DRINK DRIVING IN THE EUROPEAN UNION

Alcohol Interlock Symposium 19 September 2023



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E T S C

- ✓ A science based approach to road safety
- ✓ Secretariat in Brussels
- ✓ 57 member organisations from across Europe
- ✓ More than **200 experts** contributing to ETSC's work
- ✓ The European Commission, Member Organisations, Member States and corporate sponsors are funding our work







Road Safety
Performance Index
(PIN)

Ranking EU countries' performances

EU ROAD SAFETY EXCHANGE









DRUG DRIVING

20,678

people died in road traffic in the EU in 2022

DRINK-DRIVING IN THE EUROPEAN UNION



- Up to 1.5 2% of KM driven in the EU are driven with an illegal Blood Alcohol Concentration (BAC);
- Of all road deaths in the EU, 25% are alcohol-related;
- Alcohol related crashes are the leading cause of death in the age group 16-25

DRINK-DRIVING IN THE EUROPEAN UNION

310/0



of drivers reported to have driven after consuming alcohol in the last year

*ESRA (2016)

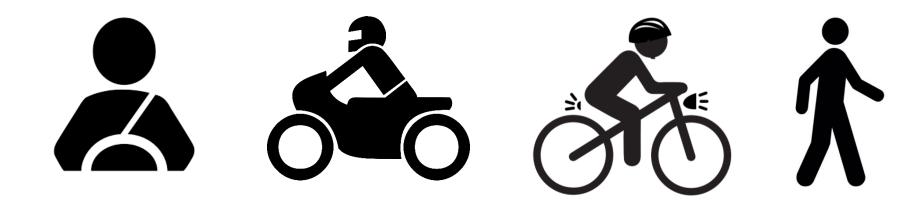
DRINK-DRIVING IN THE EUROPEAN UNION

At least 4,000 deaths could have been prevented by eliminating drink driving



DRINK-DRIVING DATA COLLECTION

Every driver, rider and walker involved in a fatal and serious collision should be tested systematically



