European Transport Safety Council

Introducing the SMART Project

European Alcohol and Health Forum
25th April 2013
Brussels

Graziella Jost, ETSC Director of Projects

European Transport Safety Council

Introduction to ETSC

A science-based approach to road safety policy

- **47 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level.

- 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

ETSC Activities



Monitoring EU transport safety policy

Road Safety **P**erformance **I**ndex **(PIN)** - Ranking EU countries' performances

Road Safety **'At' Work and 'To' Work**

Drink Driving

Safe & Sober

Roads **to** **R**espect Infrastructure Safety

STudents **A**cting to **R**educe **S**peed

Bike Pal Cycling Safety

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Drink Driving in the EU

While the dangers linked to drink driving are fairly well understood, the phenomenon is still widespread in the EU:



- Up to 2% of drivers with an illegal BAC
- Up to 6,500 road deaths annually (20%)
- Around 35% of driver deaths
- Alcohol related crashes are the leading cause of death in the age group 16-25



Attributing deaths to drink driving

- Each Member State has its own way of attributing a road death to drink driving
  - *"Any death occurring as a result of road accident in which any active participant was found with blood alcohol level above the legal limit"* SafetyNet recommended definition – (BG, CY, CZ, DK, FI, FR, PL, PT, SI)
- In 2010, 7 countries attributed fewer than 6% while 5 countries attributed more than 30%
- So it is meaningless to compare numbers attributed to drink driving in different countries
- But we can look at how the numbers of deaths attributed to drink driving have changed over recent years

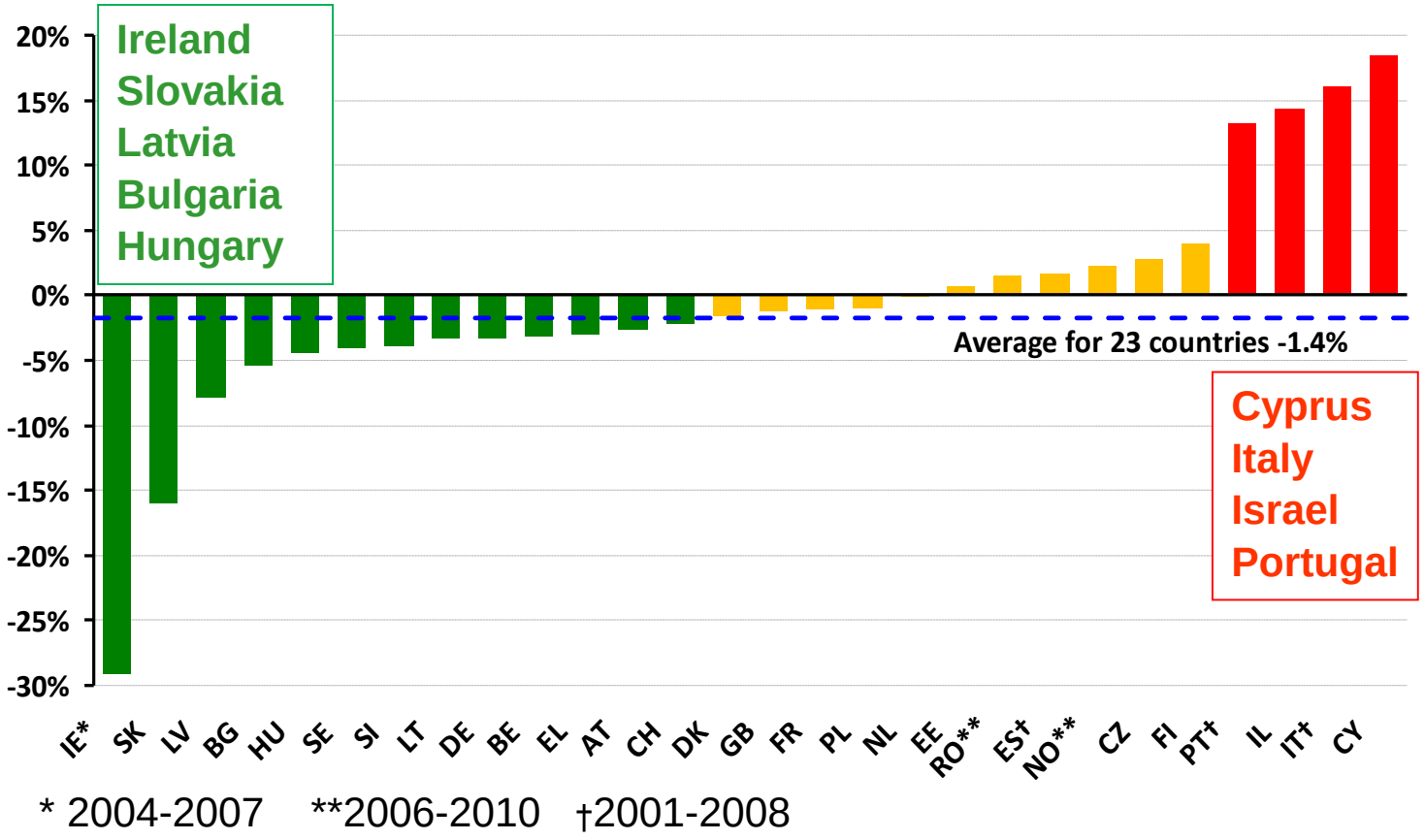
Measuring progress against drink driving

