

Drink Driving Monitor

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

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Editorial

Sweden, one of the EU's road safety champions takes over the EU Presidency. Sweden is also one of the EU's leading countries in developing and deploying ITS technologies. The EU's proposed Directive on ITS is down to be one of Sweden's top priorities in the transport field during its Presidency of the EU. Sweden's Minister Torstensson will host Transport Ministers during the ITS World Congress in Stockholm on the 21st of September. ETSC would like to see a specific reference made in the ITS Directive to special life saving technologies including alcolocks.

The EU can learn much from Sweden's experience in deploying alcolock technologies in its vehicle fleet. In the past decade Sweden has been a pioneer in rolling out the use of alcolocks. The current Swedish government adopted a new alcolock Strategy in 2007. In the field of rehabilitation, Sweden has been running an alcolock pilot programme for convicted drink drivers for a decade and, following a public consultation, it is expected to come forward with a legislative proposal in November. The government took an important step in February by requiring that by 2012 75% of governmental authority vehicles shall be fitted with alcolocks. The government also plans to investigate broadening out the requirement of alcolocks for other user categories such as school buses and vehicles for urban transport. There are an estimated 30,000 alcolocks (total fleet number of approximately 200,000 commercial vehicles) in use in the commercial context in Sweden.

This Drink Driving Monitor also brings news from across the EU of steps to further improve drink driving legislation: the first country to legislate for the use of alcolocks whereby judges can apply them to first time drink driving offenders as well as to repeat offenders (Belgium), new legislation for obligatory alcolocks for school transport (Finland), Zero Tolerance and penalty changes for drink driving (Czech Republic, Slovakia, Hungary, Italy, Germany), innovative campaigns on drink driving including ones using Facebook and mopeds (Scotland and Italy) and running the seasonal campaigns linked to increased drink driving enforcement (TISPOL). ETSC's alcolock legislation barometer has been updated.

The Monitor includes an interview with two researchers on the first results from the EU project DRUID (Driving Under Influence of Alcohol Drugs and Medicine) on the use of alcolocks in the rehabilitation context. Sofie Boets and Uta Meesmann of the Belgian Road Safety Institute give an overview of alcohol rehabilitation programmes in Europe. Their main recommendation is that driver rehabilitation measures should be part of secondary prevention measures. Participation should be mandatory for high risk offenders, repeat offenders and young and novice drivers. They also propose that the EU develop guidelines for legally regulating driver rehabilitation systems and procedures in Europe.

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EU News

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Cross Border Enforcement Directive

Commissioner Tajani announced that the European Commission is examining the possibility of preparing a modified Directive proposal on enforcement including drink driving, taking the amendments of the European Parliament into account as well as the certain questions raised in the discussions with the Council. Moreover, the entry into force of the Treaty of Lisbon would allow the consideration of a new legal framework. In his response to a Parliamentary Question by Brigitte Fouré MEP of May 26th he also mentioned that the Council had invited its experts to follow the discussions to find an agreement to reach the objective of reducing deaths on Europe's roads, but the Council's Working Group did not yet examine amendments adopted by the European Parliament last December under the Czech Presidency.

Progress on ITS Directive

Transport Ministers adopted a progress report on the ITS package on June 11th in their Council meeting. The ITS package also includes in its proposals the possibility to promote the use of alcolocks in the EU Member States. The *"definition of necessary measures to improve safety of road users and promote deployment of advanced driver assistance systems that bring about the greatest injury reduction and life saving potential"* was highlighted by the Council's conclusions at the Litomerice Informal meeting on 28th of April 2009. These systems include alcolocks. Following their Informal Council devoted to this topic in Litomerice, the Czech Presidency presented a revised draft Directive.

This new draft took into consideration the key concerns of the Member States raised in their working group meetings. These remaining

questions include what is the right way to deploy ITS across the EU including the possibility of legislation for which ITS measures. Some Member States were also reluctant to accept the reliance in the EC proposal on the comitology procedure (Committee made up of European Commission and Member State experts). The question of competence and especially as to whether the Community, Member State or private sector should be responsible for any decision is also one of the other key remaining issues to be resolved. The Commission remains committed to its previous legislative proposal. The Czech Presidency has now passed on the baton to the Swedish Presidency to take these discussions further and reach an agreement in the Council. The Swedish Presidency has included reaching agreement on the ITS Directive as one of its priorities and has already tabled Council Working Group meetings on this topic for July.

