

Alcohol Interlocks and the fight against Drink-Driving



Safe and Sober Seminar

Federal Ministry of Transport, Innovation and Technology (bmvit) - Vienna, Austria

Friday 30th January 2014



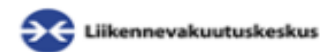
European Transport Safety Council

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Automobile Club d'Italia

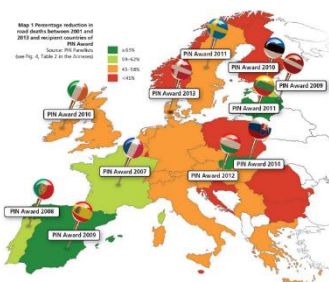




Monitoring EU transport safety policy



Latvian Presidency of the Council of the European Union



Benchmarking and analysing over 32 European countries' road safety performance



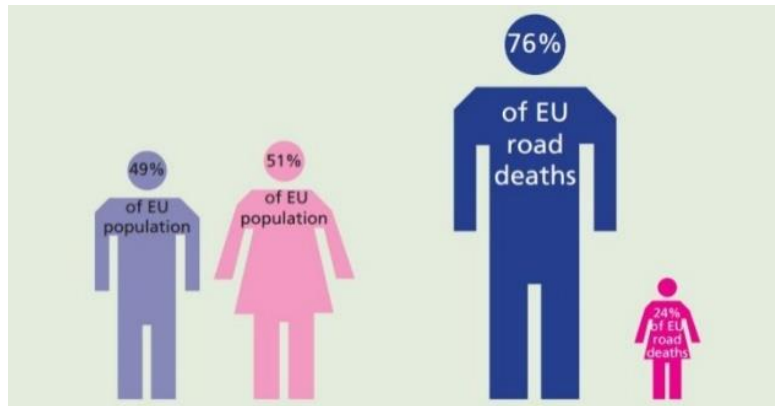
Developing European Road Safety projects and research network



SAFE & SOBER



26,025



People killed in the EU28 in 2013 as a consequence of road collisions (over 54,000 in 2001)

Over **358,000** men and **113,000** women have been killed in the EU27 in the past decade.

