Ministerie van Verkeer en Waterstaat

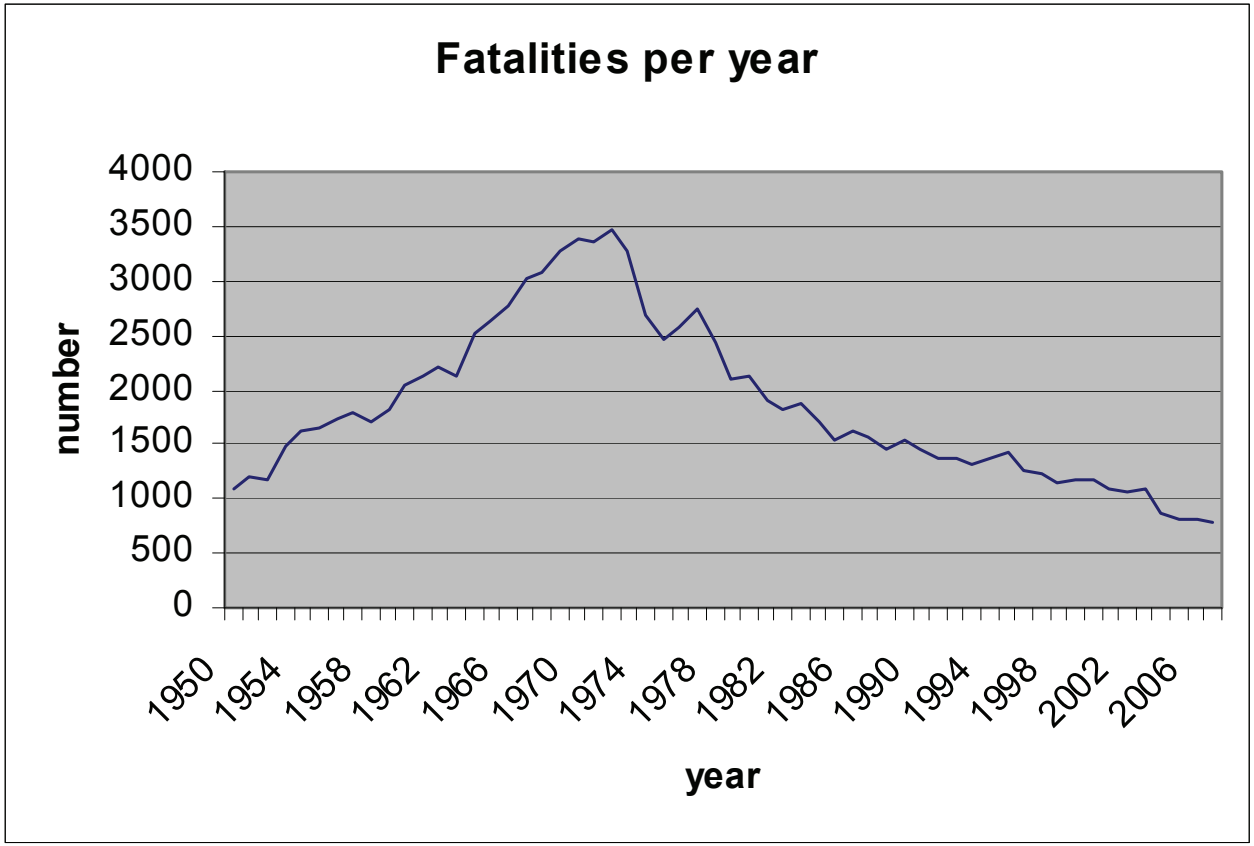


Current and planned policies on drink-driving & drug-driving

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Last ten years a reduction of 30 %



Highlights of our strategy till 2020

Reduce road deaths to a maximum of 500 in 2020:

