

# Alcolocks in the EU

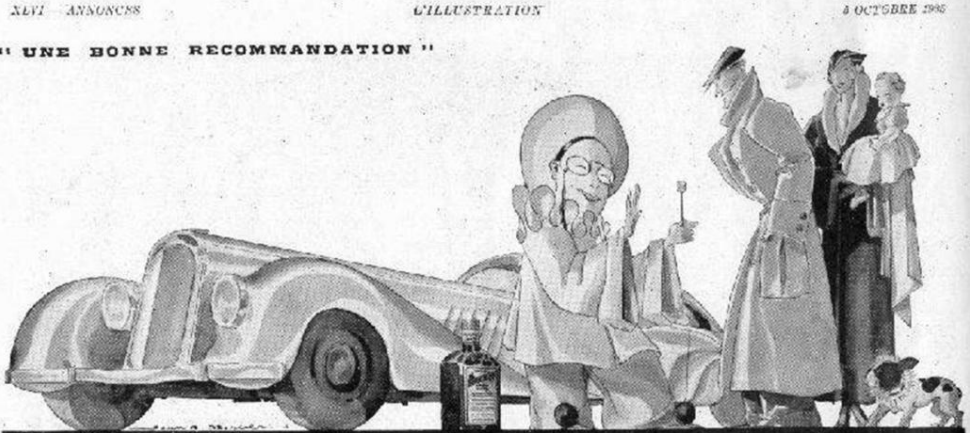
Safe & Sober Talk  
Stockholm, 26 October 2011

# Introduction to ETSC

- ➔ The **European Transport Safety Council** (ETSC) is a non-governmental organisation promoting independent science-based approach to road safety
- ➔ Supported in our work by **45 member** organisations across Europe: **NTF** in Sweden.
- ➔ Funded by our members, the European Commission, national governments, and corporate sponsors
- ➔ Bringing together practitioners, researchers, policy-makers and parliamentarians from across the EU

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# Luckily things have changed...



NE PRENEZ JAMAIS LA ROUTE AUSSITOT APRES UN BON REPAS SANS UN PETIT VERRE DE **LA MARQUE MONDIALE**

# COINTREAU

LIQUEUR

# RICARD!

*"sur toute la ligne"*

Les Cheminots, qui ont besoin de tous leurs esprits.. ont immédiatement adopté le **RICARD**

**A LA MARSEILLAISE!**

Quelle conséquence étonnante, en effet, pour un seul instant d'attention de la part de ces "responsables" du rail et de la route! Et ils le savent bien - Ils savent qu'ils doivent être sobres et c'est pourquoi "sur toute la ligne" de Marseille à Paris, tous ne boivent que du RICARD.

Quel apéritif, en effet, peut offrir autant d'avantages? A base naturelle de plantes aromatiques distillées aux vieilles recettes (procédé de la double rectification) le RICARD ne contient pas plus de corps étrangers que de biopyrene (poison du système nerveux aux effets épouvantables). Approuvé par les Médecins c'est bien là "l'apéritif de bonne humeur" mais c'est surtout "l'apéritif de bonne santé", qui ouvre franchement l'appétit sans jamais faire mal à l'estomac ni à la tête.

Le RICARD doit se boire uniquement "à la Marseillaise", c'est-à-dire à la dose de 2 cl. 1/2 (moitié moins qu'un anisordinaire), et le volume d'eau, seule façon d'apprécier pleinement le meilleur et l'essentiel du "vrai pastis de Marseille". Et, bien entendu, toujours à l'état glacé et sans sucre.