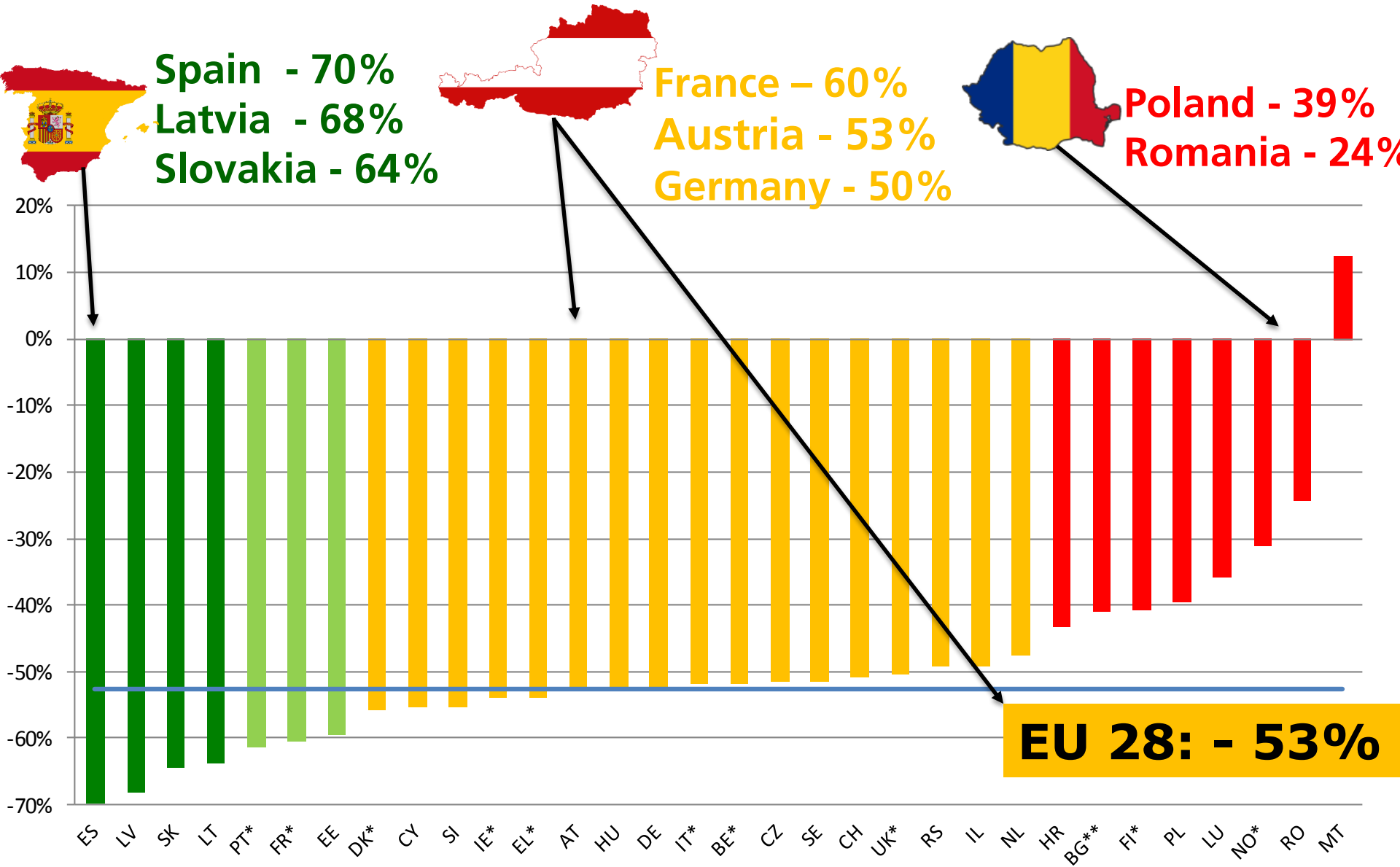
199,000

People recorded by the Police as seriously injured* in the EU28 following