- 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

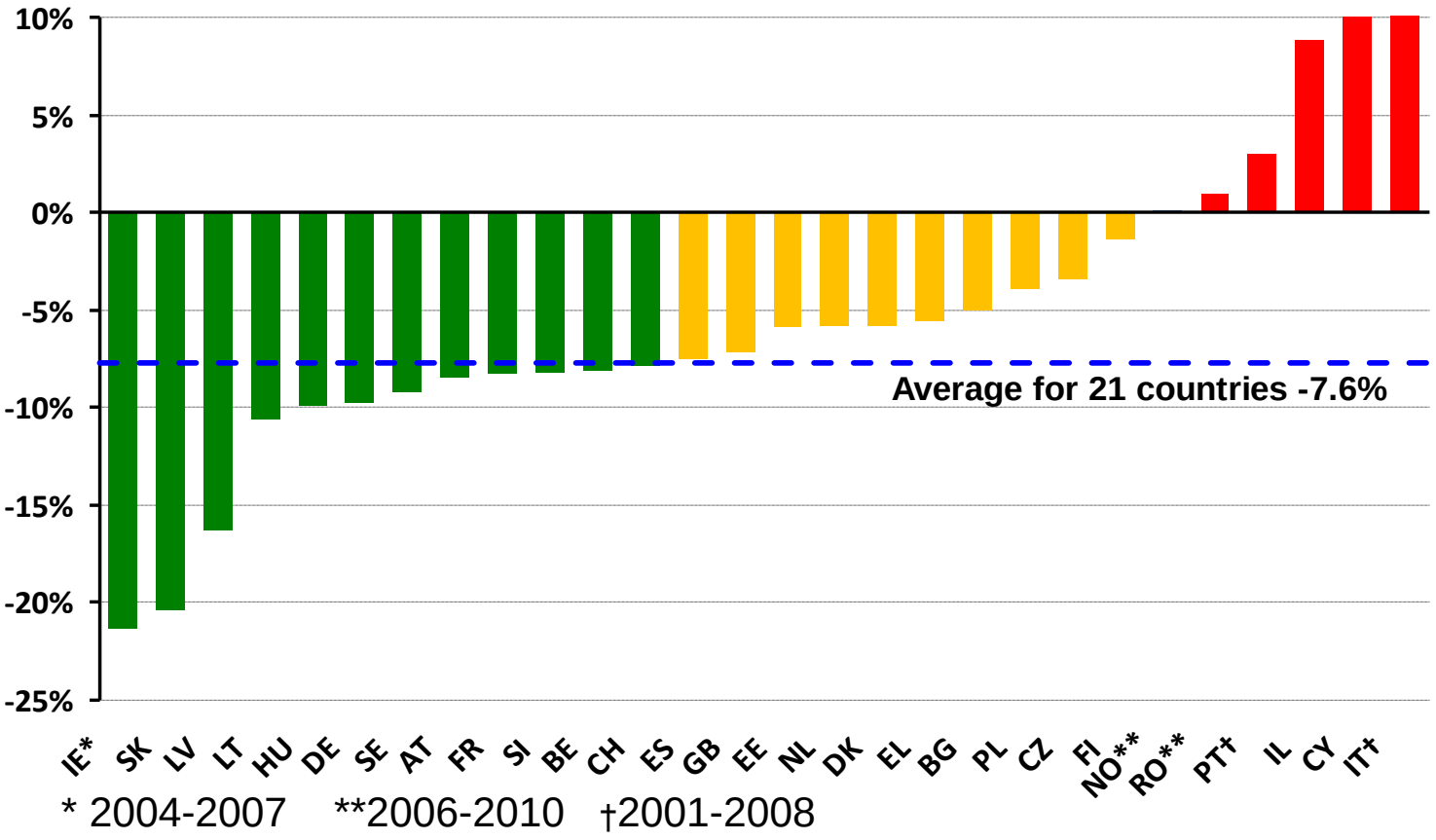
Difference between the **average annual percentage reduction in deaths attributed to drink driving from 2001 to 2010** and the **corresponding percentage reduction for other deaths**