The European Parliament adopted its Report on the ITS Package by Mrs. Jensen MEP with an overwhelming majority on the 22nd of April 2009. This report included many important amendments which would strengthen the Directive and enhance its safety aspects.

TISPOL Summer Drink Driving Campaign

Police officers across Europe ran a one week campaign in June to mount a crackdown on drivers impaired by alcohol or drugs. The European Traffic Police Network (TISPOL) is warning motorists of the life-changing consequences a conviction will bring. Results: a total of 690,383 drivers were controlled; of these 11,448 were over the limit. France undertook the most checks: 153,494 of which 3,382 were over the limit. Next came Sweden which controlled 80,920 of which only 363 were over the limit. In third place came Germany with 60,505 checks with 749 over the limit. TISPOL's Lifesaver project continues now rolling out officer exchanges across the EU and training seminars for middle management. More info: www.tispol.org/lifesaver

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Alcolock Legislation in Belgium

In Belgium a new framework law was recently adopted in Parliament on the 4th of June 2009. This new law will need to be complemented with supplementary regulations on the operational considerations and other technical aspects. These will cover issues such as medical checks and psychological support during and after the programme. It is already clear that the driver will cover the costs of installing and using the interlock. The new law will enter into force by 1st October 2010. This will state the possibility of introducing alcolocks for the rehabilitation of all drink driving offenders and not only to repeat drink drivers. Following an offence a drink driver is taken to court and it is up to the judge to decide if an alcolock programme should be imposed on the offender. The alcolock will allow this person to seek help and continue driving with the 'help' of the alcolock. The limit for the lock will be set at 0.09 mg/l exhaled air (the equivalent of 0.2 BAC, which is lower than the legal limit of 0.5) - the reasoning is that the driver would otherwise be banned from traffic, with the alcolock they have a 'second chance', so a stricter system makes sense.

Also in Belgium the National Work Council announced that social partners have signed a new collective convention on the issue of consuming drugs or alcohol at work in April. This agreement allows employers to undertake a drug or alcohol tests according to a number of conditions. Employers should first introduce a policy which should aim to prevent, rapidly identify and treat problems due to alcohol consumption. Companies should elaborate a preventative alcohol and drugs policy. Private sector companies have until April 2010 to conform.

New Alcolock Offender Programme Proposal in The Netherlands

The Dutch government proposed new legislation to tackle drink driving in March of this year. This includes an offender programme integrating the use of alcolocks. The proposal is currently being debated in the Parliament and 2010 is the target

year for it to be launched at a national level. Hardcore drinking drivers represent only 1% of the general driving population but they cause about three quarters of serious alcohol-related crashes. Alcolock programs for hardcore drinking drivers have by far the best cost-benefit ratio. The legal procedure starts when the BAC is more than 1.3 per mille (first offender) or 0.8 per mille (repeat offender). The programme is mandatory, but if the offender does not participate or if the programme is not completed then the driving license is invalidated for 5 years. It will last for 2 years with possibility of 6-month extensions for drivers who continue to have failed BAC-tests and clearly can't separate drinking from driving. The Ministry of transport will define the set-up of the program and is responsible for legislation & regulations. The Dutch driver test authority (CBR) will be designated by the Ministry of transport to implement the program. The Road traffic authority (RDW) will be designated by the Ministry of transport to be the keeper of the alcolock data register, responsible for type approval of the interlocks, responsible for approval of suppliers and installers, responsible for supervision. The BAC-level interlock breath test will be set at 0.2 per mille. Participants are responsible for costs of installation. Participants with 'good' data are placed in a less intensive data download regime (each 3 months) and participants with 'bad' data indicating they have alcohol problems, will be motivated to seek professional treatment. One of the most distinctive elements of the programme is that participants who continue to show bad data get an extension until they show they can separate drinking and driving.

Zero BAC limit in Central Europe still on the agenda

The Zero BAC limit in four Central and Eastern European countries continues to be on the political agenda, but all the attempts to increase the BAC limit to 0.2 g/l have been dismissed. Evidence on the inaccuracy of breath test analysers used in random controls has been used as an argument to press for a change. Alcohol consumption has been an indispensable part of culture for centuries in the Czech Republic, Slovakia, Hungary and Romania. Yet, according to official data, the Czech Republic and Slovakia are the coun-

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tries with lowest proportion of road deaths from alcohol-related accidents.

