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NL ALCOLOCK PROGRAM FOR DRINK DRIVING OFFENDERS



ESTIMATE OF ROAD SAFETY EFFECTS

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6 July, 2009

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7th ETSC Safe&Sober Talk, Leidschendam, the Netherlands

NL drink-driving road toll

- One quarter of NL road fatalities are alcohol-related = 185 alcohol-related fatalities in 2008
- The cost of the NL road toll can be estimated at 11 million Euro per fatality
- Hence, the cost of drink driving in NL can be estimated at 2 billion Euro in 2008
- Approx. 75% of alcohol-related fatalities are caused by hardcore drinking drivers, which comes down to 140 fatalities in 2008
- The total number of high-BAC drivers in NL can be estimated at 1% of all drivers = 100,000 drivers

Brief history of EU alcolock implementation for DUI offenders

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- *1999*: first EU pilot of an alcolock program in Sweden
- *2001*: announcement of NL experiment by Ministry of Transport
- *2003*: implementation of a full-scale program in Sweden
- *2004*: start of French regional pilot program
- *2005*: start of Finnish pilot program
- *2006*: alcolock legislation in place in the UK
- *2008*:
  - permanent program implemented in Finland
  - small-scale pilot in NL + preparation of alcolock legislation
- *2009*:
  - extension from Annecy to other French regions
  - no implementation plans, yet, in the UK
- *2010*: implementation of full-scale program in NL(?)

The Swedish offender program

- *Year of implementation:* 1999 (regional pilot)/2003 (national)
- *Target group:* first offenders and recidivists (BAC >0.2 g/L)
- *Program type:* administrative, voluntary, assessment of alcohol dependency
- *Duration:* 2 years
- *Cost:* 6,500 Euro
- *Compensation:* reduction of disqualification period
- *Participation rate:* 11% first year and 6% second year
- *Number of installations:* 2,400 between 1999 and 2008; 722 per January 1st, 2008

The French offender program

- *Year of implementation:* 2004 (regional pilot)/2009 (extension)
- *Target group:* first offenders (BAC 0.8-2.0 g/L)
- *Program type:* judicial, voluntary, assessment of alcohol dependency, integrated driver improvement
- *Duration:* 6 months
- *Cost:* 1,260 Euro
- *Compensation:* reduction of disqualification period
- *Participation rate:* 50%
- *Number of installations:* 150 (between 2004 and 2008)

The Finnish offender program

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- *Year of implementation:* 2005 (pilot)/2008 (permanent)
- *Target group:* first offenders and recidivists (BAC >0.5 g/L)
- *Program type:* judicial, voluntary, assessment of alcohol dependency
- *Duration:* 1 year (pilot)/1-3 years (permanent program)
- *Cost:* 2,000-2,500 Euro
- *Compensation:* probationary license suspension; income support possible
- *Participation rate:* unknown
- *Number of installations:* 350 (between 2005 and 2008)

The NL offender program

- *Year of implementation:* 2010 (foreseen; national scale)
- *Target group:* first offenders and recidivists (BAC 0.5-2.1 g/L)
- *Program type:* administrative, mandatory, evaluation of drink-driving problems, integrated driver improvement/support
- *Duration:* 2 years with possibility of 6-month extensions for alcohol-dependent drivers
- *Cost:* 3,000 - 3,500 Euro (estimate)
- *Compensation:* none
- *Estimated participation rate:* 20%
- *Estimated number of installations:* 6,000 (permanently, from 10th year after implementation on)

Why is the Netherlands focusing at an offender program?

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From a road safety point of view, alcolock programs for hardcore drinking drivers have by far the best cost-benefit ratio:

- Hardcore drinking drivers represent only 1% of the general driving population but they are ***causing*** about three quarters of serious alcohol-related crashes, not only in NL but all over Europe
- Drivers of passenger cars and vans are ***involved*** in 61.7% of alcohol-related crashes in NL
- Truck drivers are ***involved*** in only 3.3% of alcohol-related crashes in NL
- Bus drivers are ***involved*** in only 0.5% of alcohol-related crashes in NL

From a commercial point of view, however, alcolocks for general-preventive use in busses and trucks may be cost-beneficial as well and have several advantages over workplace testing (e.g.: directly linked to operating a potentially dangerous machine and potentially effective during the whole shift).

Potential benefits and cost of alcolock programs for hardcore drinking drivers (HCDD) in NL

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- North-American and Swedish evaluation studies show that alcolocks reduce repeat drink driving by approx. 70%
- If 70% of 15,000 HCDD who are arrested annually in NL would enter a 2-year alcolock program:
  - Permanently 20,000 of HCDD would drive an alcolock-installed vehicle
  - The annual number of road fatalities would drop by approx. 20
  - The annual cost of the road toll would be reduced by 220 million Euro
- The annual cost of the alcolock program would be

  20,000 x 1,600 Euro = 32 million Euro
- The annual benefits of the alcolock program would exceed the cost by a factor 7

Estimated benefits and cost of alcolock programs for hardcore drinking drivers in NL

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- Various administrative measures and judicial sanctions in NL prevent that all HCDD are eligible to enter the alcolock program
- This will hardly affect the cost-benefit ratio of the alcolock program, but it will affect the size of the road safety benefits
- On the other hand, alcohol-dependent drivers will have to stay in the program after they have served the standard period of 2 years
- It is estimated that eventually the number of alcolock program participants in NL may stabilize around 6,000
- As a result, the annual number of road fatalities is estimated to drop by 8-10, instead of the 20 that seem to be possible

Thank you for your attention

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