traffic collisions in 2013

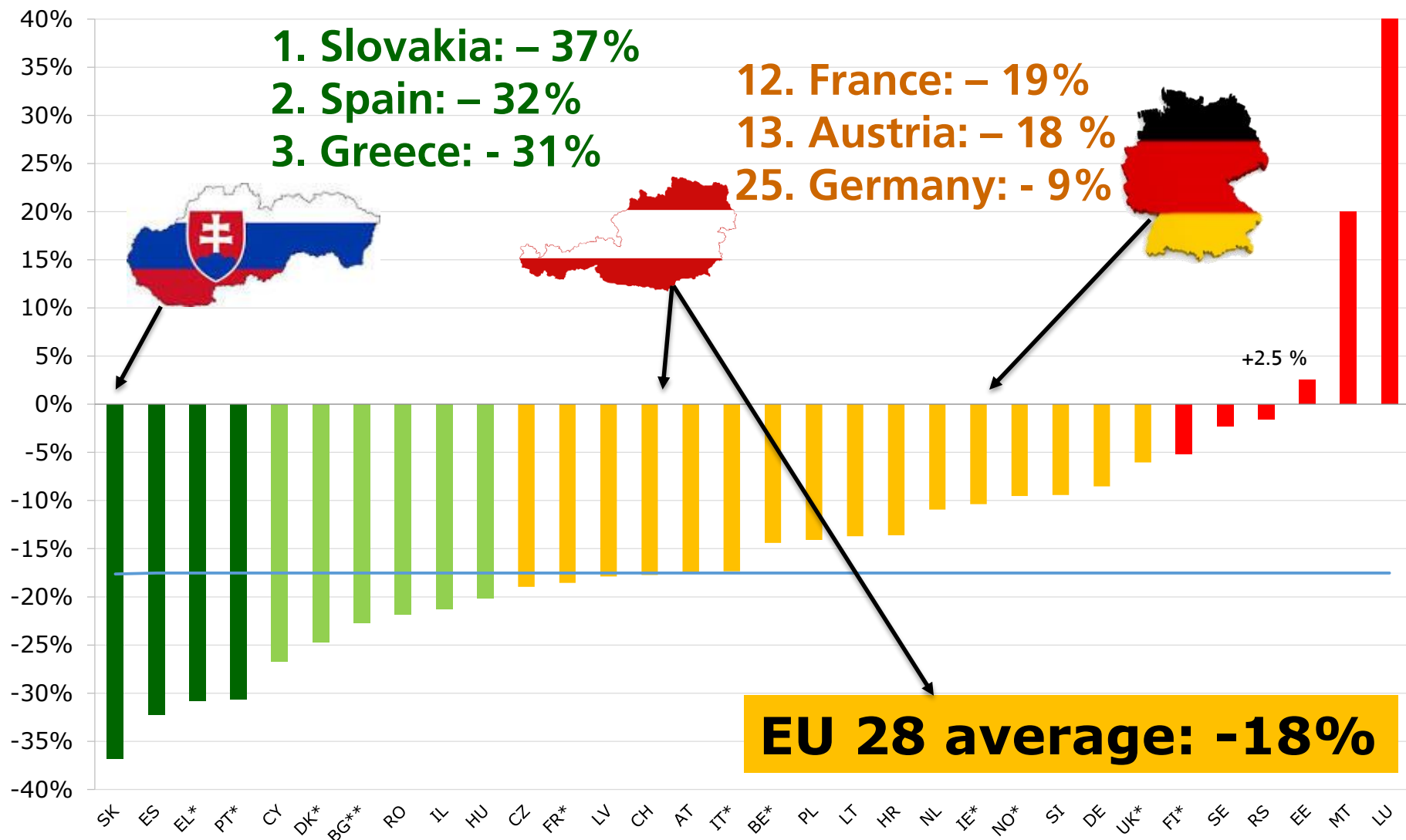
1 death, 11 serious injuries, 40 slight injuries