- Generic measures combined with specific measures for target groups (novice drivers, children, cyclist)
- Protect vulnerable road users and be severe to people driving under influence of alcohol or drugs
- Innovation important: 20% of safety improvement 2003-2020 expected from vehicle technology (e-call, esc, speed-alert)

Driving under influence

- Driving under influence is one of the main courses of fatal traffic accidents
- The figures of drinkdrivers with more than 0,5 ‰ show a downward tendency
- Unfortunately, drink-drivers > 1,3 ‰ are not on the downgrade
- Detecting drugs is difficult and timeconsuming proces at this moment

Therefore we need new measures:

- Alcolockprogram for heavy drinkdrivers
- Method for speeding up detecting of drugdriving

Current policies to reduce drink-driving



- Campaigns (BOB)
- Enforcement
- Penalties and driving bans in criminal law
- Withdrawal procedure within the framework of administrative law

Withdrawal procedure

- Implemented by Driving Test Organisation CBR
- It is meant to judge if a driver is mental and physical capable to drive

Measures in this procedure:

- EMA: Driver Improvement Program (1,3 – 1,8‰)
- Medical/psychiatric assessment (>1,8‰)

Measures for novice drivers:

- LEMA: Light Driver Improvement Program (0,5-0,8‰)
- EMA: Driver Improvement Program (0,8 – 1,3‰)
- Medical/psychiatric assessment (>1,3‰)

New system of measures for drink-drivers

- In this system 4 target groups are distinguished and will be approached with a different measure:
  - 0.8 – 1.0 ‰ Light version of EMA (existing for novice drivers)
  - 1.0 – 1.3 ‰ EMA (existing)
  - 1.3 – 2.1 ‰ Alcolock Program (new)
  - > 2.1‰ Medical-psychiatric assessment (existing)

- More severe criteria will be applied for novice drivers and recidivist
- All measures will be imposed by the Dutch Driving Test Organisation under administrative law

Alcolock program

- In march 2009 the government sent a bill to introduce the new system of measures, including the alcohol interlock program for offenders to parliament
- Parliament will discuss it in 2009/2010
- Meanwhile the other rules and regulations need to be worked out in detail (support program, technical requirements alcolock)

Legal framework Alcohol interlock Program

- Administrative law, implemented by driving license organization CBR
- Legal procedure starts when BAC >1.3 per mille (first offender) or BAC > 0.8 per mille (repeat offender)
- Program is mandatory, but if no participation or no completion: driving license is invalidated for 5 years

Organizations involved

Ministry of transport (V&W):

- Defines the set-up of the program
- Responsible for legislation & regulations for the program

The Dutch driver test authority (CBR):

- Designated by the Ministry of transport to enforce the program
- Responsible for the mandatory support & monitoring program

The Road traffic authority (RDW):

- Designated by the Ministry of transport to be the keeper of the alcolockdata register
- Responsible for type approval of the interlocks
- Responsible for approval of suppliers and installers
- Responsible for supervision

Setup of the Alcohol Interlock Program

- Duration is standard 2 years, extended for drivers who don't show 'clean data': that means drivers who can't separate drinking and driving will stay in the program as long as necessary
- Only for passenger cars
- BAC-level interlock breath test: 0.2 per mille
- Mandatory support & monitoring program for each participant
- On user-pay basis: participants are responsible for costs of installation, regular service and support program

Setup of the Alcohol Interlock Program (2)

- The interlocks has to be approved by the RDW
- All manufactures which meet requirements (laid down in regulation) and are approved by the RDW are allowed to take part in the program as supplier of interlocks (note: it is a open market)
- All installers of interlocks had to be approved by RDW as well
- Participants in the program are responsible for ordering or leasing an interlock

Support & monitoring program

- The Driving Test Organisation (CBR) will implement the program
- Objective: to separate drinking from driving

- From the very first start: several group sessions to motivate the client, information about physical and mental effects of alcohol
- Regular evaluation of breath test data
- Closing the program with a exit-session

