



Drink-Driving in the EU

Alcolocks: a life-saving technology

Safe & Sober Talk
Helsinki, 15th March 2012

Introduction to ETSC

A science-based approach to road safety policy

- **45 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level. In Finland:



- More than **200 experts** contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work

ETSC Activities



Monitoring EU transport safety policy



Road Safety Performance Index (PIN) - Ranking EU countries' performances



Road Safety 'At' Work and 'To' Work

Drink Driving

Roads to Respect Infrastructure Safety

STudents Acting to Reduce Speed

Safe & Sober Drink-driving policy network



Bike Pal Cycling Safety

Luckily things have changed...

RICARD!

"sur toute la ligne"



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

Quelles conséquences épon-
nent avec pour chacun de nous
un seul instant d'insouciance 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 sans-vieilles alcool recti-
fiées (protection de la double certi-
fication) le RICARD ne con-
tient pas plus de corps colorés que
de silyponne (poison du
gastroc nerveux aux effets épi-
léptiques). Approuvé par les
Médecins "sur toute la ligne"
de bonne humeur" mais c'est
surtout "l'apéritif de bon
sens", qui ouvre franchement
l'appétit sans jamais faire mal à
l'estomac ni à la tête.

A LA MARSEILLAISE!



Le RICARD doit se
boire uniquement "à
la Marseillaise", c'est-à-
dire à la dose de 2
cl. 1/2 (quantité égale
à un verre d'ordinaire),
et le volume d'eau
suffisant pour faire
pleinement le
digestion et l'excita-

tion du "vrai pa-
de Marseille".
Et, bien enten-
toujours à l'é-
glace et sans au-



RICARD

A Lyon, sur la ligne Paris-
Marseille

XVII - ANNONCES

ILLUSTRATION

4 OCTOBRE 1936

"UNE BONNE RECOMMANDATION"



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

COINTREAU

LIQUEUR

FRANCE ROUTIÈRE KILOMÉTRIQUE

(Réf. N° 75)

Grands Itinéraires
Kilomètres

Routes Numérotées

Nouvelle
Classification
des Routes Nationales



Echelle :
1/1.300.000

Tirage en 5 couleurs

Sur papier
shaiti-japon :

Prix : 6 fr.

Donnez la préférence aux Restaurants qui comprennent
le vin dans le prix du repas.

MOYENNE
de la
VIE HUMAINE

59 ans
pour un
buvEUR d'eau

65 ans
pour un
BUVEUR
DE VIN



87 % des
centenaires sont
des buveurs de
vin.

Le Vin
c'est le lait
des vieillards

"Le Vin est la plus saine et la plus hygiénique
des boissons." (Pasteur.)

Drink Driving in the EU

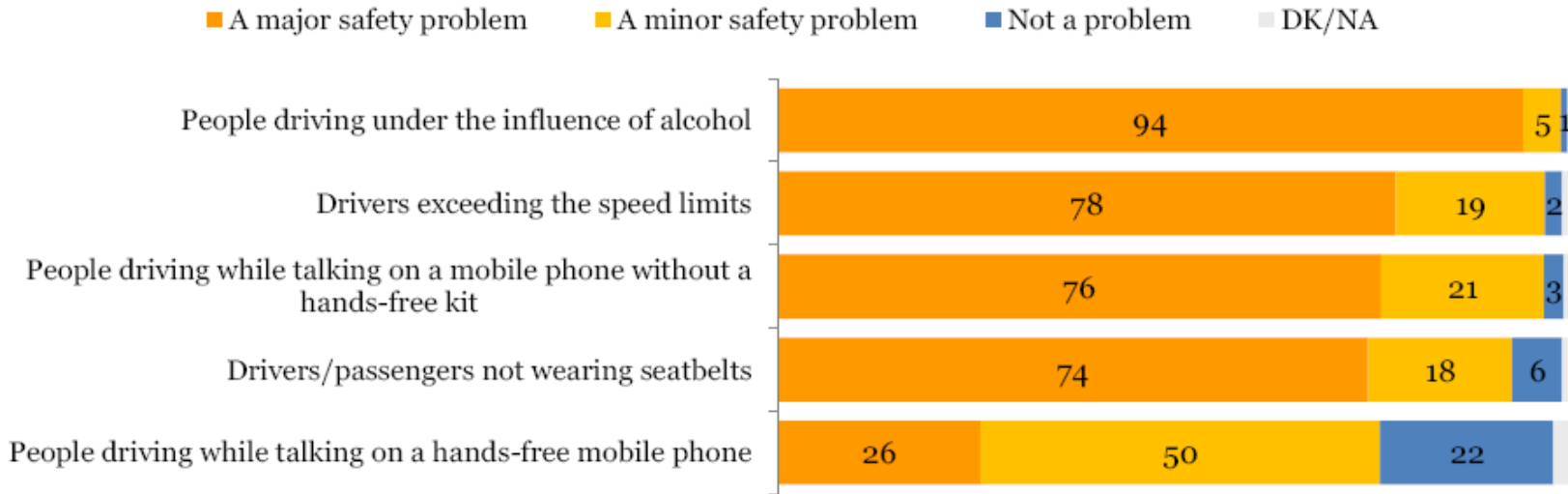
While the dangers linked to drink driving are fairly well understood, the phenomenon is still widespread in the EU:

