



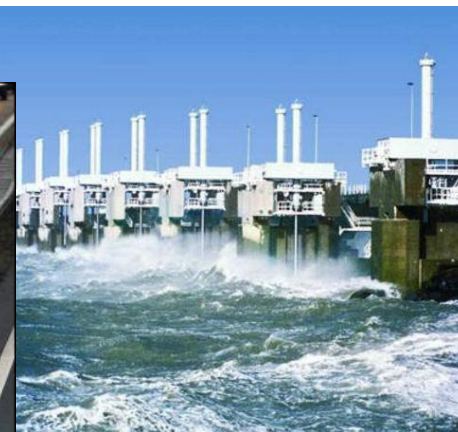
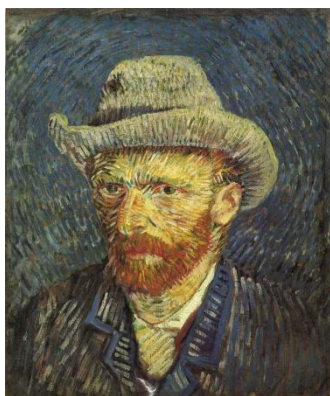
Ministerie van Verkeer en Waterstaat

# Dutch Alcohol Interlock Program

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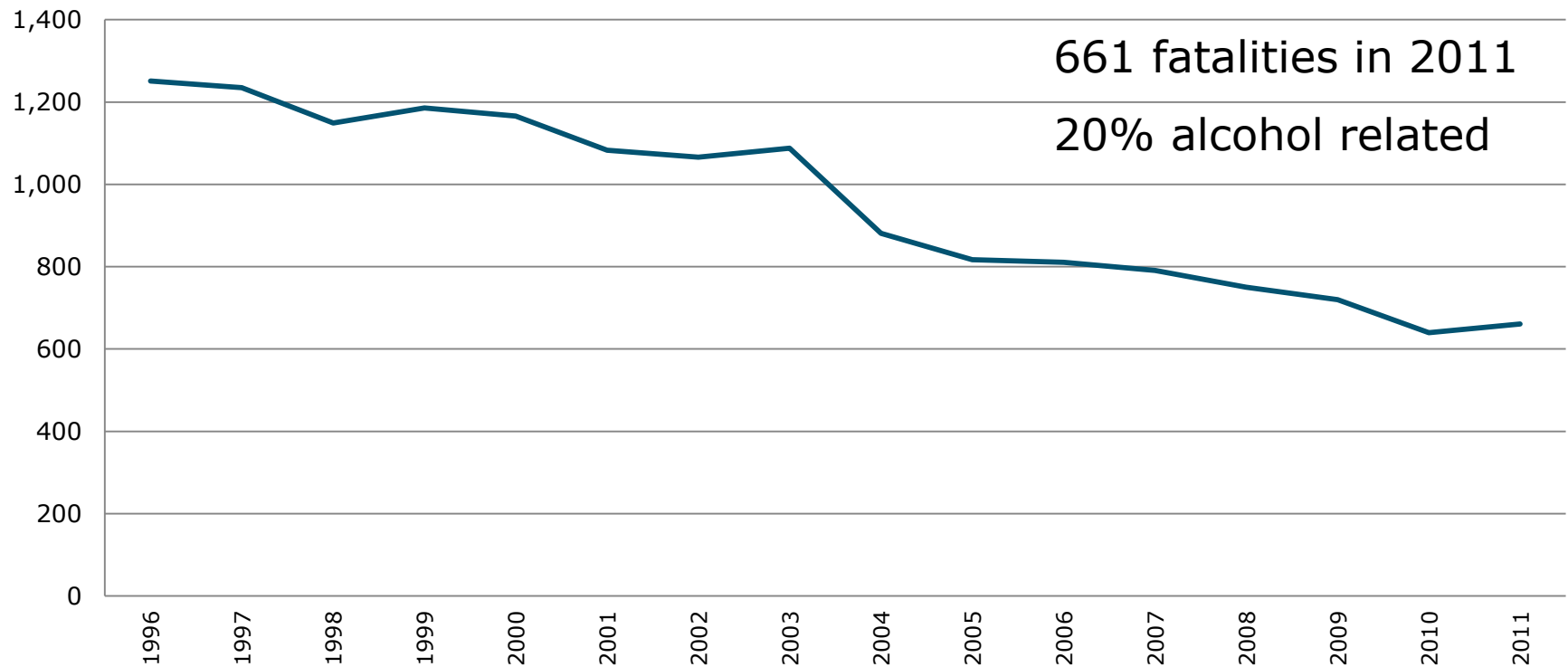