Principles support program

- There are 3 mandatory groupsessions at the beginning and 1 groupsession at the end of the program
- Treatment is not an obligatory component of the support program, participants can go into treatment on a voluntary basis and costs of treatment will be paid by the health insurance

Principles monitoring program (2)

- Feedback about the data of the alcolock will be given each 6 weeks by mail/email
- Principle of the learning participant: in the beginning they are allowed to make ‘mistakes’, but the program gets more stringent
- Participants with ‘good’ data are placed in a less intensive data download regime (each 3 months)
- Participants with ‘bad’ data indicating they have alcohol problems, will motivated to seek professional treatment
- Participants who continue to show bad data get an extension untill they show they can separate drinking and driving

DRUGS AND TRAFFIC

- Around 80 Fatalities per year, parliament demands action
- Biggest problem is detection of druguse: police will have to indicate that there were signs or behavior the driver was less able to drive caused by the use of drugs
- It is difficult to notice signs of impairment, besides it’s a timeconsuming proces.
- At this moment only 1000 cases each year are being dealt with by court

Drugdriving pilot

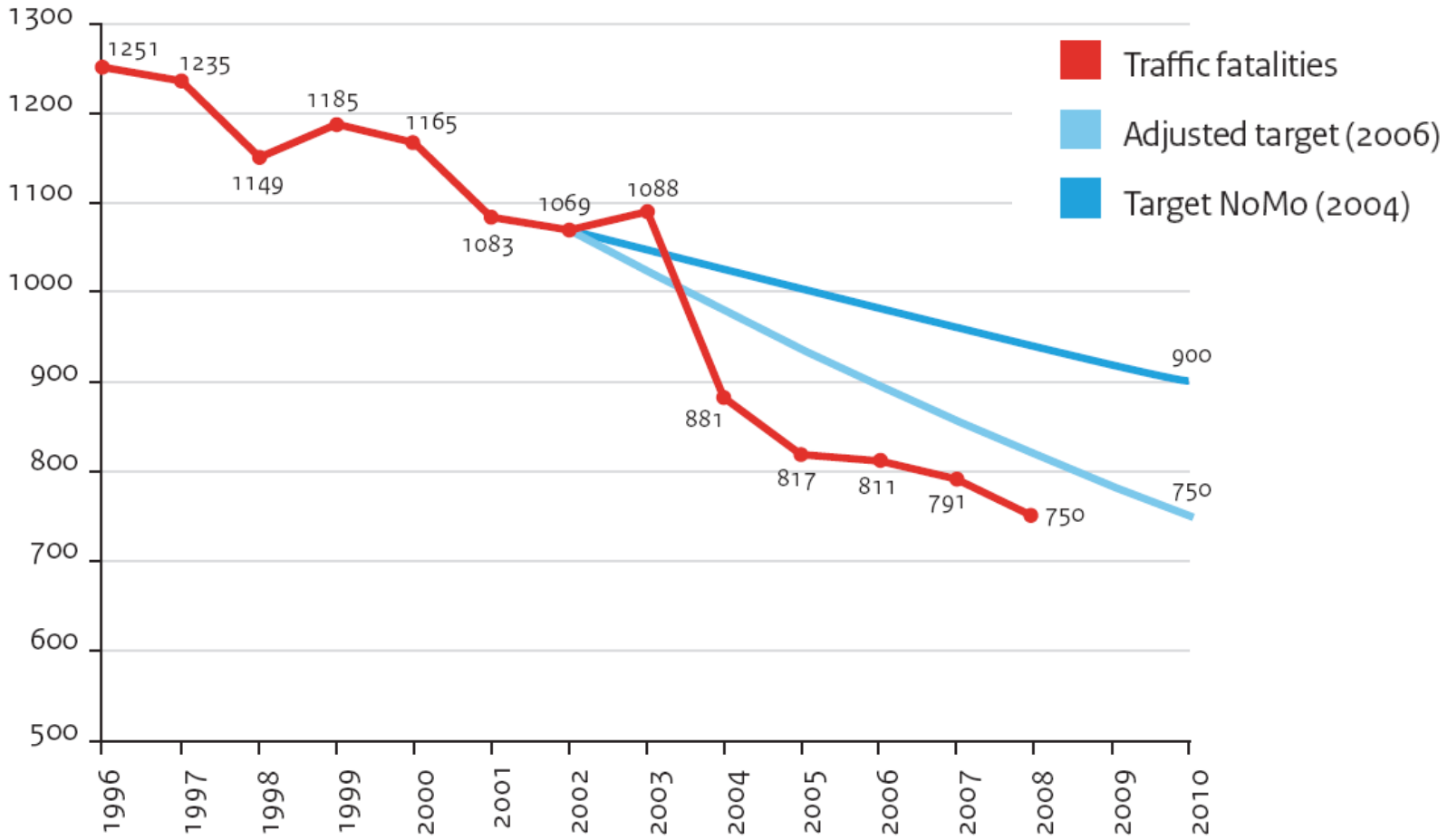
- European level DRUID, results end 2010
- Pilot drugs October 2008-Jan 2009: Speeding up detecting of drugdriving through salivatesting
- If result positive: salivatesting in legislation.



