

INTERNATIONAL ALCOHOL INTERLOCK SEMINAR
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EUROPEAN ALCOHOL INTERLOCK PROGRAMMES FOR DRINK-DRIVING OFFENDERS

Benefits, cost and barriers for implementation

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EU drink-driving road toll

- ▣ 25% of 40,000 EU road fatalities are *alcohol-related* = 10,000 alcohol-related fatalities annually
- ▣ The cost of the EU road toll can be estimated at € 5 million per fatality = € 200 billion annually
- ▣ Hence, the EU cost of drink driving can be estimated at € 50 billion per annum
- ▣ Approx. 75% of alcohol-related fatalities are caused by hardcore drinking drivers (BAC >1.5 g/l), which comes down to 7,500 fatalities
- ▣ The total number of high-BAC drivers within the EU can be estimated at 1.0-1.5% of all drivers = 3 to 4.5 million drivers
- ▣ The proportion of intoxicated professional drivers *involved* in road accidents is not estimated for the EU, but is approx. 6% in Finland (TraFi, 2012).

Benefits and cost of alcohol interlocks

- Evaluation studies show that alcolocks for offenders reduce repeat drink driving by approx. 70%
- If, permanently, 10% of EU hardcore drinking drivers would drive an alcolock-installed vehicle:
 - The number of alcolocks would be 300,000-450,000 (1.0-1.5%)
 - The annual number of road fatalities would be reduced by approx. 1.5%
 - 500-600 lives would be saved annually
 - The annual cost of the road toll would be reduced by approx. **€3 billion**
- The annual cost of the alcolocks can be estimated at $375,000 \times \text{€ } 2,000 = \text{€ } 750 \text{ million}$
- The annual benefits of alcolocks for offenders would exceed the cost by a factor 4.
- For professional drivers this factor would probably be close to 1.

Brief history of European alcolock programmes for offenders

- ▣ 1999: first EU pilot of an alcolock programme in Sweden
- ▣ 2003: implementation of full-scale trial in Sweden
- ▣ 2004: start of French regional pilot programme
- ▣ 2005: start of Finnish pilot programme
- ▣ 2006: alcolock legislation in place in the UK, but no implementation plans
- ▣ 2008:
 - permanent programme implemented in Finland
 - extension French programme from Annecy to other regions
 - small-scale pilot in NL + preparation of alcolock legislation
- ▣ 2009: Belgian alcolock legislation in place
- ▣ 2011:
 - start of Dutch nation-wide programme
 - Start of permanent Swedish offender programme

The Swedish offender trial

- ▣ *Year of implementation:* 1999
- ▣ *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
- ▣ *Compensation:* reduction of disqualification period
- ▣ *Participation rate:* 13% in 2010
- ▣ *Number of installations:* 4,000-5,000 between 1999 and December 2010 (end of trial)

The Swedish permanent offender programme (source: Magnusson et al., 2011)

- ▣ *Year of implementation: 2011*
- ▣ *Target groups:*
 - first offenders with low BAC
 - high-risk offenders and drivers with an abuse or dependency diagnosis
- ▣ *Program type: administrative, voluntary, assessment of alcohol dependency*
- ▣ *Duration:*
 - 1 year for first offenders with low BAC
 - 2 years for high-risk offenders and drivers with an abuse or dependency diagnosis
- ▣ *Cost: ?*
- ▣ *Compensation: reduction of disqualification period*
- ▣ *Participation rate: aiming at 60%*
- ▣ *Number of installations: unknown to date*

The French offender programme

(source: Mercier-Guyon, 2008)

- ▣ *Year of implementation: 2004 (regional pilot)/2008 (extension); no information on later developments*
- ▣ *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*
- ▣ *Compensation: reduction of disqualification period*
- ▣ *Participation rate: 50%*
- ▣ *Number of installations: 150 between 2004 and 2008*

The Finnish offender programme

(source: Löytty, 2012)

- ▣ *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
- ▣ *Compensation:* probationary license suspension; income support possible
- ▣ *Participation rate:* approx. 3%
- ▣ *Number of installations:* 600 per annum

The Dutch offender programme

(source: Ministry of Infrastructure and the Environment)

- ▣ *Year of implementation:* 2011 (national scale)
- ▣ *Target group:* first offenders and recidivists (BAC 0.5-2.1 g/l)
- ▣ *Programme type:* administrative, mandatory, evaluation of drink-driving problems, integrated driver improvement
- ▣ *Duration:* 2 years with possibility of consecutive 6-month extensions
- ▣ *Cost:* € 4,000 - 4,500 (2 years)
- ▣ *Compensation:* none
- ▣ *Participation rate:* approx. 60%
- ▣ *Number of installations:* 2,000 till August 31, 2012 (9 months)

The Belgian offender programme

(source: Belgian Road Safety Institute)

- ▣ *Year of implementation (legislation):* 2009
- ▣ *Target group:* first offenders (BAC > 0.8 g/l or impairment) and recidivists
- ▣ *Programme type:* judicial, imposed at judges' discretion, integrated monitoring/ driver improvement programme
- ▣ *Duration:* no fixed period
- ▣ *Cost estimate:* € 3,000 1st year; € 250 (!?) following years
- ▣ *Compensation:* none
- ▣ *Participation rate:* Practically zero until August 31, 2012
- ▣ *Number of installations:* less than 10 until August 31, 2012

Some remarks and questions

- ▣ Only a marginal proportion of European hardcore drink-driving offenders are participating in an alcohol interlock programme
- ▣ Will the present generation of alcohol interlocks for general-preventive use be able to deter problem drinkers from drink driving? (I don't think so, taking into account the European standard these devices have to meet, and the possibilities of monitoring)
- ▣ It is hard to understand why alcohol interlocks are not yet used in treatment programmes for problem drinkers. In the Netherlands, the group of problem drinkers under treatment who have a valid driver's license, is five times higher than the group of high BAC drivers who are caught by the police (and probably better motivated). The Swedish government, however, seems to be preparing a programme for this important target group (source: Magnusson et al., 2011).

Some of the factors delaying or preventing implementation of offender programmes

- *Legal barriers*
 - In most EU-countries, implementation requires amendment of road traffic laws
- *Bureaucratic barriers*
 - Competition between political, judicial, administrative and commercial interest groups
- *Knowledge gap between researchers and policy makers*
 - Differential effects of various measures/ general and specific deterrence
- *Practical issues*
 - The need of maintenance and monitoring complicates the implementation of alcolock programs
- *Cost*
 - The cost of alcolock programs may be a barrier for policy makers (and participants alike), especially when regular medical testing and/ or an expensive driver improvement/support program are integrated.

Thank you for your attention!

Any questions?



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