A new wave of debate was launched in the Czech Republic, after toxicologist specialists stated on the public TV that the difference between the result of a breath test and the more accurate blood sample test could be up to 0.23 g/l due to the external factors such as outside temperature, or driver health conditions. As a result, the Ministry of Transport has issued an internal note demanding the application of a safety margin of 0.24 g/l in the legal procedure against breath test convinced driver. Thus according to this only the driver with more than 0.24 g/l BAC would be sanctioned. But the legal limit is to be kept at 0.0 g/l and the President of Traffic Police has warned that additional laboratory (blood sample test) could be demanded even in cases when the random breath test shows between 0 and 0.24 g/l.

In Slovakia, the revision of Traffic Code in the last year included the proposal for a new 0.2g/l legal limit, but it failed to pass through the higher Chamber. An internal recommendation is to reduce by 0.14 g/l the breath analyzed level of alcohol in blood. The purpose is to allow having a more solid basis for a legal procedure in the later phase. The Government believes in the power of a simple and clear zero BAC legal limit accompanied by a strict enforcement. The new Act on road traffic which came into force in February 2009 means stricter legislation for drivers driving under influence of alcohol or other drugs. Higher fines for such offences should have preventive effect and strengthening of police enforcement should support compliance with traffic rules among the drivers and other road users. Specifically, penalty rates for alcohol related offences are as follows: for refusing to give a breath test penalty is 300 – 1,300 EUR and driving ban for up to 5 years, for driving under influence of alcohol penalty 200 – 1,000 EUR and a driving ban for up to 5 years. For consumption of alcohol during driving (where alcohol is not detectable yet) and the driver causes a collision, the penalty is 150 – 800,000 EUR and driving ban for up to 3 years.

In Hungary, the Police strictly enforce the zero limit and applies a zero tolerance including the opportunity for on the spot driving licence withdrawal. As reported in the previous Drink Driving Monitor 7 the number of drink driving personal injury accidents has continued to decrease with a 18% reduction in 2008.

Zero BAC limit for Young, Novice and Professional Drivers in Italy?

In Italy a 0.0 BAC limit for young and novice drivers and professional drivers is under discussion in the Italian government. For young drivers who are less than 21, or those who passed a driving license no more than three years ago and for professional drivers with a specific driving license it would be strictly forbidden to drink while driving (Zero BAC). The penalty established would be a fine of between 200 and 800 EUR, without causing any road collision, otherwise the penalty would be doubled.

Italian Road Safety Foundation launches a communication project to prevent road victims

The ANIA Foundation for Road Safety, founded in 2004 by insurance companies to improve safety level on national roads and tackle the emergency of road accidents, has started a communication project whose purpose is to discourage drivers from speeding and drink driving. The "I dissuade" project is a concrete initiative to reduce the high number of road victims in Italy. The project aims at informing and raising awareness of road safety among citizens, experts, opinion leaders and authorities, encouraging a wise behaviour at driving. The "I dissuade" project concept is strong and makes use of 'everyday' people, who are the so called "dissuaders" who give testimonials and are protagonists of a new social commitment and behaviour. The ANIA Foundation is disseminating its message through the main national and local newspapers. In October 2009, the campaign will be followed by an important and symbolic event that will take place in Rome: 5,000 volunteers

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will lie down along one of the central streets of the capital to dissuade from all those dangerous driving behaviours that have caused 5,000 road deaths in 2007. Further information on www.fondazioneania.it

"Mario takes you home": don't drink and drive in Italy

In Italy, two Roman citizens set up a company called "Mario takes you home" to prevent drink driving. The idea of getting a lift home is catching on even outside of the Italian capital such as in the town of Mirano (Venice Province) with 7000 inhabitants. The idea is not new: England already adopted it a few years ago. If you have drunk too much alcohol, a simple call will bring a special collapsible mini motorbike rider to pick you up outside the pub; the motorbike is quickly folded up and stored in the car boot. The rider will then drive you and your car safely home. This is recognised as a useful initiative to reduce road victims and avoid driving license withdrawal during weekends.