* 2004-2007 **2006-2010 †2001-2008

Reduction in drink driving deaths

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



* 2004-2007 **2006-2010 †2001-2008

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Drink driving enforcement

Numbers of roadside alcohol checks per 1,000 population and percentage above the legal BAC limit in the most recent year (usually 2010)

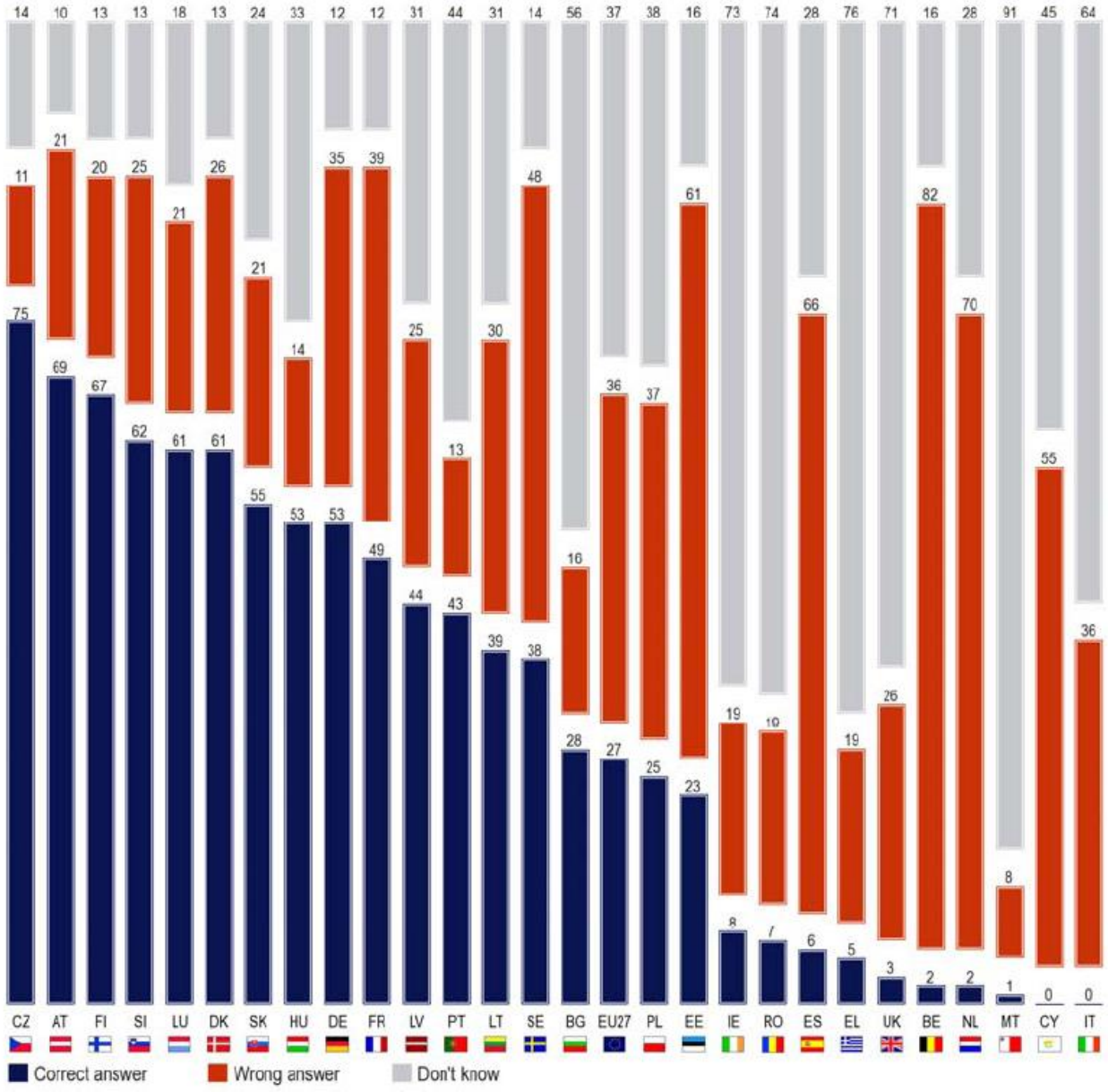
Country	Checks per 1,000 population	Percentage above legal limit	Country	Checks per 1,000 population	Percentage above legal limit
FI	429	0,9%	HU	120	3,6%
NO	367	0,2%	ES	114	1,8%
SE	287	0,6%	PT	106	3,8%
CY	217	5,3%	EE	105	0,7%
SI	198	4,7%	PL	88	4,9%
FR	173	3,4%	LT	40	1.7%
EL	161	2,1%	DK	36	6.7%
IE	126	1,9%	IT	27	2.5%
AT	122	3,7%	GB	14	11.6%
IL	122	1,0%			