Thank you for your attention

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Trends and targets..



Positive developments

- Decrease of accidents for almost all age groups and all vehicles;
- Risk of fatal accident nearly halved between 1997 and 2006
- The risk among the elderly also dropped between 1994 and 2004
- Fatalities pedestrians dropped in the years leading up to 2004, especially among children
- Increased traffic intensity, but fatalities dropped on 50 km and 80 km roads in particular

Negative developments

- Fatal accidents cyclists, particularly among older cyclists
- Relative involvement in accidents of lorry or delivery van is increasing
- Night time accidents
- Increase of small motorized vehicles



Requirements for the manufacturers

Requirements for interlock manufacturers:

- Interlock must have a type approval by the RDW
- Production process must be approved by the RDW
- Legal representative in the Netherlands (certificated by the RDW)

We will also define requirements for the legal representatives and installers of the interlock, which will be explained later on.

Type approval

- Alcohol interlocks used in the program have to meet the following requirements:

    1. The NEN-EN 50436-1 (CENELEC-norm)
    2. Additional requirements formed by some part of the NEN-EN 50436-2 and 3
    3. Additional requirements from the Dutch government
    4. The production of the interlock will be monitored according C.O.P.

    Note: requirement 2 and 3 are described in a “program of requirements Alcohol interlocks”.

Requirements for the Legal-representation in NL

- Alcohol interlock producers/suppliers (the legal-representation) must have a network of installers covering the whole country
- The alcohol interlock will be installed and serviced by a certified installer at a service centre
- The producer must train the certified installer
- Requirements regarding the network, installer, service centre, installation, download and registration data will be written down in legislation

Program phases (1)

- Phase 1: startup period (months 1-6)
  The participants learn to deal with the alcolock device: what does it mean to drive a car with an alcolock installed. They also get 3 rehab groupsessions.
- Phase 2: first learning period (months 7-12)
  The participants have to learn to separate drinking and driving: he has to follow up certain rules.
- Phase 3: second learning period (months 13-18)
  The participants have to show that they have learnt how to deal with the alcolock and with the program rules: rules become more strict.

Program phases (2)

- Phase 4: Concluding phase (months 19-24)
  When participants meet the program requirements (see ‘decision rules for concluding the program’) the alcolock program is rounded off succesfully, if not the program is extended with 6 months. There is also 1 groupsession.
- Extension period of 6 months
  Participants have another 6 months to show they can meet the program requirements, if not the program will be extended untill they meet the requirements. This means participants with ‘bad’ data will stay in the alcolock program as long as their data stay ‘bad’