New Alcolock Legislation in Finland

The Ministry of Transport and Communications is due to present a bill to the Parliament to introduce obligatory alcolocks to taxis used for school transport. The Finnish Minister of Transport supports the idea that an alcolock would be obligatory in school transport by the autumn 2010. There will be a period of transition. This legislation which also covers buses in school transports has already come into effect in Aland Islands.

Stricter Traffic Law in Germany

From the 1st of February new stricter laws came into force for following up traffic offences including drink driving. The fine has been doubled to 500 EUR for a first offence, for a repeat offence this increases to 1,000 and by a third offence 1,500 EUR. Young and novice drivers who do not stick to the 0.0 BAC Alcohol limit pay a 250 EUR fine.

"Don't Drink and Drive-Party Patrol" Germany

In North Rhein Westphalia, Germany, the "Don't Drink and Drive-Party Patrol" campaign ran during February and March. In 2008 a quarter of all collisions were caused by drivers under the influence of alcohol. The team of the "Don't Drink and Drive-Party Patrol" visited large disco venues and motivated young drivers to remain sober. Those were rewarded with vouchers for alcohol free drinks and other reductions. Young people were also invited to participate in a reaction game as well as try out a promise driving simulator. This simulator allowed drivers to try out driving to see how alcohol affects sight and can lead to wrong judgements of speed and a reduced reaction time. At the same time the Police of North Rhein Westphalia conducted alcohol checks in the areas close to the "Party Patrol".

New Initiatives on the way in Sweden for Alcolocks

In Sweden, following a public consultation held last autumn, the government received positive feedback from stakeholders to their proposals for alcolocks to be used as part of rehabilitation. The proposal is that all drink driving offenders can apply for an alcolock as a condition to have a driving license instead of facing a driving ban. For people in the high risk group (over 1.0 BAC, recidivist offenders and people who are diagnosed as alcoholic or addicted to alcohol) the condition will be to drive for 2 years with an alcolock. In order to have a license without a condition after that they have to prove that they have lived a sober life (min. 4 blood tests during at least 6 months). For other drink drivers the condition time for driving with an alcolock will be 1 year. The government will now prepare its proposal to be presented to the Parliament in October or November this year.

On 1st February 2009 Sweden introduced compulsory rules for governmental authorities concerning environmental and traffic safety require-

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ments when purchasing a vehicle. The goal is that 75% of governmental authority vehicles shall be fitted with alcolocks by 2012.

The Swedish government also committed to investigate conditions for the introduction of alcolocks as a requirement for certain vehicles or user categories. The Transportation Board will undertake a study which will look at where there is a place for mandatory fitment of alcolocks. The project will consult with other countries who have been working to introduce alcolocks for certain vehicles or user categories. The project includes looking into proposals for the constitutional changes needed and recognising the impacts of the proposal. The project, which will be undertaken in cooperation with the Swedish Transport Agency and in consultation with other stakeholders, will be reported to the Ministry of Industry March 1st, 2010. The Transport Minister Torstensson stressed that: "We need more alcolocks in traffic and examples of areas where its use should increase sharply such as in school buses, buses in urban areas and transportation of dangerous goods".

Swedish Study of Skellefte Model: Follow Up of Drink and Drug Drivers

A new report "Joint national action against drunk and drugged drivers according to the Skellefte Model – a quantitative study of the process" has been published, evaluating the follow up of drink and drug drivers in Sweden by the VTI. In 2003, the Swedish Road Administration initiated a project entitled "The Joint National Action against Drunk and Drugged Drivers according to the Skellefte Model". The Skellefte Model means that anyone taken into custody for drink driving is quickly offered help for any alcohol or drug problems they might have. At the time of arrest, the police offers the offender an interview with social services or the addiction treatment system. If the individual agrees, the interview is conducted, and treatment is then offered if it is deemed necessary. The model is based on a voluntary approach, and the individual can decline further contact at any time.

The results of the VTI study are based on the analysis of the approximately 3,000 forms that were created and collected between January-June 2008.

The results indicate that, of all drunk drivers who received the offer from the police, 19% consented to contacting the social services or the addiction treatment system. The corresponding figure for drug drivers was 25%.