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ETSC (2012), Drink Driving: Towards Zero Tolerance

Awareness

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



Eurobarometer, Oct. 2010

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EUROBAROMETER

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

ETSC recommendations to the EU

- Propose a Directive setting a **zero tolerance** for drink driving
- Encourage Member States to prepare **national enforcement plans** with targets including drink driving
- Work towards **standardised definitions** of **drink-driving** and **alcohol-related collisions**
- Introduce **uniform standards for alcohol interlocks** in the EU and help all Member States to introduce them
- Introduce alcohol interlocks firstly **for repeat offenders and professional drivers** and in due course **in non-intrusive form for all vehicles**

Recommendations to Member States

- 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

ETSC Policy against Drink Driving

Contribute to reducing alcohol-related road deaths and injuries through the identification and promotion of best practice in both policy and advocacy.

Investigating and promoting a systemic approach in the fight against drink-driving.

2013-2016: SMART (Sober Mobility Across Road Transport)

Overall objective: contribute to reducing alcohol-related road deaths and injuries through the identification and promotion of best practice in both policy and advocacy.

SMART will focus on:

- Best practice in addressing drink driving in different contests and for different users' group
- Rehabilitation programmes set up for first high-level and recidivists offenders
- Addressing alcohol at the workplace

SMART** will be financed by the **The Brewers of Europe** and become a **joint commitment** under the **EU Alcohol and Health Forum

SMART Deliverables

8 work packages:

- **Guidelines** on rehabilitation programmes
- **3 Case Studies** on good practice in addressing drink driving in different contests and for different users' group
- **National Events** in 6 different EU countries
- A **European Transport Safety Lunch** in Brussels
- A **Conference** on rehabilitation programmes for drink driving offenders
- Six **Drink Driving Monitors,** incl. an **Alcohol Interlock Barometer**
- Renewal of the ETSC **Commitment under the EC European Alcohol and Health Forum**

Guidelines on Rehabilitation Programmes





Main objectives:

- Analyse the **role of rehabilitation programmes** for recidivist and first high-level offenders in preventing drink driving road deaths
- Promote the use of **alcohol interlocks** as a part of an effective rehabilitation strategy
- **Identify good practice examples** from some Member States and formulate recommendations
- **Develop guidelines** for reference at both EU and national level

