSC is also supporting: never drink before driving. The conference gathered representatives from the local Police, the directors of the Word road safety association and the "Municipal Centre for the Prevention and Treatment of Addictions" and local media.

ETSC Events

Safe and Sober Prague – 26th September

On the 26th of September, ETSC and the Czech Transport Research Centre (CDV) held the 24th Safe and Sober talk at the Ministry of Transport in Prague, opened by Roman Budský, Head of the Road Safety Unit at the Ministry of Transport and MEP Olga Sehnalová, member of the Transport Committee of the European Parliament. The event, gathering over 60 participants, provided practical tools and recommendations towards the implementation of alcohol interlocks as a substitute for driving ban for recidivist offenders in the framework of rehabilitation schemes. The seminar also looked at best practices in commercial transport and specifically at companies wishing to get more involved in road safety and the safety of their employees through the use of alcohol interlocks. Proceedings can be downloaded here: http://www.etsc.eu/Young_and_novice_drivers_and_recidivist_drunk_drivers.php.

BESTPOINT – 6th September

The BESTPOINT conference on Demerit Point Systems was organised in Brussels on the 6th of September to launch the BESTPOINT Handbook. The Handbook also includes some recommended practices on how to incorporate drink driving offences within a demerit point system (DPS). Scientific evidence indicates that both alcohol and drug offences should be considered severe offences in the DPS, as the immediate link with crash causation is obvious. In case of severe alcohol or drug offences, individuals should be thoroughly tested with regard to whether they are alcohol or drug dependent; in such a case targeted addiction treatment (usually outside the DPS), possibly accompanied by immediate but temporary licence withdrawal, is required. Drink driving recidivists and high-level first-time offenders may need longer term behavioural or psychological assistance and technical monitoring, e.g. by allowing them to drive only a car equipped with an alcohol interlock for a defined time period. BESTPOINT was co-funded by DG MOVE of the European Commission. The duration of the project was 2 years, culminating in September

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2012. The project was coordinated by the Austrian Road Safety Board (KFV) in collaboration with 11 European research institutes and transport authorities, including ETSC. The Handbook is

available on the BESTPOINT and ETSC website at the following link:

<http://www.etsc.eu/documents/BPHandBook.pdf>

Alcohol Interlock Barometer October 2012

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

Country \ Legislation	Pilot project ongoing	Legislation in preparation	Legislation in discussion in Parliament	Legislation adopted	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use of interlocks in commercial transport
Austria	✓					✓		✓
Finland				✓	✓ for school buses and daycare transport	✓	✓	✓
Sweden				✓	✓	✓	✓	✓
Netherlands	✓			✓	✓	✓		
France				✓	✓	✓	✓ for school buses	
Belgium				✓	✓	✓		✓
Denmark				✓		✓	✓	
Germany	✓					✓		
Ireland			✓					
United Kingdom								✓



European Transport Safety Council

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Enforcement (CORTE) (Int)
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Danish Road Safety Council (DK)
Dutch Safety Board (NL)
European Federation of Road Traffic Victims (FEVR) (Int)
Fédération Internationale de Motocyclisme (FIM) (Int)
Finnish Motor Insurers' Centre, Traffic Safety
Committee of Insurance Companies VALT (FIN)
Finnish Traffic Safety Agency (Trafi) (FIN)
Flemish Foundation for Traffic Knowledge (VSV) (BE)
Folksam Research (S)
Fondazione ANIA (I)
German Road Safety Council
(Deutscher Verkehrssicherheitsrat) (DVR) (D)
Global Road Safety Partnership (Int)
Hellenic Institute of Transport (HIT) (GR)
Institute for Transport Studies, University of Leeds (UK)
INTRAS - Institute of Traffic and Road Safety,
University of Valencia (ES)
Liikenneturva (FIN)
Lithuanian National Association Helping Traffic Victims
(NPNA) (LT)
Motor Transport Institute (ITS) (PL)
MOVING International Road Safety Association e.V. (Int)
Norwegian Abstaining Motorists' Association (NO)
OR YAROK (IL)
Parliamentary Advisory Council for Transport Safety
(PACTS) (UK)
Road and Safety (PL)
Road Safety Authority (IE)
Road Safety Institute Panos Mylonas (GR)
Road Traffic Safety Agency, Republic of Serbia (SRB)
Safer Roads Foundation (UK)
Slovenian Traffic Safety Agency (SI)
Swedish National Society for Road Safety (S)
Swiss Council for Accident Prevention (bfu) (CH)
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