# Netherlands





## Road safety in the Netherlands





# Measures to combat drink driving

- **Prevention**

- Campaigns, like BOB campaign
- Alcohol limits: experienced driver 0,5 g/l  
novice driver 0,2 g/l

- **Prevention/Detection**

- Enforcement

- **Punishment**

- Fines,
- Disqualification to drive
- Jail

- **Administrative measures**

- Driver improvement programs: 1-day and 3-day trainingcourses
- Medical psychiatric assessment to determine alcohol addiction





## Legal framework since december 2011



Drink driver is stopped by police

Criminal Law: judge can impose sanctions

BAC < 1,5: Fine  
BAC > 1,5: Fine & disqualification from driving

Administrative Law: CBR always impose measures

BAC 0,8 – 1,3: Driver improvement program  
**BAC 1,3 – 1,8: Alcohol interlock program**  
BAC > 1,8: Medical psychiatric assessment, if not addicted than AIP



## The reason for Alcohol interlock program

- DUI = one of main causes of fatal accidents
- More drivers drive sober
- No downward tendency of drink-drivers  $>1,3$  ‰
- They are responsible for 75% of all alcohol accidents
- We need a new instrument to tackle this group





# Organizations involved



## Ministry of Infrastructure and Environment:

- » Defined the set-up of the program
- » Responsible for legislation & regulations



## The Dutch driving license authority (CBR):

- » Designated by the Ministry to enforce the program
- » Responsible for support & monitoring program



## The Road traffic authority (RDW):

- » Designated by the Ministry to administer interlock data register
- » Responsible for type approval of interlocks
- » Responsible for approval of vendors and installers
- » Responsible for supervision



# How to put AIP on the political agenda?

## 2001 Research institute calls attention to AIP

- Dutch Institute for Road Safety Research (SWOV) concludes based on international experience, alcohol interlocks are promising instruments for road safety. SWOV shares knowledge with policymakers of ministry.

## 2001 AIP in National Alcohol Strategy

- AIP is mentioned in the Strategy: ministry has intention to examine the possibilities of an alcohol interlock

## 2001 Members of parliament starts to ask for AIP

## 2002 SWOV participates at European research

## 2004 Minister informs parliament

- need for new measure for heavy drinkers, plan to introduce alcohol interlock program, but things have to be worked out...