**according to their national definitions*

Progress in reducing road deaths since 2001



Percentage change in road deaths 2010/2013



European Transport Safety Council

Road Safety Performance

Road deaths per million inhabitants - No country with > 100 deaths per million inhabitants

Sweden

27 in 2013

28 in 2010

Germany

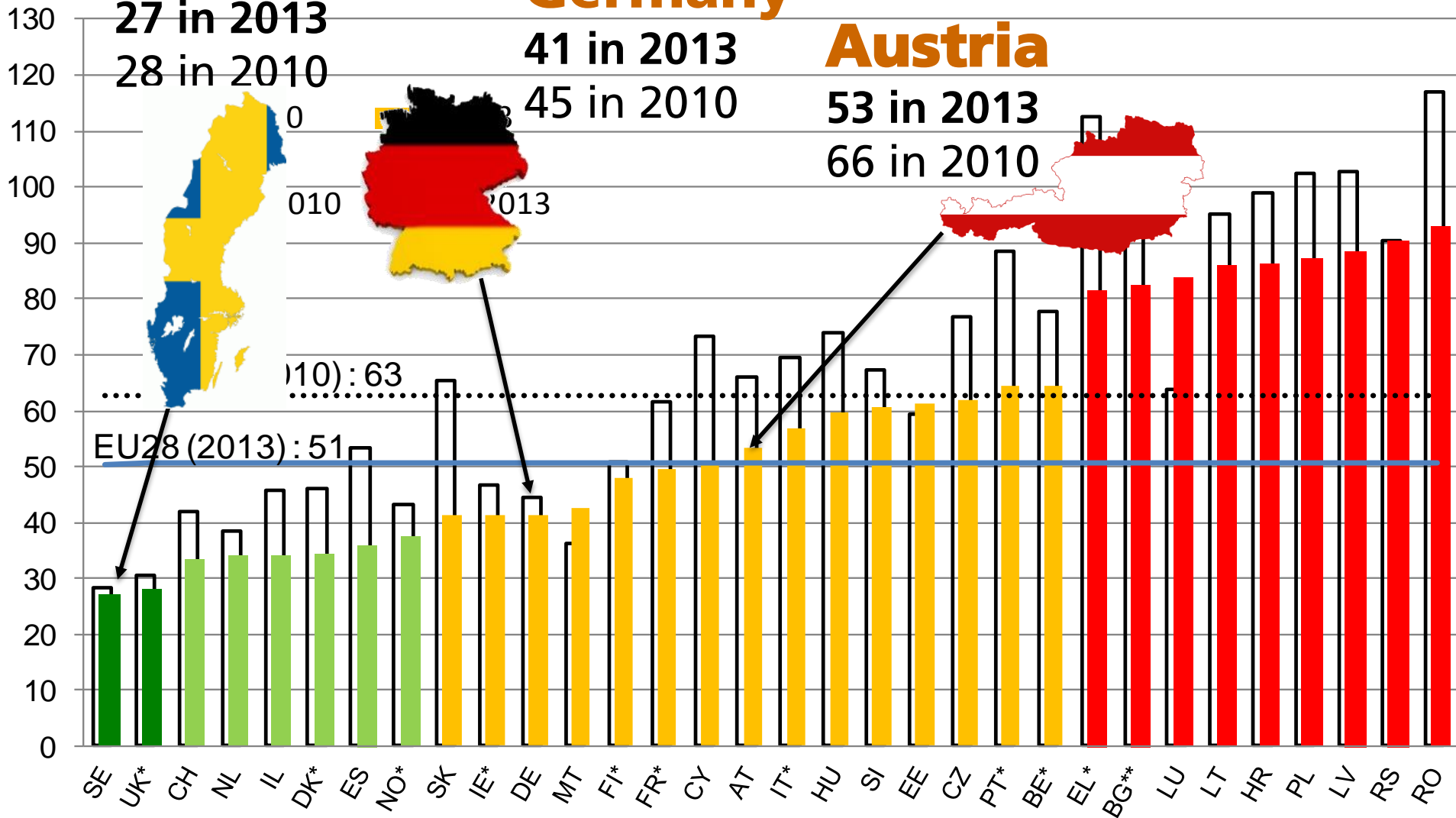
41 in 2013

45 in 2010

Austria

53 in 2013

66 in 2010



Drink-driving in the EU

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

- 2% of EU are in an illegal alcohol consumption



- Car accidents in 2012: less than 15% were caused by drink driving. But alcohol is involved in 30% of all road deaths.



