



Ministry of Infrastructure and the  
Environment

# Dutch Alcohol Interlock Program

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# Dutch Alcohol Interlock Program

- Latest international research: DRUID
- Justification of the measure
- Pilot Fryslân
- Dutch alcohol rehabilitation programs
- Legal framework
- The alcohol interlock program itself
- Monitoring and evaluation



## The DRUID project

- 2006 - 2011 a large-scale European research on use of psychoactive substances in the European traffic: DRiving Under the Influence of Drugs, alcohol and medicines
- Main conclusion is that drinking and driving is still a greater threat to safety than the use of drugs and medicines
- Therefore, measures will initially need to focus alcohol.
  - education, enforcement, rehabilitation programs or withdrawal of the driving license
- Risk increases:
  - combined use of alcohol and drugs
  - high blood-alcohol levels
- The certainty of punishment is more effective than the severity of punishment



## Justification of the measures

- In 1999: 31,2 % of deaths in traffic in the Netherlands is due to alcohol
- Today's number: 20,3%
- Mental shift: drunk-driving is not done

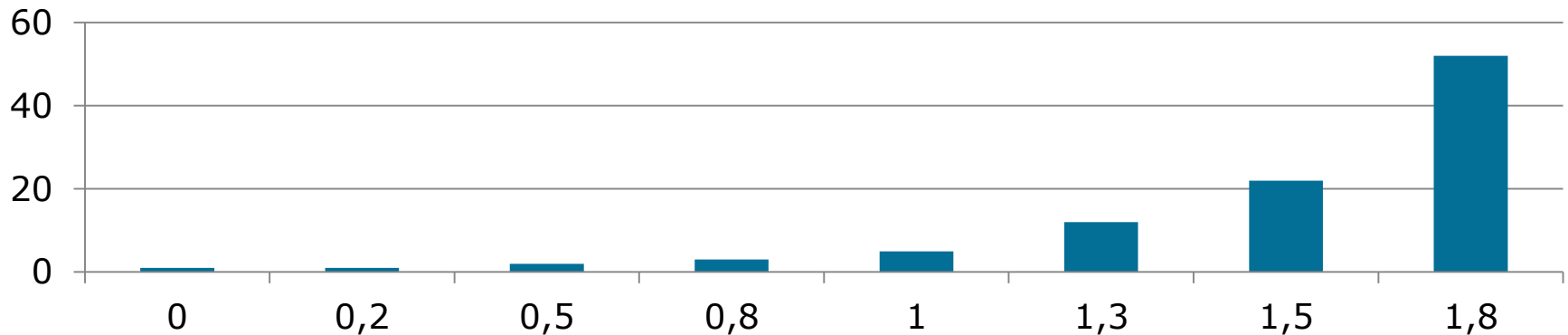
	2012
traffic fatalities	650
caused by alcohol:	130

- Only criminal law is insufficient
  - general recidivism 27,5% (WODC 2008)
- Awareness necessary to avoid recidivism:
  - Complemented with (light) educational measures alcohol at a higher blood alcohol level than is legally allowed (LEMA and EMA)
    - Effect: lower recidivism, approximately 13% (WODC 2009)
- But there is still a persistent group of recurrences



# Additional measure: alcohol interlock program

Relatively crash rate at different BAC (promille) values



- Positive experiences with the alcohol interlock program abroad (Sweden, Canada, USA, Australia, Finland)
- Expected effects AIP with an inflow of 2000 - 6750 people per year:
  - Extra reduction of 25-30 traffic fatalities and
  - 250-300 injuries requiring hospitalization