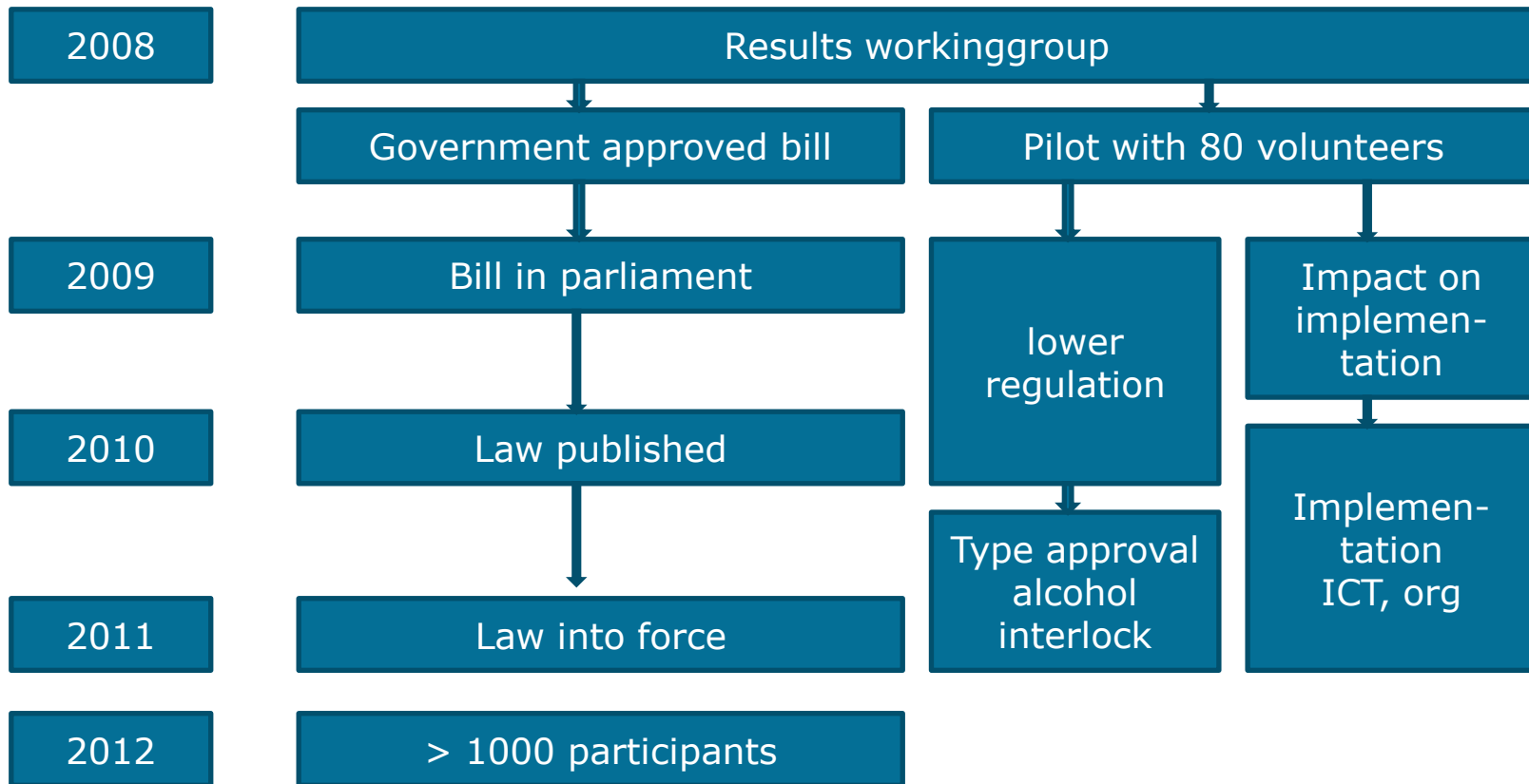


## Set up of the AIP

- 2006-2007 Ministry of Infrastructure installed projectgroup with most important stakeholders and organised working groups:
  - Judicial aspects
  - Organisation
  - Set up of the program
  - Technical aspects
  - Costs
- Results of working groups were converted into advise and approved by Steering Committee. This was the basis for the law & regulation.



# From workinggroup to implementation





# Features Dutch Alcohol Interlock Program

Mandatory program for:

- first offenders BAC > 1.3
- novice drivers BAC > 1.0
- recidivists

Not participating = 5 years no license

2 year program for all participants

Extended for drivers who can't separate drinking and driving

Mandatory regular datadownload, mandatory support program



## Obligations participants have to meet

- Pay for the program and alcohol interlock
- Installing an interlock in the vehicle(s) he wants drive (only possible in passenger cars)
- Get a license with National alcohol interlock code 103
- Participate at support program within 6 months
- Data download every 6 weeks
- Comply with the other program conditions regarding maximum false initial tests, missed retests, fraude etc.