- Alcohol related crashes are the leading cause of death in the age group 16-25

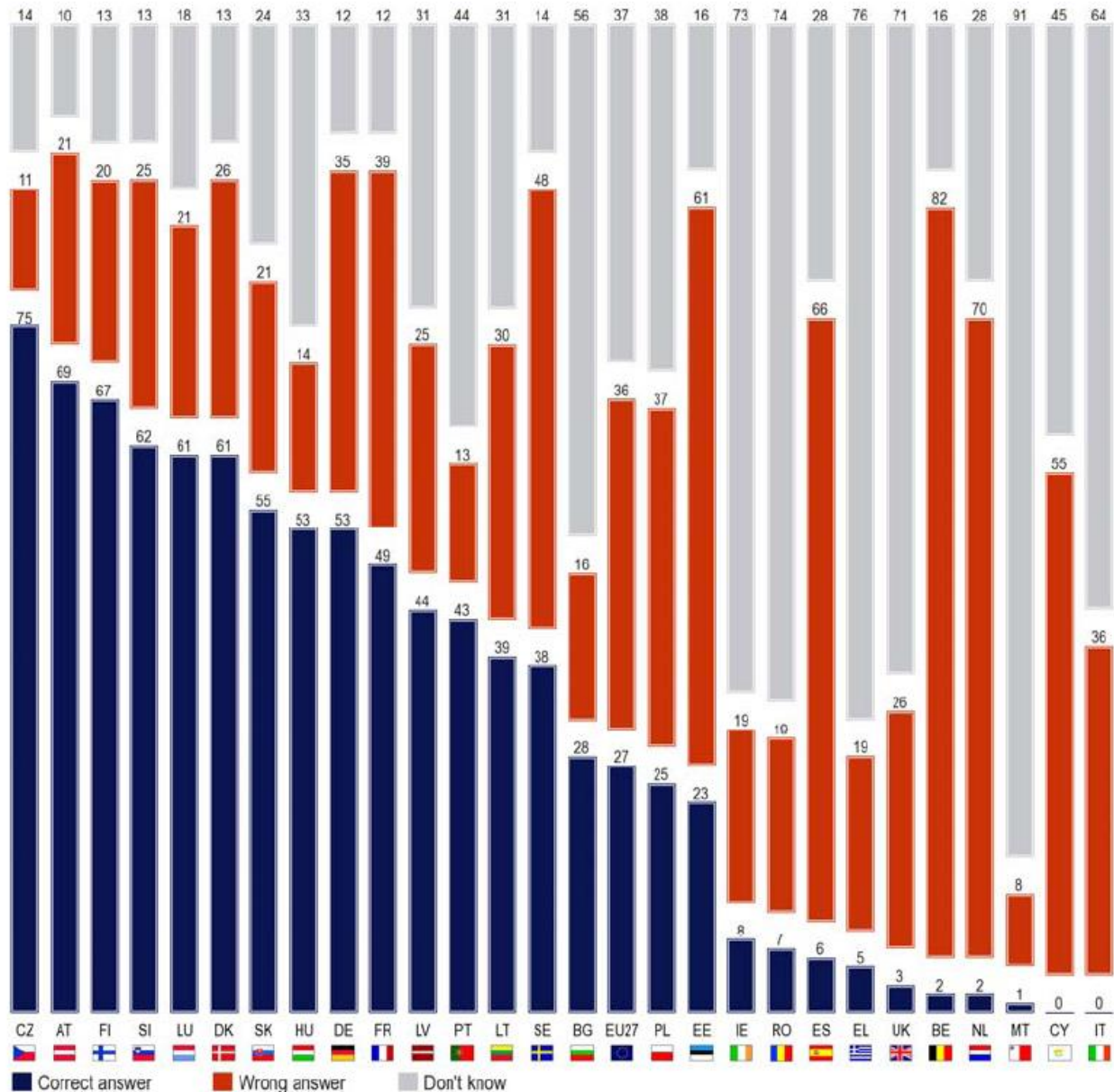
BAC limits across the EU

- An increasing number of countries are lowering their BAC limits to be in line with EU recommendation 2001 on maximum BAC legal limit
- 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	BAC Commercial drivers	BAC Novice Drivers
Austria	0.5	0.1	0.1
Belgium	0.5	0.2	0.5
Bulgaria	0.5	0.5	0.5
Cyprus	0.22	0.22	0.22
Czech	0.0	0.0	0.0
Denmark	0.5	0.5	0.5
Estonia	0.2	0.2	0.2
Finland	0.22	0.22	0.22
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	0.5	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	0.2	0.2
Malta	0.8	0.8	0.8
Netherlands	0.5	0.5	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	0.5	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 needs to be reinforced

- On average only 27% of respondents knew the legal BAC limit
- 36% gave a wrong answer
- 37% did not know



Eurobarometer, Oct. 2010

Positive checks per 1000 population

Numbers of positive checks per 1,000 population in the most recent year (2010)

CY	11.6
SI	9.3
FR	6.0
BE	5.0
AT	4.5
PL	4.3
HU	4.3
PT	4.1
FI	3.9
EL	3.1
BG	3.0
IE	2.4
ES	2.0

LV	1.9
SE	1.8
DK	1.8
RO	1.7
GB	1.6
IL	1.2
SK	1.2
LT	1.1
NO	0.9
CZ	0.8
EE	0.7
IT	0.7

- Being checked for dring drink driving is the exception: maximum 1 in 5 drivers checked in one year
- Sartre (2007): Only 26% of drivers in the EU were checked
- Many drivers under the influence are hard core drinkers

ETSC Recommendations

- Adopt **zero tolerance** for drink driving
- Intensify **enforcement of laws** by setting **minimum targets for alcohol checks** of the driving population (e.g. one driver in 5 should be checked each year)
- Introduce **systematic breath-testing** in all Police checks related to driving or collisions
- Strengthen **rehabilitation programmes** and higher **penalties** to address recidivism
- Organise regular nationwide **campaigns raising awareness of drink-driving risk**
- Develop the **use of alcohol interlocks**



Drink Driving: Towards Zero Tolerance



Alcohol Interlocks

Where?