- 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 16-25

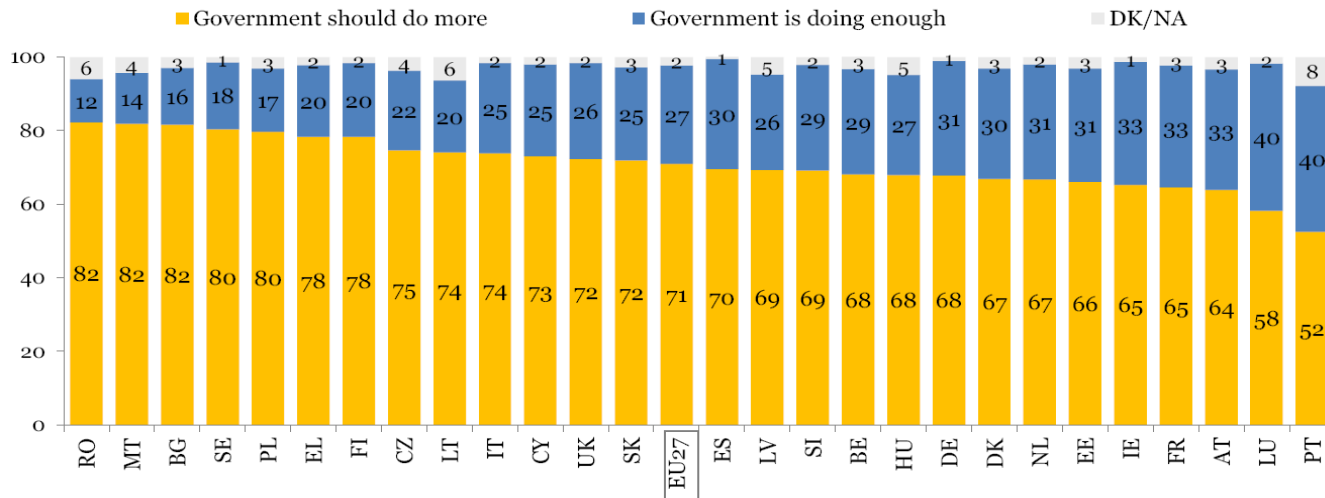


EU barometer on road safety

Perceptions about the seriousness of road safety problems...



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



Flash Eurobarometer
 European Commission

Road safety

Analytical report

Fieldwork: June 2010
 Publication: July 2010

This survey was prepared by Directorate-General Mobility and Transport and coordinated by Directorate-General Communications. The opinions expressed are those of the author. The European Union is not responsible for the use of the information contained in this publication.