The likelihood that an individual will consent to the police offer differs significantly based on his or her age and level of inebriation. On the other hand, there were no significant differences between men and women. With regard to age, willingness to consent tended to increase with age, except in the final age category (over 60 years), when such willingness declined somewhat. The results also indicate that the higher the alcohol level, the more people consent. The factors underlying these differences should be studied in greater depth.

<http://www.vti.se/EPiBrowser/Publikationer%20-%20English/N3-2009Eng.pdf>

Switzerland - What next after the BAC reduction?

Alcohol is the cause of 15% of all killed and seriously injured (700) in 2008. Although the reduction of the legal BAC limit from 0.8 to 0.5 p/mille brought a positive reduction in casualties, the Swiss Council for Accident Prevention (bfu) concludes in new research that this measure has been exhausted. The bfu calls for a new comprehensive preventative policy where raising awareness amongst the general public should play a big role. As part of a new campaign entitled: "Fit for the Road" led by the bfu and the Police the public's attention will be drawn to this issue using posters, cinema spots, ad screens in party locations, sponsoring of transport and weather info on the radio. As collisions under the influence usually occur early and late at night and at the weekends banner ads asking: "Are you really fit for the road?" will be posted on internet sites

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giving information about going out. Increasing the subjective enforcement likelihood is another important part of the prevention work amongst drivers. A recent public opinion survey showed that 45% expect to be checked "seldom" and another quarter expected never to be checked. This is whilst 90% of the population accepts and supports alcohol checks. May and June will see more drink driving checks on the roads in Switzerland. The Police announced that to get the most out of increasing public awareness of checks, that they will be announcing the checks and the results at the end of their enhanced enforcement effort.

Progress in France on Legislation on alcolocks: school buses and rehabilitation

New legislation on the introduction of a new rehabilitation programme with the installation of mandatory alcolocks for a fixed period for drink drivers is being discussed in France. The law proposal is being discussed in the Parliament and a decision is expected soon.

The extension of the ongoing alcolock offender pilot programme to the whole country will take about a year." All new buses carrying children (school buses mainly, but also buses carrying children to holiday camps) will have to be equipped with alcolocks from September 2009. The existing bus vehicle fleet will be retrofitted progressively. The French Association Prevention Routiere asked for a deadline to be imposed for 2012 but bus manufacturers prefer a later date. The parliament is expected to agree on a deadline before the end of this session.

Use of New Media in Drink Driving Campaign in Scotland

Innovative use of new media was made in Scotland last winter to reach young people and prevent them from taking the risk of drinking and driving. The campaign ran by the Scottish Government together with Road Safety Scotland is aiming to increase the awareness of the consequences of drink driving during December-January. The campaign

was also supported by the Police to increase the perceived risk of being caught. The target audience were young under aged 18-35 males and the two messages that: you can still be over the limit the 'Morning After' and that the consequences of drink driving just start with being arrested. The campaign followed the audience's social calendar looking at how they organised evenings out and also of course transport. They made use of online display advertising on MSN messenger. Another part of the campaign was to form partnerships with the main on-line "what's on" entertainment guide of Scotland: "The List". On this website the article containing the message from the campaign was one of the 'most read articles' and led to 17,000 clicks into the "Don't Risk It" special website. The other highly innovative action was to communicate with their target audience via Facebook by setting up a page: "The Loneliest Man in Scotland". The fictional character had lost his job, girlfriend and friends after drink driving and a driving ban. The Facebook page character made nearly 400 friends but also received 6,000 unique visitors. There was a lively discussion on the Facebook page which was also covered in the press. On-line the campaign reached 45% of the 18-35 males, the radio and outdoor campaign reached 62% of 18-35 males.

New Follow Up Process of Traffic Offences in Spain

The Spanish Parliament is debating the follow up of traffic offences including drink driving. At present one of the major weaknesses for the effective implementation of the Spanish penalty point system is the long and bureaucratic sanction procedure. In the worst case scenario, the whole procedure can last up to two years before the sanction is finally implemented. At present, the procedure still relies on the communication between the driver and the administration by certified post, making the process extremely long and expensive. The costs of the procedure will be enormously reduced, and the sanctions procedure clarified to the citizens. The new system also introduces the possibility (on a voluntary basis) of

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the communication between the citizen and the administration through email. Finally, the levels of fines have been harmonised in the new proposal for the whole Spanish territory (100 EUR for light offences, 200 EUR for serious offences and 500 EUR for very serious offences). A discount of 40% is foreseen if the driver agrees with the sanction and, therefore, makes the payment within the first 15 days (until now the discount was 30%). This reduction has the objective of reducing the costs linked to the citizens appeals in cases where the drivers recognise their own misbehaviour. The new sanctioning procedure for administrative offences is expected to be approved in the course of 2009.

