

2 March 2005

ETSC'S

Transport Safety Lunches

"Bad breath? No spark!" - Fitting Europe's cars with alcohol interlocks?

Drink driving kills. Drivers with an illegal blood alcohol level cause about 30-40% of all driver fatalities and 25% of all driver injuries in Europe. Presently, 2% of all journeys across the EU are made with a blood alcohol level over the limit according to ETSC experts.

New technology could work to reduce fatalities caused by drink driving. So-called 'alcolocks' are devices that require the driver to take a breath test before starting the car. If the driver fails the test, the device locks the ignition so the engine will not start. Alcolocks are most commonly used to prevent convicted drink driving offenders from committing further violations. Experiences in the US and Canada have shown that alcolock schemes can lead to 40-95% reductions in the rate of drink driving repeat offences.

In Europe, Sweden has been the first to test the impact of alcolocks with drink driving offenders. More recently, the UK and Belgium have announced similar projects. In the Netherlands there are plans to use alcohol interlocks as part of driver rehabilitation schemes from 2007.

Alcolocks also hold some promise as a primary prevention tool in professional transport. In a demonstration project in Sweden, a number of transport companies (taxi, bus, goods transport) voluntarily installed interlocks in their vehicles as part of their quality assurance efforts. Similar trials are currently being conducted in Spanish and Norwegian bus companies and in a German truck company.

Alcolock programmes should be integrated across the EU in sanction schemes for drink drive offenders. Conditions should be created to promote their use in professional transport sector including tour operators, (local) bus companies, dangerous goods or heavy freight transport companies, and taxi companies. In the medium term, research on passive alcolocks (not requiring the driver to take a breath test) should be undertaken. Eventually, alcohol interlocks could be developed into a mandatory specification for all drivers...?

Chairperson: Ewa Hedkvist Petersen MEP
Panelists: W. Vanlaar (Belgium Road Safety Institute), J. Lagois (Dräger Safety AG)
B. Lönegren (Swedish National Road Administration), D. Theologitis (DG TREN European Commission), L.- G. Löwenadler (Volvo Trucks)

Welcome by: Prof. Herman De Croo MP, Speaker, Belgian Chamber of Representatives

ETSC's Transport Safety Lunches are the site for openly debating promising and successful European approaches to prevent both accidents and injuries in transportation. They bring together decision makers from the transport sector in Brussels, thus establishing a platform to exchange information and views for all those interested in transport safety.

Following a buffet lunch the experts provide the audience with an insight into innovative transport safety work in the particular country. By addressing the most pressing problems they are paving the way for sharing knowledge and experience of how to best reduce transport-related accidents and injuries. The debates will explore possibilities of how key actors can develop the political and organisational leadership that it takes to implement effective safety schemes.

The Lunches provide good opportunities for both public authorities from all EU countries and private companies from all transport sectors to present their technical and organisational measures for the improvement of safety and security within the different modes of transport.



Professor Herman De Croo MP
Speaker, Belgian Chamber of Representatives

ETSC's Transport Safety Lunch

On 2 March 2005 from 12:45 – 15:00

"Bad breath? No spark!"

Fitting Europe's cars with alcohol interlocks?

At "Autoworld", Parc du Cinquantenaire 11 -
1000 Brussels - http://www.autoworld.be/en/10_plan.asp

**Free of charge
Limited seats**

For registration: Mich Bullaert, administration@etsc.be

Please e-mail or fax the following information before **Wednesday 23 February 2005**:

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Organisation: _____

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Telephone/Fax: _____

E-mail: _____