3 Case Studies

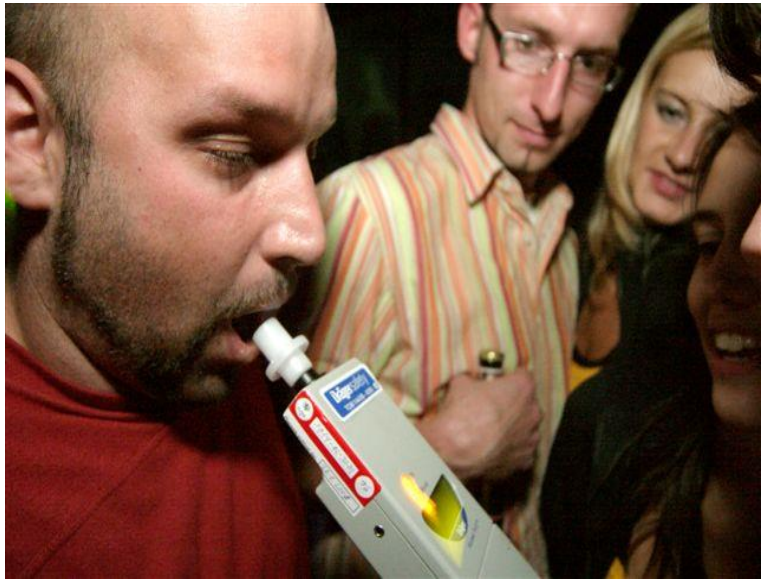


Main objectives:

• Identify three Member States that developed good practices in tackling drink driving in different context and for different users' group

• Provide national organisations with an analysis of the situation and policies adopted in a particular European country to address this issue

• Outline a toolkit of measures that are yet to be implemented or could be implemented better in that country



Events in 6 countries



Main objectives:

- Two events per year in 6 different countries
- Involve stakeholders
- Discuss the phenomenon of alcohol behind the wheels
- Exchange best practice among European countries
- Ensure a balanced attendance and lively debate



A European Transport Safety Lunch



Main objectives:

- Involve decision makers
- Discuss the drink driving phenomenon in relation to ongoing policy debates
- Exchange best practice
- Ensure a balanced attendance and lively debate
- Attract media and ensure good coverage.



Conference on Rehabilitation Programmes



Main objectives:

- Involve decision makers and experts from the health sector
- Disseminate the ‘Guidelines on rehabilitation programmes’
- Discuss the role of rehabilitation programme and alcohol interlocks, as a complementary measure, in reducing high level drink driving offences
- Create a momentum and spark further road safety efforts.



Six Drink Driving Monitors



Main objectives:

- Inform readers about drink driving policy developments in the EU and in the Member States
- Provide the latest developments about alcohol interlocks legislation in the Member States
- Raise awareness about the importance of sober driving
- Disseminate best practice
- Update readers on the achievements of the programme



Drink Driving Monitor

May 2010 NUMBER 10

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

Editorial

This 10th Drink Driving Monitor brings news from across the EU of steps to further improve drink driving legislation and enforcement. Discussions are being held about changing or lowering the BAC limit in Ireland, Belgium and Finland. Improvements to existing enforcement practices in the Czech Republic and France are underway such as carrying out a breath test every time a driver is checked, and ensuring that every police vehicle has a breathalyser to do this. Results from recent drink driving campaigns linked to enforcement are also presented from Austria and Spain. The latest plans for the summer campaign on drink driving enforcement by TISPOL are also presented. ETSC's alcolock legislation barometer is included.

EU News

Eurobarometer Poll on Attitudes to Drink Driving

A new Eurobarometer was published polling EU citizens opionions 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 in theircountry. More than one third gave an incorrect answer. Ther is a wide variation in awaeness levels across the Member States. The Czech Republic, with a Zero limit, tops the list with 75% of respondents able to answser correctly. Another question was on perceptions of risk. The majority of Europeans consider driving under the influence of alcohol to be risky but 14% would drive after more than two drinks in two hours. Such an amount would result in a blood alcohol concentration above the legal limit in most EU countries. More than half (62%) consider that one should not drive after two drinks in two hours. A considerable proportion (15%) thinks that not drinking at all if you intend to drive is the safest option. http://ec.europa.eu/health/alcohol/docs/ebs_331_en.pdf

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