Monitoring and supervision of convicted drink driving offenders as a condition of license reinstatement.

Commonly known as Rehabilitation Programs as a reflection upon the behavioral rather than punitive nature of the programs.



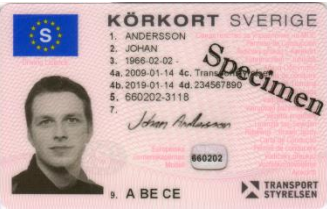
In commercial vehicles as an extension of the vehicle safety systems and demonstrate the company's commitment to both driver and public safety. Public fleets, awarded companies (Arriva Denmark)



Ban up to 2 years

Medical check

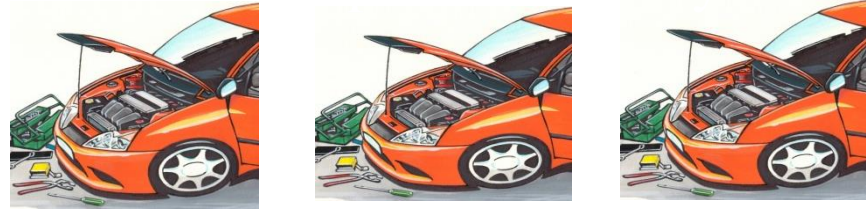
Application



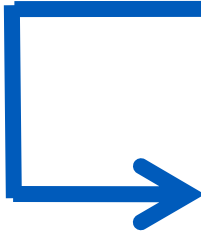
Conditional period 1 or 2 years



Conditional driver's licence



Application for a license without condition at the end of the period



Rehabilitation with monitoring is key!



A reliable device meeting Cenelec EN 50436-1 requirements

- Certified body installing the interlocks



A program manager

- A reporting process to the Authority
- A follow-up for the participants



- Alternative or/and Additional sanction?
Duration, regularity of meetings, level, costs, follow-up, support the participant

Framework to be adjusted: Recidivists/ High risk drivers/ First offenders?

Developing an effective program

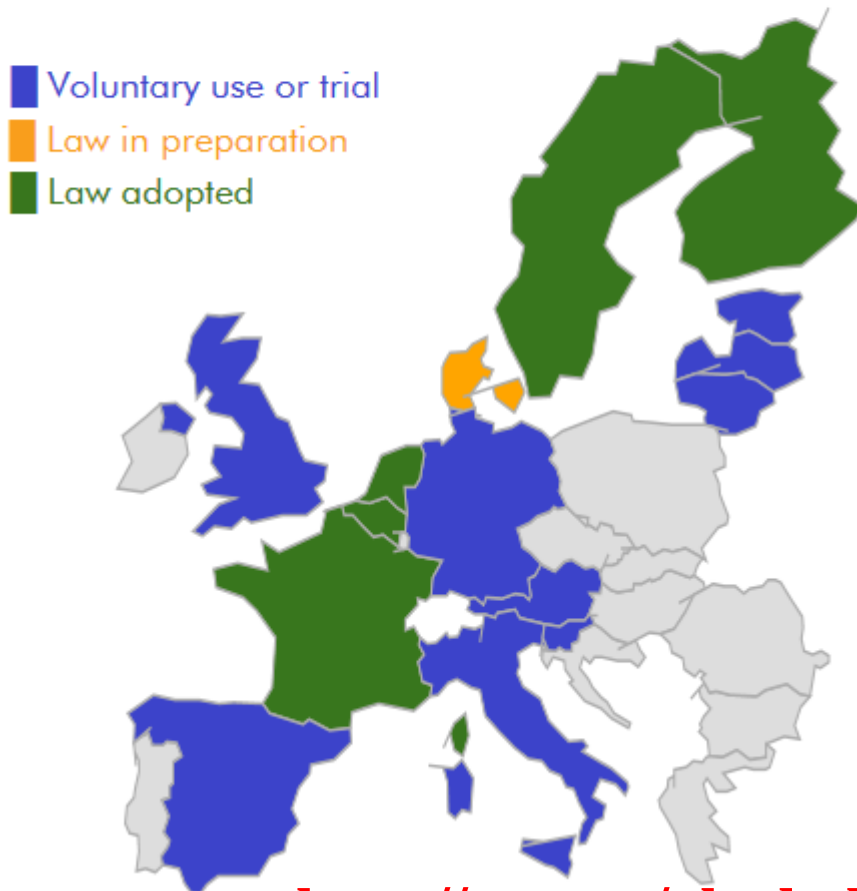
- A monitoring program to ensure technical maintenance, inspection and calibration equipment monthly or bimonthly, also including reporting of abnormal events to the agency providing the program management under the control of the authority concerned (Justice, administration of driver's license as appropriate).
- A reporting system visible on the driver's license stating that the driver is required to operate a vehicle equipped with the interlock, so as to prevent the use of another vehicle during the program.