Magic Drink to reduce BAC in Spain criticised by Road Safety Experts

In May, a Spanish drink manufacturer Veryph 2000, launched a new product called *Rebootizer* promising that this new beverage reduces the BAC level up to 45%. The product was launched in a nightclub to much media acclaim and some Spanish newspapers presenting this product as a miraculous remedy against alcohol consumption. This new drink clearly targets an audience of young people stressing that *Rebootizer* allows them to drive safely back home at night after having consumed large amounts of alcohol. As an additional benefit, the company stresses that the effects of the hangover also disappear. By encouraging young people to drink and drive, Veryph 2000 is putting in serious danger the life of thousands of young drivers. In 2008, more than 800 people between 14 and 35 years old died in Spain as a result of a traffic accident¹, accounting for 37.5% of the total number of deaths². Road safety experts in Spain stress that there is no scientific evidence to support the reduction in the BAC level after having consumed any kind of drink. It is crucial that young drivers are made aware of this. In the past the Spanish government has stressed that sending the message that there is a magical solution to drink alcohol and drive safely is not only wrong but irresponsible and extremely dangerous.

¹ Data from the Report on accidents rate 2008, http://www.dgt.es/was6/portal/contenidos/documentos/seguridad_vial/estadistica/accidentes_24horas/resumen_anual_siniestralidad/resumen_siniestralidad014.pdf (in Spanish)

² These figures refer only to road fatal accidents within 24 hours and outside urban areas.

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Safe and Sober Talk in Spain

In March 2009, the 8th Safe & Sober Talk took place in Madrid. The talk was hosted by the DGT (Spanish Ministry of Interior). Following presentations by Volvo Trucks and ETSC, Francisco Alonso, of INTRAS-University of Valencia gave an update of the drink driving situation in Spain. Alcohol is present in 31% of the drivers' deaths in Spain and accounts for more than 1,000 traffic deaths. In 2007, 900 traffic deaths were caused by drink drivers. 25% of Spanish drivers admitted that they have used their cars after drinking alcohol. The debate was moderated by Oscar Ciordia Director of FITSA and the General Prosecutor for Road Safety Bartolomé Vargas concluded the debate. ETSC published a Country Fact Sheet on Drink Driving in Spain in May which is downloadable from the ETSC website.

Safe and Sober Talk in the Netherlands

ETSC hosted its 9th Safe and Sober Talk in The Hague on the 6th of July in co-operation with the Dutch Institute for Road Safety Research (SWOV). After an overview of drink driving in Europe by ETSC, Marit Gresnigt of Ministry of Transport and Waterways presented the specific situation in the Netherlands. Karel Brookhuis of University of Groningen (RUG) presented lessons learnt from working with young drivers in the Netherlands. Rene Mathijssen from SWOV presented the road safety impact of implementing alcohollocks for drink driving offenders in the Netherlands. In the Netherlands, one fourth of all road deaths are alcohol-related, 185 road deaths in 2008 alone. Despite a relatively high rate of random police checks, DUI is a daily reality in the country and concerns mostly repeated offenders. Approximately 75% of alcohol-related deaths are caused by hardcore drinking drivers, which comes down to 140 deaths in 2008, thus they are clearly in the focus of policy-makers. After 10 years of running

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various pilot programmes on the implementation of alcolocks to DUI offenders in Europe and in the Netherlands (2008), the new legislation for the implementation of an Alcohol Ignition Inter-

lock Programme is underway. The new proposed measures for legislation to tackle drink driving for 2010 were presented by Desiree Schaap from the Ministry of Transport and Waterways.

Alcolock Legislation Barometer July 2008

ETSC's alcolock legislation barometer gives an update on the "weather" for new legislation on introducing the use of alcolocks either within the commercial or rehabilitation context.