# RICARD

**LE VRAI PASTIS DE MARSEILLE**

RÉGIE SOCIAL, DISTILLERIE RICARD, St-MARTEL, MARSEILLE — DÉPÔTS: PARIS, LYON, CHAMBERY, GRENOBLE, NICE, TOULOUSE

# Drink Driving in the EU

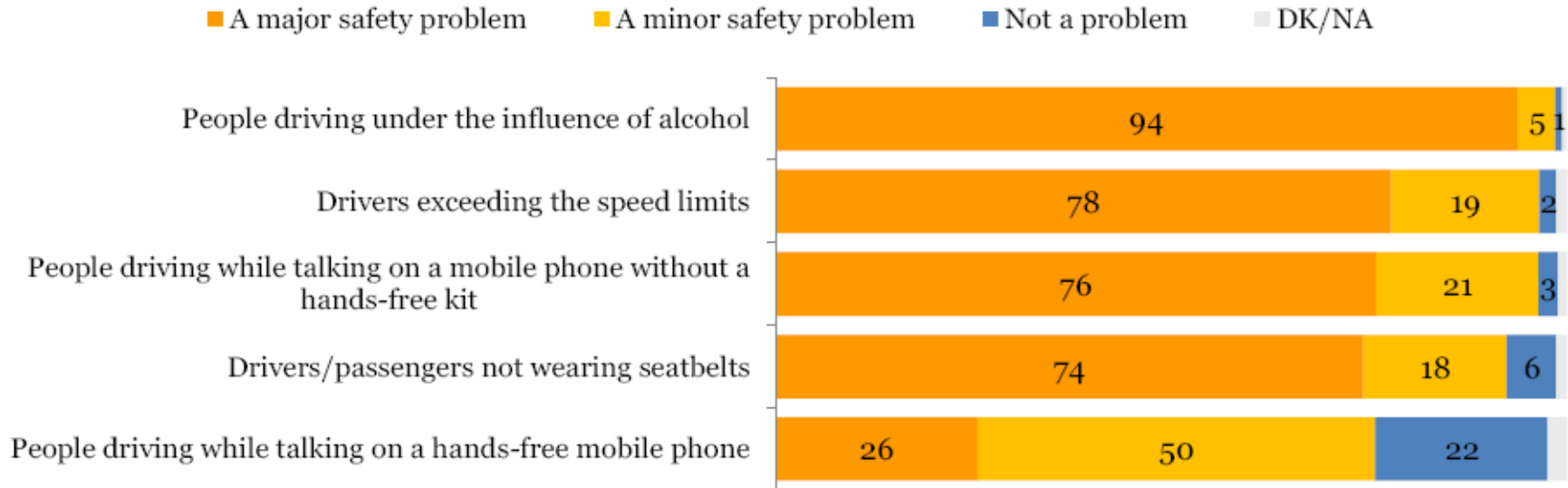
While the dangers linked to drink driving are fairly well understood, the phenomenon is still widespread in the EU:

- Up to 2% of drivers with an illegal BAC
- Up to 7,500 road deaths annually (20%)
- Around 35% of driver deaths
- Alcohol related crashes are the leading cause of death in the age group 16-24



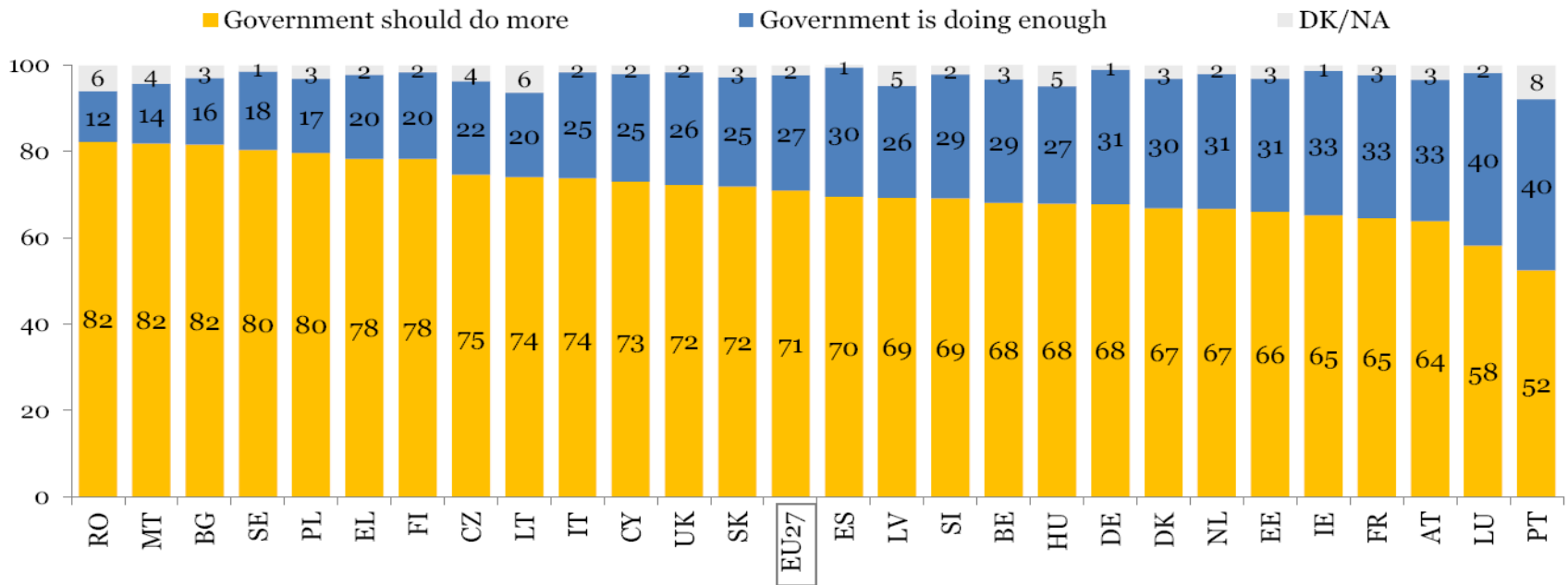
# Citizen's perception (I)