ETSC Alcohol interlock barometer

Interlocks in the EU

December 2014



- Pilots
- Legislation
- Legislation implemented
- Good practices
- Over 15 EU countries



<http://etsc.eu/alcohol-interlock-barometer>

2014 European Commission study

- One of priorities of EU is prevention of driving under influence of alcohol. Commission wants to examine the possibility to make alcohol interlock devices mandatory for **certain categories of drivers or vehicles**.



Possible scope of measures:

- Compulsory installation in all motor vehicles or vehicles of certain type, e.g. heavy goods vehicles
- Compulsory installation in certain vehicles according to their use, e.g. school busses, dangerous goods trucks, taxis
- Compulsory use by specific user groups, e.g. multi offenders, problem drinkers
- And/or harmonisation of technical standards and other operational aspects



Alcohol interlocks: EU Agenda

1. Short Term:

- Introduce uniform standards for alcohol interlocks in Europe.
- Ensure vehicles can be retrofitted with alcohol interlocks
- Provide Member States with guidelines to introduce the technology in rehabilitation programmes and fleets.
- Voluntary fitment for fleet (buses, taxis, HVs)

2. Medium Term:

- Mandatory fitment for transport of children and in trucks and buses.
- Legislate alcohol interlocks for first time high level offenders and recidivists to help them distinguish drinking and drivin

3. Long-term:

Mandatory fitment for non-intrusive alcohol interlocks for all vehicles.



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Drink Driving:

Young Drivers and
Recidivist Offenders



Drink Driving Monitor

ETSC's Newsletter on Drink Driving Policy Development

Editorial

This 10th Drink Driving Monitor brings news from across Europe to help improve drink driving legislation and enforcement. It features news on changing or lowering the BAC limit in Ireland, Belgium and the UK, and existing enforcement practices in the Czech Republic, including carrying out a breath test every time a driver is stopped. Results from the 2014 survey are also presented from Austria and the UK. A new section on drink driving enforcement legislation and a legislation barometer is included.



Drink Driving: Towards Zero Tolerance



Drink driving in commercial transport



Survey Poll on Attitudes to

The 10th Drink Driving Monitor was published polling EU citizens on alcohol and drink driving. Key findings show that most EU citizens cannot give a correct answer to what the legal blood alcohol limit is in their country. Only a little over a quarter (28%) were able to give a correct answer. More than one third (35%) think that not drinking at all if you intend to drive is the safest option. There is a wide variation in attitudes across the Member States. The UK, with a Zero limit, tops the list with

75% of respondents able to answer correctly. Another question was on perceptions of risk. The majority of Europeans consider driving under the influence of alcohol to be risky but 14% would drive after more than two drinks in two hours. Such an amount would result in a blood alcohol concentration above the legal limit in most EU countries. More than half (62%) consider that one should not drive after two drinks in two hours. A considerable proportion (15%) thinks that not drinking at all if you intend to drive is the safest option. http://ec.europa.eu/health/alcohol/docs/ebs_331_en.pdf

ETSC News p.1 p.4

Alcohol Legislation Barometre p.2 p.5