	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								X
Finland		x for use in school transport vehicles			X	X		X
Sweden	X	x for use in rehabilitation programmes				X		X
Netherlands	X	x for use in rehabilitation programmes	X			X		
France	X	x for use in rehabilitation programmes	X			x	x for school buses	
UK		Included in Road Safety Compliance Consultation						
Belgium	X	X		X		X		X
Slovenia	X						X	

ETSC Interview

ETSC Interview on the EU Project DRUID's: First Results: Rehabilitation of drink and drug drivers with Sofie Boets and Uta Meesmann, Belgian Road Safety Institute (IBSR-BIVV)



Sofie Boets, a Clinical Psychologist, has been working since 2004 at the CARA Department of the Belgian Road Safety Institute. She performs neuropsychological assessments of cognitively impaired or declined candidates (due to stroke, trauma, degenerative disease etc.) in the scope

of a multidisciplinary fitness to drive determination. She participates in research projects related to fitness to drive and psychology (e.g. AGILE, IDEA, DRUID, DaCoTA).

Uta MEESMAN, is a European Public Health specialist also at the CARA Department of the Belgian Road Safety Institute on DRUID and DaCoTA. Uta has previously worked with the European Monitoring Centre for Drugs and Drug Addiction (EM-CDDA) in Portugal and at the University of Bielefeld as a scientist and lecturer in the departments of epidemiology/statistic and environmental health. She is specialised in the topics of illicit drugs, HIV, hepatitis, migrants' health/health promotion.



ETSC: What has the DRUID research concluded on the introduction of alcolocks in the context of alcohol rehabilitation courses?

Alcohol ignition interlock devices are feasible and practical devices as structural interventions for DUI offenders according to latest outputs from the DRUID Work Package 5 literature review. It is also shown that they can control objectionable, unrequested behaviour as long as they are imposed. However, they do not change individual attitudes or behaviour in the long term.

Recent studies from the USA indicate a link between reported failed alcohol tests in the data

memory and the individual relapse risk, whereby the number of missed starting attempts in the morning hours is a better predictor of the relapse risk than previous criminal records of driving under the influence of alcohol and the total number of missed starting attempts.

Overall, the results indicate that offenders' motivation and readiness for change must be high for success in the long-term with an ignition interlock. Implementation should be supported at least by medical counselling or other psychological/psychotherapeutic interventions in order to result in a treatment process.

ETSC: Have there been any experiences to show that they do work in the long-term? If yes what are the necessary accompanying measures needed?

As the Swedish experiences reveal, long-term effects can be achieved in combination with strict medical supervision. It is recommended that judges carefully evaluate which conditions would be helpful for particular cases. For some people it may be sufficient to install the alcolock device for a short period in combination with a limited driver rehabilitation course. Other DUI offenders, with a serious alcohol problem, may be reached better with medical/therapeutic treatment in combination with the alcolock device. In general though, it is recommended that the offenders have to continue the alcolock programme as long as the monitoring results indicate continuing risk regarding drinking and driving behaviour.

ETSC: How many countries run alcohol rehabilitation programmes in the Europe?

At present, at least 47 providers, mainly non-governmental, private organisations in 12 European countries (Austria, Belgium, France, Germany, Hungary, Italy, Netherlands, Poland, Portugal, Sweden, Switzerland, and United Kingdom) carry out driver rehabilitation services on a regular base. The Europe-wide DRUID Work Package 5 provider survey altogether provided information on 87 driver rehabili-

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tation programmes, of which 53 focussing on DUI offenders, 21 on DUID offenders and 13 on mixed groups (DUI/DUID/other traffic offenders). All 12 European countries offer

programmes for DUI offenders, in addition 4 Member States (Austria, Belgium, Germany, and Portugal) for DUID offenders (see table).

Country	Total number of providers	Total number of participating providers	Total number of programmes according to target group			
			Total	Alcohol	Drugs	Mixed
AT	9	9	21	13	8	-
BE	2	2	5	2	1	2
CH	20-25	1	1	1	-	-
DE	10*	7	28	13	11	4
FR	minimum 7	7	8	2	-	6
GB	23	14	14	14	-	-
HU	1	1	3	3	-	-
IT	1	1	1	1	-	-
NL	1	1	1	1	-	-
PL	1	1	1	1	-	-
PT	1	1	3	2	1	-
SE	minimum 1	1	1	-	-	1
Total	minimum 77	46	87	53	21	13

* Number of accredited course providers during the period of the project. By far more providers work within the scope of legally regulated measures.