## Perceptions about the seriousness of road safety problems...



# Citizen's perception (II)

## Reduction of road safety problems by national governments *People driving under the influence of alcohol*



**Fleet Enforcement**  
Road safety  
Analytical report  
Fieldwork: June 2010  
Publication: July 2010

This survey was requested by Directorate General Mobility and Transport and coordinated by Directorate General Competition. The opinions expressed do not represent the point of view of the European Commission. The information and statistics contained in this white paper are for guidance only.

# ETSC's recommendations

- **A common BAC limit**
- **Enforcement of existing legislation**
- **Alcolocks**



# BAC limits across the EU

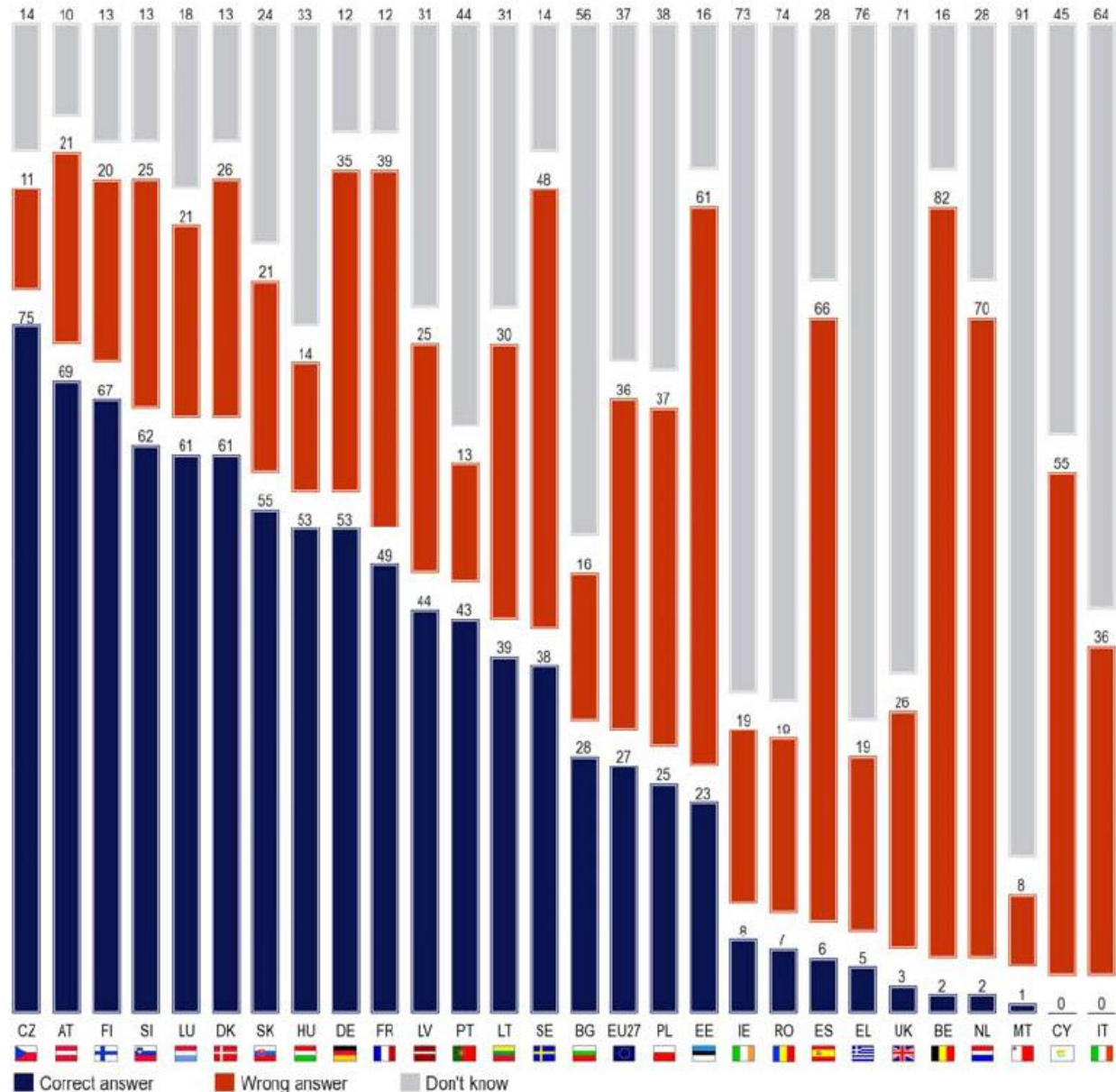
- An increasing number of EU countries are lowering their BAC limits to be in line with EU recommendations on maximum BAC legal limit (2001)
- 18 EU countries apply lower BAC for novice drivers (0.0 – 0.2)
- 18 EU countries apply lower BAC for professional drivers (0.0 to 0.2 BAC)

	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
UK	0.8	0.8	0.8



# Awareness

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



*Eurobarometer, Oct. 2009*

# Enforcement

- Being checked for drink driving is the exception: maximum 1 in 5 drivers checked in one year
- Sartre-3-Survey (2004): Only 26% of drivers in the EU were checked (2001-2004).
- Many drivers under the influence are hard core drinkers
- Alcolocks together with traditional enforcement methods (for detection) can help addressing hard core drinkers

# Alcohol interlocks

- In rehabilitation programmes
- As a quality assurance mechanism in commercial transport
