

# Study on the prevention of drink-driving by the use of alcohol interlock devices

*Outline of the study and policy options*

*“Safe and Sober” Talk*

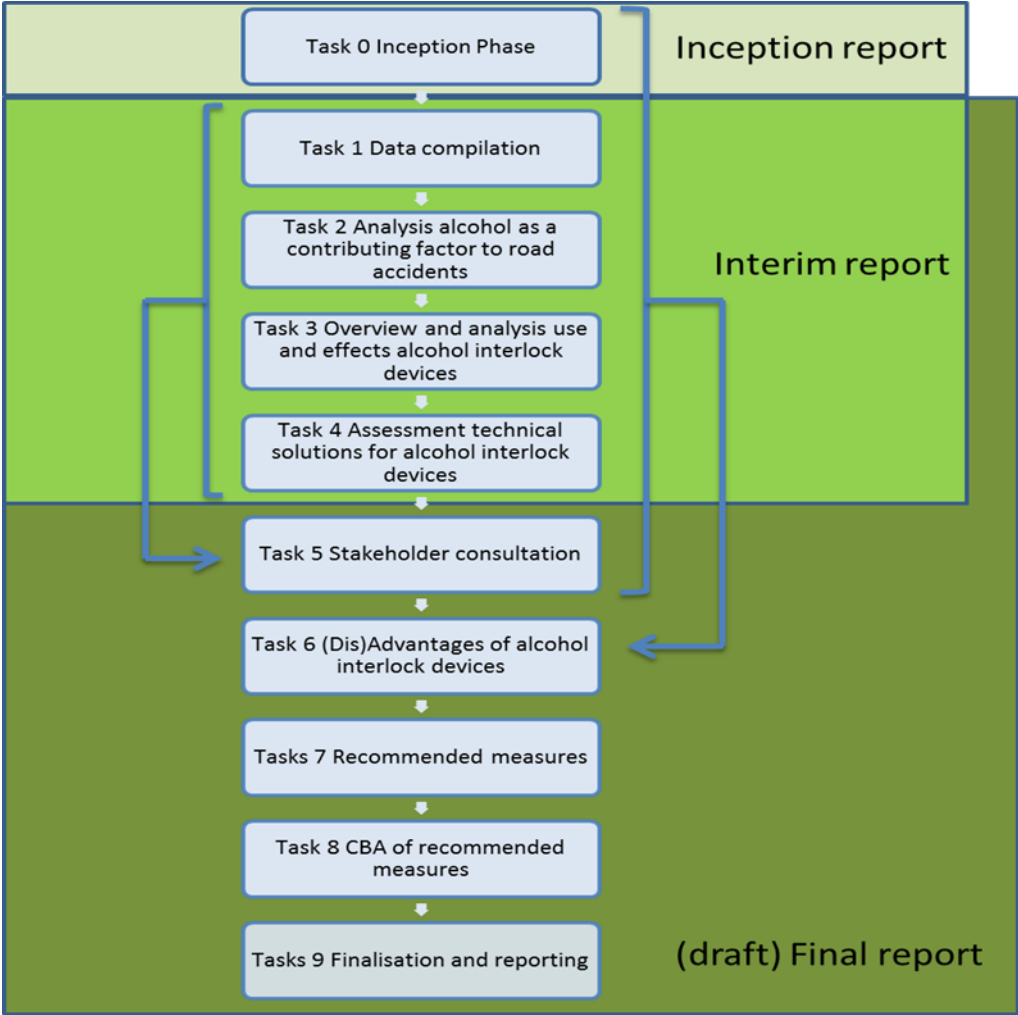
*Brussels, 5 September 2013*



# Introduction to the study

- In context of Road Safety Policy the Commission wants to examine the possibility to make alcohol interlock devices mandatory for certain categories of drivers of vehicles.
- Purpose of the independent study commission by DG MOVE: to provide the Commission with relevant information that will **assist in deciding** whether or not to propose EU **legislative measures** requiring the installation of alcohol interlock devices as a means to prevent drink driving and to which extent vehicle and device standardisation is deemed necessary.
- Start of the study January 2013, Draft Final Report foreseen in November 2013
- Study carried out by Ecorys, in cooperation with SWOV and ADV Leiden

# Steps in the project



# Preliminary findings Task 1 to 4 (1)

## Results literature review and analysis

- A minority of car drivers occasionally drives with too high BAC levels. Road side surveys find 1.65% of drivers with BAC level of 0.5g/l or higher.
- Detailed analysis shows that 19-26% of all road fatalities are related to alcohol use. This confirms previous estimates.
- The share of heavy alcohol abusers in total road fatalities is quite high (almost 75%). This confirms the exponential rise in risk level with blood alcohol content levels.
- There is no substantial difference in road safety risk between first time offenders and repeat offenders.
- Available data show that drink driving by professional drivers occurs less than drink driving by non-professional drivers.