ETSC's recommendations

- **A common BAC limit**



- **Enforcement of existing legislation**

- **Alcolocks**



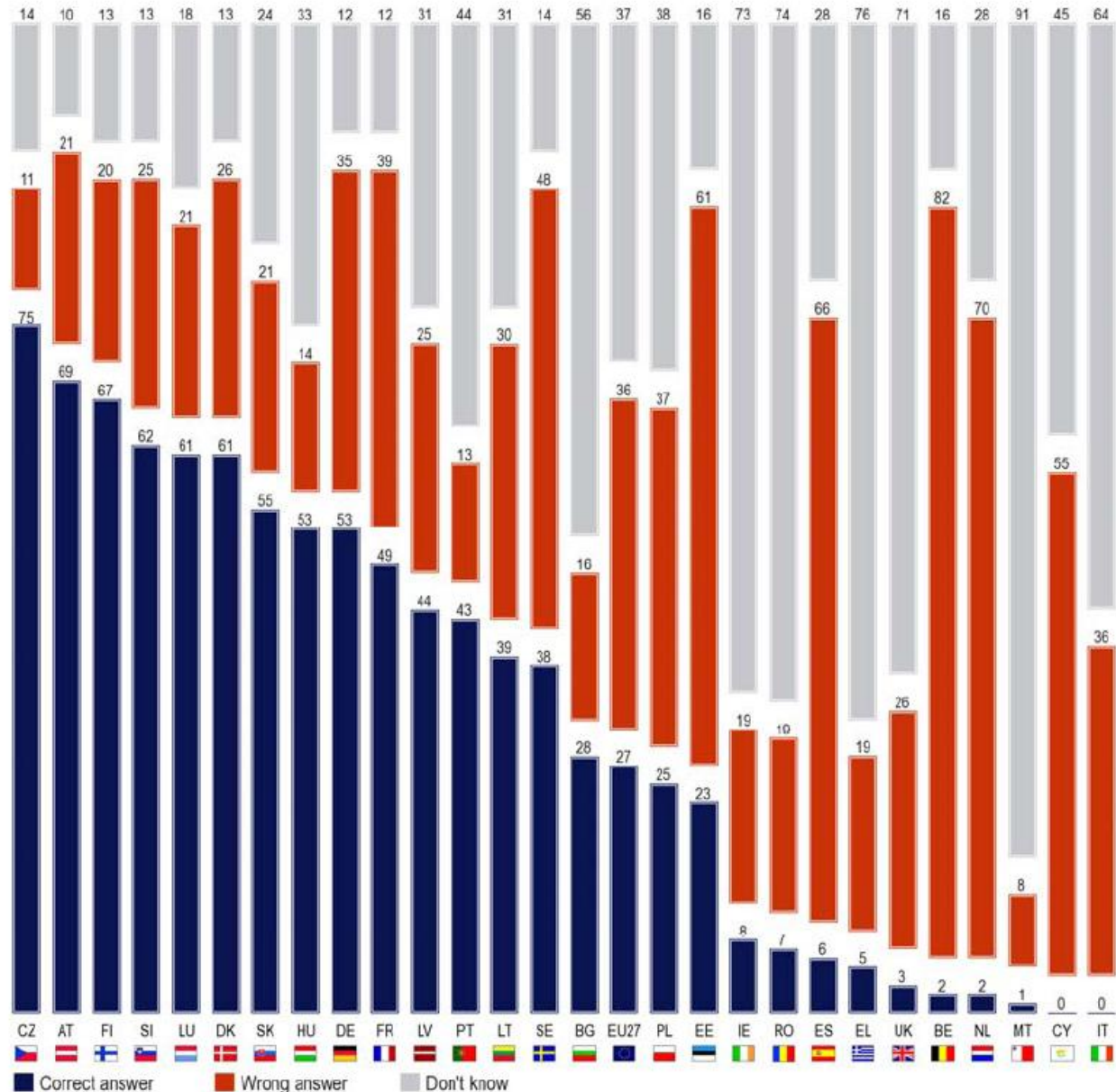
BAC limits across the EU

- 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

Strong disparities when enforcing

Country	Code	2006		2007		2008	
		Roadside police tests per 1000 population	Percentage above legal limit	Roadside police tests per 1000 population	Percentage above legal limit	Roadside police tests per 1000 population	Percentage above legal limit
Finland	FI	n/a	n/a	318	1.6%	385	1.3%
Norway	NO	n/a	n/a	n/a	n/a	238	n/a
Sweden	SE	264	0.9%	292	0.8%	287	0.8%
Slovenia	SI	162	8.0%	191	7.3%	200	5.8%
France	FR	186	3.2%	182	3.3%	190	3.3%
Cyprus	CY	90	6.2%	149	6.8%	182	5.9%
Greece	EL	118	3.4%	143	2.9%	135	3.1%
Hungary	HU	144	2.9%	143	3.2%	130	3.1%
Ireland	IE	n/a	n/a	113	4.1%	128	3.2%
Spain	ES	88	2.5%	96	2.2%	112	1.8%
Estonia	EE	76	0.9%	68	1.0%	95	1.1%
Austria	AT	56	9.4%	77	7.0%	87	5.8%
Israel	IL	4	16.5%	24	5.1%	69	2.2%
Portugal	PT	48	7.3%	56	5.6%	63	5.9%
Poland	PL	n/a	n/a	n/a	n/a	47	9.5%
Lithuania	LT	31	1.4%	34	1.6%	40	1.7%
Denmark	DK	n/a	n/a	n/a	n/a	25	n/a
Italy	IT	4	n/a	12	n/a	23	n/a
Great Britain	GB	10	17.4%	10	16.3%	NA	n/a

- 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



ETSC 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 entered 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 the end of 2012 all school transport vehicles must be fitted with alcolocks too.

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 started a programme for serious alcohol offenders end of 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.(Due late 2011)
- In **Belgium** new alcolock legislation entered into force as of December 2010 for all drink driving offenders. 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.
- Pilot projects in **Austria** and **Slovenia**. **Spain** is about to launch an impact assessment in 2012 prior to a possible pilot project (DGT)

EC Road Safety Policy Orientations 2011- 2020



EUROPEAN COMMISSION

Brussels, 20.7.2010
COM(2010) 389 final



COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS

Towards a European road safety area: policy orientations on road safety 2011

{SEC(2010) 903}

Actions:

- *The Commission will work towards developing a common road safety enforcement strategy, including:*