## Pilot Fryslân: purpose and facts

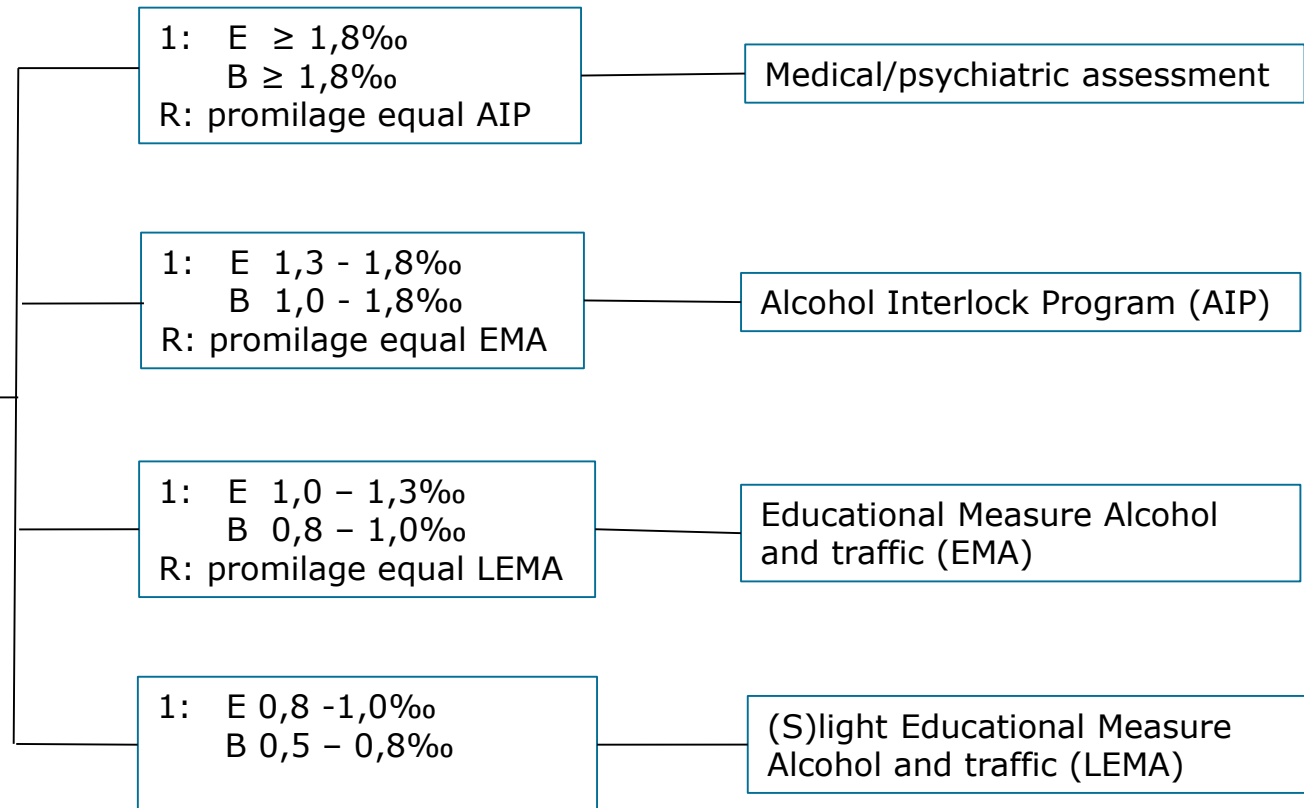
- The purpose of the trial:
  - to gain experience with the installation and removal of the alcohol interlock in the car
  - the use of the alcohol interlock in daily practice.
- 80 people/cars selected out of 1.100 volunteers, cross-section of the average motorist
- 2 types of alcohol interlocks from 2 suppliers
  - built into the dashboard and wireless
  - sound and volume of the lock, indicating to perform a so-called repeat test





# Dutch alcohol rehabilitation programs

Legend:  
E: experienced driver  
B: beginning driver  
R: recidivism (< 5 year)







## Legal framework AIP

Drunk driver  
stopped by police

Criminal Law: judge can impose sanctions:  
Punishment of a crime in the past recognized  
offense, preventive effect, protecting society

Administrative Law: CBR always impose  
measures:  
To ensure road safety by assessing skills and  
suitability to the driver or by preventing  
unsuitable drivers to participate in traffic



### Changes in 2012

Withdrawal of the Alcohol Interlock Program if:

- the arrest took place on a moped → EMA
- the (Dutch) driver no longer resides in the Netherlands → medical/psychiatric assessment



## Numbers today – 15 august 2013

- 6673 drivers have received a decision alcohol program
- 3257 drivers have signed up for the motivational course
- 2699 drivers have the alcohol lock installed in their car
  
- 582 drivers have a licence for truck or busses (Cof D)
- 236 of them are in the program
  
- 275 cases are in courts
- 5 cases at the Supreme Court





## Features Dutch Alcohol Interlock Program

- Mandatory program for:
  - first offenders BAC > 1.3
  - novice drivers BAC > 1.0
  - Recidivists
- Not participating in the program = 5 years no license
- The program itself = two years for all participants and can be extended for drivers who can't separate drinking and driving even during the program
- Mandatory regular data download, mandatory support program
- 75% of the drivers shows a change in behaviour





## Obligations participants have to meet

- Pay for the program and alcohol interlock (> 4.000,- euro)
- Install an interlock in the vehicle(s) he wants drive
  - At this moment only possible in passenger cars
  - Considering of HGV, buses, motorcycles and tractors
- Ask 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, fraud etc.





# Monitoring and evaluation

After 3 years:

- results of the practical working of the program:
  - Reasons of not participating
  - The feasibility of the decision rules
  - Should we make possible for other vehicles 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





Thanks for your attention





## Organizations involved



Ministry of Infrastructure and Environment:

Defined 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



## Technical Requirements

- Only type-approved alcohol interlocks may be used
  - EN 50436-1 (European CENELEC standard)
  - Additional requirements from EN 50436-2 and 3
  - Additional Dutch requirements e.g. regarding data security: protection profile
- 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