## Program conditions

- Feedback after datadownload every 6 weeks
- Less intensive data download regime for participants who show few failed initial tests (every 13 weeks)
- Participants with a lot of failed initial tests will be motivated to seek professional treatment
- Extended program for participants who continue to have failed initial tests
- Tampering or too many failed retests: participant will be expelled



# Program conditions

	First 6 months	Second 6 months	Third 6 months	Last 6 months
Initial test: Standard datadownload every 6 weeks	If max 3 initial tests > BAC 0,2, datadownload Every 13 weeks	If max 2 initial tests > BAC 0,2 datadownload every 13 weeks	If max 1 initial tests > BAC 0,2 Datadownload every 13 weeks	All initial tests have to be < BAC 0,2 otherwise AIP will be extended with 6 months
Retest	Allowed: maximum of 3 missed and/or too high retests. Consequence: early recall. More than 3: program will be ended and license invalidated			
Not paying	Program will be ended and license invalidated			
Manipulation	Program will be ended and license invalidated after irregularities concerning: <ul style="list-style-type: none"><li>•Sealing of the interlock to the vehicle</li><li>•The wiring from or to the interlock</li><li>•The casing of the interlock or parts of it</li><li>•The connection points between parts and to the vehicle</li><li>•The software or configuration or setting or like</li></ul>			



## Technical Requirements

- Only type-approved alcohol interlocks may be used
- Only vendors who meet requirements may supply alcohol interlocks for the Dutch program
- Installers have to be approved by RDW as well
- Although there may be multiple vendors, there will be 1 central interlock data register administered by RDW



## Type approval alcohol interlock

- Alcohol interlocks used in the program have to meet the following requirements which can be tested by accredited testlaboratories:
  - The EN 50436-1 (European CENELEC standard)
  - Additional requirements from EN 50436-2 and 3
  - Additional Dutch requirements e.g. regarding data security: protection profile

If the interlock meets these requirements it will be type-approved by RDW

### Practice:

- **At this moment the Dräger-alcohol interlock is type approved**
- **The protection profile will become part of the CENELEC standard**





## Mandatory support program

Objective: to learn participants to separate drinking & driving

- 3 group sessions to motivate the client, give information about physical and mental effects of alcohol
- Screening tool to advise participants with alcoholproblems to search relevant treatment

Practical experience:

- 5 courses with each 12 participants has been finished
- Participants think it helps them to share experience and the value knowledge about effects of alcohol on their driving ability



## Implementation facts

- Driving license organisation imposed Ca. 3200 AIP's in 9 months
- We expect CBR to impose more AIP's in future
- Circa 950 persons have already installed the alcohol interlock (30%)
- It takes several months from CBR-decision to participation, so we expect eventually more than 30% will participate
- Possible reasons why persons doesn't participate:
  - Don't have money at the moment, maybe later
  - They have driving ban and have to wait several months before they can start with AIP
  - Not interested?



## Implementation facts (2)

### Costs for 2 year program

- 1000 euro                      Administrative costs and monitoring & support
- Ca. 2500 euro                Installation and data download

### Reasons people drop out

- More than 3 missed retests (2)
- Driving ban during AIP (1)
- 2 Participants stopped after damage of the car: total loss after accident



## Frequently heard complaints

- It is a very severe measure: it costs a lot and comes on top of fine and disqualification of driving
- It is a measure based on administrative law, license authority cannot consider individual interests
- I don't have a car
- Why is not possible to install in a truck?
- It is not practical to go abroad, especially if you miss a retest and have to come back within 5 days



## Objection and appeal

- Circa 25% made a notice of objection against the decision AIP, ca. 500 in 6 months
- From the 500, 16 participants lodged an appeal against decision on notice of objection
- Till now all appeals were dismissed

### **Participants lodge an appeal against AIP because:**

- "AIP is a disproportional measure, it is a another punishment"
- "I was caught on moped, I was not aware I could get AIP"
- "I will lose my job because I am a truckdriver or it is not possible to install alcohol interlocks in all the cars I have to work with"
- "I am not a heavy drinker"



## Evaluation

- 3 years after the introduction results of research into the practical working of the program:
  - Reasons of not participating
  - The feasibility of the decision rules
  - Should we make possible for truckdrivers to install alcohol interlocks?
- 5 years after the introduction results of research on effect of the program:
  - Recidivism of AIP compared to situation before introduction
  - Effect on alcohol related fatal traffic injuries
- Now: monitoring how it's going and solving things which are not working well