 1. *The possibility of introducing speed limiters in light commercial vehicles and of making use of alcohol interlock devices obligatory in certain specific cases.*
 2. *The establishment of national implementation plans.*



The EC will launch an impact assessment as of 2012 to evaluate the costs of implementing such a measure for professional drivers – feedback expected in the forthcoming months

Approach endorsed by the Council

Council Conclusions (in response to the EC PO) **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)”

ETSC recommendation on enforcement technologies:

- Alcolocks for professional transport and recidivists;
- Non-intrusive systems for all drivers

MEP Koch 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”

To know more

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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

Editorial

This 10th Drink Driving Monitor brings news from across the EU of steps to improve drink driving legislation and enforcement. Discussions are being held on changing or lowering the BAC limit in Ireland, Belgium and Finland. In the Czech Republic and France existing enforcement practices in the Czech Republic and France are unique, carrying out a breath test every time a driver is checked, and ensuring that every vehicle has a breathalyser to do this. Results from recent drink driving campaigns to enforcement are also presented from Austria and Spain. The latest summer campaign on drink driving enforcement by TISPOL and the new alcohol lock 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

75% of respondents correctly identifying the limit. Another quarter of respondents are at risk. The majority of respondents (62%) are at risk, but 14% would be at risk if they drank in two hours. This would result in a blood alcohol level above the legal limit in half (50%) of cases. After two drinks, the proportion of respondents at risk would be 62% if you intend to drink more. http://ec.europa.eu/transport/policies/road/331_en.pdf

Contents

EU News	p.1	ETSC News	
Country News	p.2	Alcohol Lock Legislation	



Drink Driving:

Young Drivers and Recidivist Offenders



Drink driving in commercial transport



European Transport Safety Council