ETSC: How are these programmes run?

The national contexts for the driver rehabilitation vary to a great extent but the driver rehabilitation approaches for non-dependent DUI/DUID offenders are rather similar. Substance dependent offenders are mainly not the subject of driver rehabilitation measures.

The participation is mostly legally regulated, mainly by the licensing authorities and to a lesser extent also by courts. Participation is not always obligatory, about half of the programmes are voluntary. The participation fee for the courses is mostly paid by the offenders. The consequences of driver rehabilitation participation are mostly linked to licensing, but also to a penalty point system, to an upcoming driver assessment or to criminal prosecution. The overwhelming number of programmes was developed within the providing organisations.

Fifteen providers in 7 countries indicated to apply driver assessment or diagnostic screening prior to the driver rehabilitation within their organisation. For both, DUI and DUID, the assessment approach is mainly psychological, most frequently carried out by psychologists, although medical examinations are conducted as well.

The programmes are more or less specific as they mostly focus on DUI or DUID. The vast majority of programmes are principally designed as a group intervention, but the number of participants varies considerably. Nearly all programmes have exclusion criteria for participants either before or during the course (addiction, communication problems, and acute substance intoxication by alcohol or drugs). Regarding the duration and intensity of the intervention, rather big differences can be observed. The trainers/course leaders are mainly

ETSC Interview

psychologists with further education, at least 1,431 persons work in this field in Europe.

The programmes' concepts are predominantly treatment (psychological/therapeutic), followed by the educational approach. According to the providers the most important success factors are self-observation and -reflection, discussion and confrontation, development of alternative, new behaviour and an open and trustworthy climate. On the second place come emotional experiencing and involvement, goal setting and commitment to stick to them as well as achievement of behavioural goals/self-control. The pure provision of information is considered less important.

Half of the providers report to have a quality assurance system, though mainly not according to international, national or European standards but to intra-organisational criteria. Most of the documented programmes have already been evaluated, whereby participant feedback is the predominant approach. The literature review results indicate an average recidivism reduction rate of 45.5% of the European standard group intervention programmes for DUI offenders, yet with a variation of 15 to 71%.

ETSC: *What are your key recommendations to the EU?*

The DRUID Work Package 5 results strongly support a preventive driver rehabilitation concept which is compatible with the overall objective of mobility of European citizens without endangering traffic safety. A main recommendation is that driver rehabilitation measures should be an integrated part of a comprehensive secondary prevention countermeasure system against intoxicated driving in Europe. Participation should be legally regulated in order to systematically bring offenders to intervention.

A linkage of driver rehabilitation participation and the licensing procedure is also considered important. Formal criteria for directly assigning DUI/DUID offenders to driver rehabilitation (or at least to counselling) should be established in order to initiate problem awareness and

screen for a severe alcohol or drug problem. Driver assessment prior to driver rehabilitation should be obligatory in case of suspicion of addiction in order to match offenders to the appropriate treatment. Driver rehabilitation participation should be mandatory for high-risk offenders, repeat offenders and young (novice) drivers.

DUI/DUID offenders are a heterogeneous group but there is general agreement on the relevance of identifying various types of DUI/DUID offenders with regard to their different needs and opportunities for rehabilitation. As a general rule it can be stated that the intensity of intervention should increase with the severity of the problem behaviour. Two groups, non-dependent and dependent offenders, should minimally be distinguished as they require different interventions. Driver assessment is necessary to identify dependent offenders. The European standard group interventions can be recommended as a good practice example for non-dependent DUI/DUID offenders, whereas DUI and DUID offenders should not be mixed. Psychological and therapeutic approaches with educative elements are the most promising ones.

ETSC: *What advice would you give to countries which have not yet started to run programmes?*

We recommend that the next working step should be for the EU to develop European guidelines for legally regulated driver rehabilitation systems and procedures taking the DRUID Work Package 5 results into account. This will provide EU orientation for countries that want to establish driver rehabilitation programmes.

Moreover Work Package 5 has elaborated an evaluation instrument DRET, Driver Rehabilitation Evaluation Tool, integrating all relevant findings in driver rehabilitation. This tool can be used for evaluating existing driver rehabilitation systems or programmes but also provides a good support and input for establishing driver rehabilitation.



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