DRINK-DRIVING DATA COLLECTION



• Different definitions

Road users not tested systematically

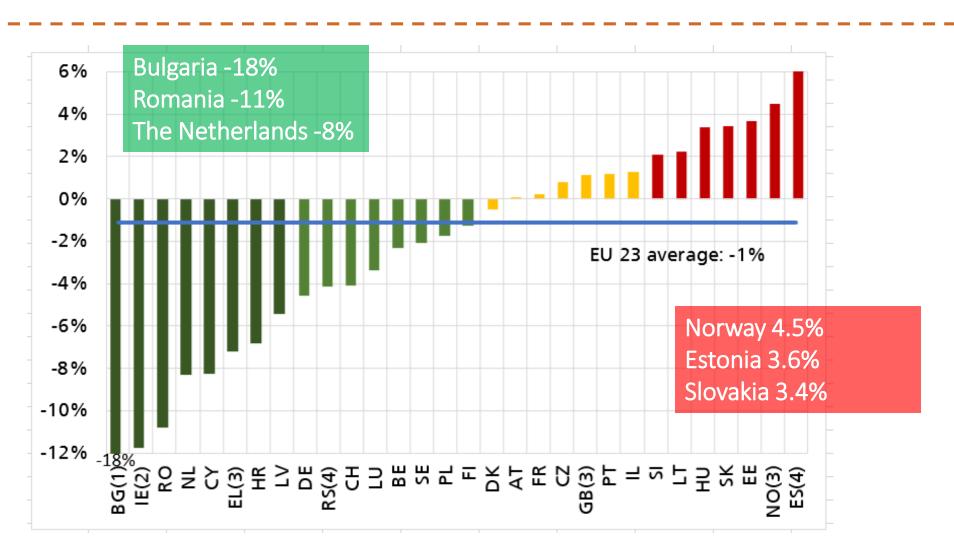
Legal constraints

Police data does not give a full picture

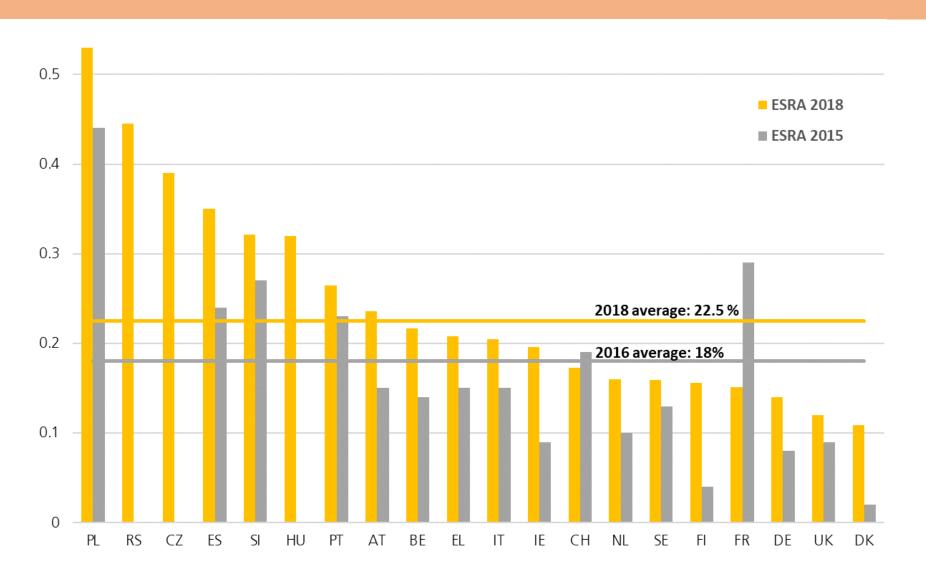


PROGRESS IN TACKLING DRINK DRIVING 2011 – 2021

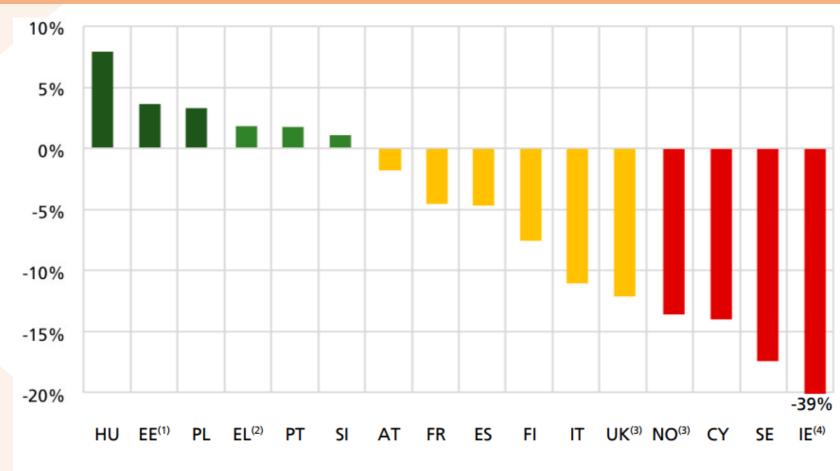
Difference between the average annual percentage change in deaths attributed to drink driving and corresponding change in other road deaths



ONLY 22% OF ROAD USERS THINK THEY ARE VERY LIKELY TO BE TESTED FOR DRINK-DRIVING ON A REGULAR JOURNEY



Drink-driving – alcohol breath checks (2011-2021)



Average annual change in the number of alcohol roadside breath checks per 1000 population over the period 2011-2021

Drink-driving – alcohol breath checks (2011-2021)