# Preliminary findings Task 1 to 4 (2)

## Current alcohol interlock programmes

- Only in three member States (Sweden, Finland, Netherlands) alcohol interlock programmes are operations that target offenders in general. Preventive use of alcohol interlocks is found in Sweden, Finland, Denmark and France.
- A minority of offenders (30 to 40%) that are being offered an interlock programme are indeed taking the opportunity to continue driving with an alcohol interlock. Others apparently prefer having their driving license being withdrawn.
- From the stakeholder survey and literature many different barriers are found that hinder effective implementation of alcohol interlock programmes.

# Results from stakeholder consultation (1)

## General

- Stakeholders in all 28 Member States were invited
- Stakeholders from 15 Member States participated: AU, BE, CZ, DE, DK, EL, ES, FR, HU, I, IE, NL, PL, SE and UK.
- Majority of responses from a few countries, in particular SE, DE, UK, NL
- Variety of experiences: from no programmes at all, to relatively long time of experience in voluntary use, preventive use and use as part of rehabilitation programmes
- **Results until now:**  
Mostly not yet fully evaluated, but from international experience it is known that use of alcohol interlocks reduced drink driving. Majority of stakeholders sees positive effect on road safety, if applied to e.g. offenders and specific vehicles (buses, dangerous goods trucks)

# Results from stakeholder consultation (2)

## **Bottlenecks (perceived and real):**

- Legal conditions not (yet) in place
- Financial: costs for the driver typically around 2000 euro
- Administrative: costs of enforcement, possibility to cheat, information sharing between various parties concerned
- Variety of other reasons: knowledge level, technical (retrofit), calibration etc.

## **Role for EU – “Top 6”**

- Exchange of information, best practices (80%)
- Harmonisation of functional specifications for interlocks (69%)
- EU legislation concerning drink driving offenders (63%)
- Harmonisation of technical requirements for retrofitting (56%)
- EU legislation concerning installation in coaches, school buses (54%)
- EU legislation concerning installation in dangerous goods vehicles or all trucks (52%)

# Policy Options to be evaluated (1)

- **Policy option 0: Status quo**

The Commission would continue to handle the technical aspects of alcohol locks and retrofitting via the present channels. There would be a continuously important role for CENELEC, as well as the Motor Vehicle Working Group of DG ENTR. No additional actions to be taken by DG MOVE. In this policy option MS would continue to develop their own speed in implementing alcohol interlocks.

- **Policy option 1: Exchange of information, best practices**

In this policy option, which can be combined with others, the EU would facilitate exchange of information and best practices. Possible means would be regular meetings, a website, etc.



## Policy Options to be evaluated (2)

- **Policy option 2: Addressing the common technical and operational barriers**

There are various types of barriers that hinder implementation of alcohol interlock programmes, among which technical (retrofitting in newer car models; EU wide certification of interlocks) and administrative (common codes on driver licences, mutual recognition).

In this option the EU would take an active attitude in solving common technical and operational barriers. This could for instance involve taking action for ensuring that retrofitting will continue to be possible, harmonisation of driving licence codes, etc.

# Policy options to be evaluated (3)

- **Policy option 3: Adopting legislation regarding BAC offenders**

In this option the EU would take propose legislation with respect to BAC offenders. The legislation could describe the legal treatment of certain categories of offenders (e.g. repeat offenders, high BAC offenders), opening the possibility for such offenders to participate in an alcohol interlock programme, as alternative to revocation of drivers licence.

## Policy Options to be evaluated (4)

- **Policy option 4: Adopting legislation regarding general preventive use**

This policy option is similar to option 3, but in this case the forced participation in an interlock programme is defined for types of vehicles (e.g. school buses, coaches, dangerous goods vehicle, all trucks)

- **Policy option 5: Alcohol interlocks in all vehicles**

This the most far reaching policy option in which EU legislation is drafted to have alcohol interlocks compulsory installed in all (new) vehicles, comparable to e.g. seat belts.