- In school buses
- High acceptance among those who had experienced



# Alcolock barometer

Country \ Legislation	Pilot project ongoing	Legislation in preparation	Legislation in discussion in Parliament	Legislation adopted	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use of alcolocks in commercial transport
Austria	✓					✓		✓
Finland				✓ for school buses	✓	✓	✓ for school buses	✓
Sweden				✓		✓		✓
Netherlands	✓			✓		✓		
France			✓ for use in rehabilitation programmes and first time offenders	✓ for school buses	✓	✓	✓ for school buses	
Belgium				✓	✓	✓		✓
Slovenia	✓							✓
Denmark				✓		✓		

## Drink Driving Monitor

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



# Sweden

## Recidivist drivers

- First law introducing a nationwide pilot programme approved in 1998
  - Two years (including treatment for alcohol problems)
  - Costs borne by the driver ( US\$ 5,750)
  - 13% of convicted drunk drivers joined the programme and half completed it successfully
- New legislation approved in December 2010 applying to all drink driving offenders: 2 years for high risk groups (recidivists and > 1.0 BAC) and 1 year for the others.
- The law will enter into force as from the **1st of January 2012**

## Commercial drivers

- Started in 1999 with a taxi company, a bus company and a trucking company.
- As of 2003 many municipalities started installing alcolocks in their vehicles
- The Swedish Government committed to have 75% of governmental vehicles equipped with an alcolock by 2012
- So far more than 70,000 alcolocks have been installed in Sweden for commercial driving.
- By 2012 all school transport vehicles must be fitted with alcolocks too.