	20	2021		2020		2019		2018		2017		2016		2011	
	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	
EE	576	0.8%	566	0.9%	696	0.8%	584	0.9%	513	1.0%	656	0.8%	n/a		
PL	219	1.2%	177	1.5%	444	0.7%	434	0.6%	470	0.6%	473	0.6%	149	3.2%	
SI	190	3.1%	172	3.2%	203	3.1%	171	3.3%	191	3.5%	142	3.7%	189	4.5%	
HU	185	1.2%	173	1.3%	279	0.9%	298	1.0%	241	1.2%	174	1.5%	118	2.9%	
PT	160	2.2%	126	1.9%	186	6.1%	172	2.2%	172	3.9%	167	2.7%	117	4.3%	
AT	155	2.1%	137	2.1%	204	1.7%	197	1.6%	196	1.6%	192	1.7%	169	2.8%	
FR	109	3.2%	108	3.2%	139	3.4%	145	3.4%	157	3.3%	153	3.1%	177	3.5%	
FI	71	2.3%	78	2.2%	174	1.0%	253	0.8%	268	0.7%	277	0.7%	219	0.9%	
SE	33	2.3%	40	2.1%	126	0.9%	117	0.9%	117	1.0%	122	1.0%	259	0.7%	
CY	31	8.3%	49	9.0%	92	8.9%	102	9.0%	120	7.2%	105	7.9%	205	4.9%	
IE ⁽¹⁾	18	0.6%	21	0.4%	64	0.5%	65	0.5%			n/a				
NO	n	n/a		2.6%	180	0.8%	177	0.7%	211	0.6%	258	0.6%	358	0.3%	
LT		n/a											83	5.1%	

ALCOHOL INTERLOCKS & REHABILITATION PROGRAMMES



Alcohol interlocks are:

- An effective measure for hard-core drink-driving offenders
- An effective prevention tool

LEGISLATION NEEDED

To maximise the effect on road safety, alcohol interlock programmes for drink drivers offenders should be compulsory and placed under administrative law.

ALCOHOL INTERLOCKS PROGRAMMES IN THE EU



EUROPEAN MAP

- Offender programmes:

 Austria, Belgium, Finland,
 France, Lithuania, Poland,
 Sweden
- Law in preparation: Italy
- Feasibility study: UK
- Cost-benefit analysis: Ireland

STRENGHTS AND WEAKNESSES

A. Effective programmes showed **positive impacts** such as:



- a) securing the jobs of people who relied on being able
- to drive for work;
- b) making drivers aware of their responsibilities;
- c) helping offenders remain integrated in society (although participation is sometimes perceived as a constraint);





- B. Two key elements for a successful programme:
- a) Rehabilitation measures
- b) Affordable costs

ALCOHOL INTERLOCKS IN COMMERCIAL TRANSPORT





In commercial vehicles as an extension of the vehicle safety systems and demonstrate the company's commitment to both driver and public safety.

ALCOHOL INTERLOCKS IN COMMERCIAL TRANSPORT



FRANCE

Buses and coaches are fitted with alcohol interlocks. Coaches assigned to public transport for children have been equipped with alcohol interlock since 2010 and all coaches since 2015.



FINLAND:

Since August 2011, mandatory in school and day care transportation (if transport organised by a municipality, school, state etc)

ALCOHOL INTERLOCK TECHNOLOGY

Promoting Alcohol Interlocks

- In rehabilitation programmes
 - High level and recidivist offenders
 - Alcohol addicted as long as this is combined with medical supervision
- As a quality assurance mechanism in commercial transport
 - In school buses
 - Emergency
 - Day care transportation
 - Others: public procurements (safety culture..)

FIND OUT MORE

SMART WAYS
OF TACKLING
DRINKDRIVING IN
THE EU



European Transport Safety Council

www.etsc.eu



Find out more

Francesca Podda Project Manager PROGRESS IN REDUCING
DRINK-DRIVING AND
OTHER ALCOHOL-RELATED
ROAD DEATHS IN EUROPE





SMART 🕰

E T S C

ALCOHOL INTERLOCKS
AND DRINK DRIVING

REHABILITATION

IN THE EUROPEAN UNION

SMART 🕰



Interactive map on drink-driving policies online