# Finland

- First EU country to legislate on alcolocks (July 2008)
  - Approximately 60% of detected drunk drivers' BAC limit is over 1.2 g/l
  - Time period decided by the Courts (at least one year but not more than 3 years)
  - The programme is associated to rehabilitation with regular visits to health professionals
  - Costs (€ 100-160 per month) are born by the drivers
- As from 1st August 2011 alcohol interlocks became mandatory in all vehicles used in school and daycare transportation
- Medium term plan to introduce alcolocks for all public transport vehicles by 2014

# France

- France is the only EU country in which alcohol is the main factor in accidents ahead of speeding
- First pilot project in 2004 in the Haute Savoie region
  - Offenders with BAC of 0.8 to 1.6 g/l
  - Six months and € 1,260
  - Four to five lower rate of recidivism
  - Extended to 4 other French regions in December 2008
- New legislation (for recidivist and first time offenders) currently being discussed
- Since September 2010 all new buses carrying children must be equipped with alcolocks and the existing fleet to be retrofitted progressively until September 2015.

# Other EU countries

- In the **Netherlands** a bill on the alcolock programme passed by the Senate in June 2010: the Ministry of Transport is aiming to start the programme for serious alcohol offenders in 2011
- In **Denmark** the Ministry of Justice issued a proposal aiming to introduce an alcolock programme for first time offenders (over 2.0 g/l) and recidivist drivers (over 1.2 g/l). High level of public support (> 73% of the population in favour). The legislation passed in June 2010 to be applied by 2011
- In **Belgium** new alcolock legislation entered into force as of October 2010 for all drink driving offenders (the implementation legislation is still pending). The decision rests on the judge and the alcolock is set at a lower limit (0.2 g/l) than the legal limit (0.5 g/l).
- In the **UK** the Road Safety Bill introduced a pilot rehabilitation programme for drink driving offenders. A coach company fitted alcolocks to its entire fleet (approximately 500 vehicles) in February 2010.



# July 2010

## EC Road Safety Policy Orientations 2011-2020:

*“The Commission will examine to what extent measures are appropriate for making the installation of alcohol interlock devices in vehicles compulsory, for example with respect to professional transport (e.g. school buses)”*

## Council Conclusions on road safety:

*“New technical solutions of which the effect is proven can contribute to make it possible to deal with problems like speeding and impaired driving (such as driving under the influence of alcohol, drugs and fatigue)”*

# EP Report on Road Safety

*“Recommends, as a reintegration measure, the fitting of alcolocks to the vehicles of road users who already have more than one drink-driving conviction”*

*“Recommends that fitting of alcolocks (...) to all new types of commercial passenger and goods transport vehicles be made compulsory; calls on the Commission to prepare by 2013 a proposal for a Directive for the fitting of alcolocks, including the relevant specifications for its technical implementation”*

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## Safety Monitor

ETSC's Newsletter on Transport Safety Policy Developments in the EU

## Drink Driving Monitor

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

## Speed Monitor

ETSC's Newsletter on Speed Policy Developments in the EU



## Drink Driving Monitor

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

May  
**2010**  
NUMBER  
**10**

### Editorial

This 10th Drink Driving Monitor brings news from improve drink driving legislation and enforcement. changing or lowering the BAC limit in Ireland, Belgium, existing enforcement practices in the Czech Republic carrying out a breath test every time a driver is checked. vehicle has a breathalyser to do this. Results from recent to enforcement are also presented from Austria and a summer campaign on drink driving enforcement by alcohollock legislation barometer is included.



### EU News

#### Eurobarometer Poll on Attitudes to Drink Driving

A new Eurobarometer was published polling EU citizens opinions 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 their country. More than one third gave an incorrect answer. There is a wide variation in awareness levels across the Member States. The Czech Republic, with a Zero limit, tops the list with

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Drink Driving:  
Young Drivers and  
Recidivist Offenders

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European Transport Safety Council



Drink driving in  
commercial transport

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