

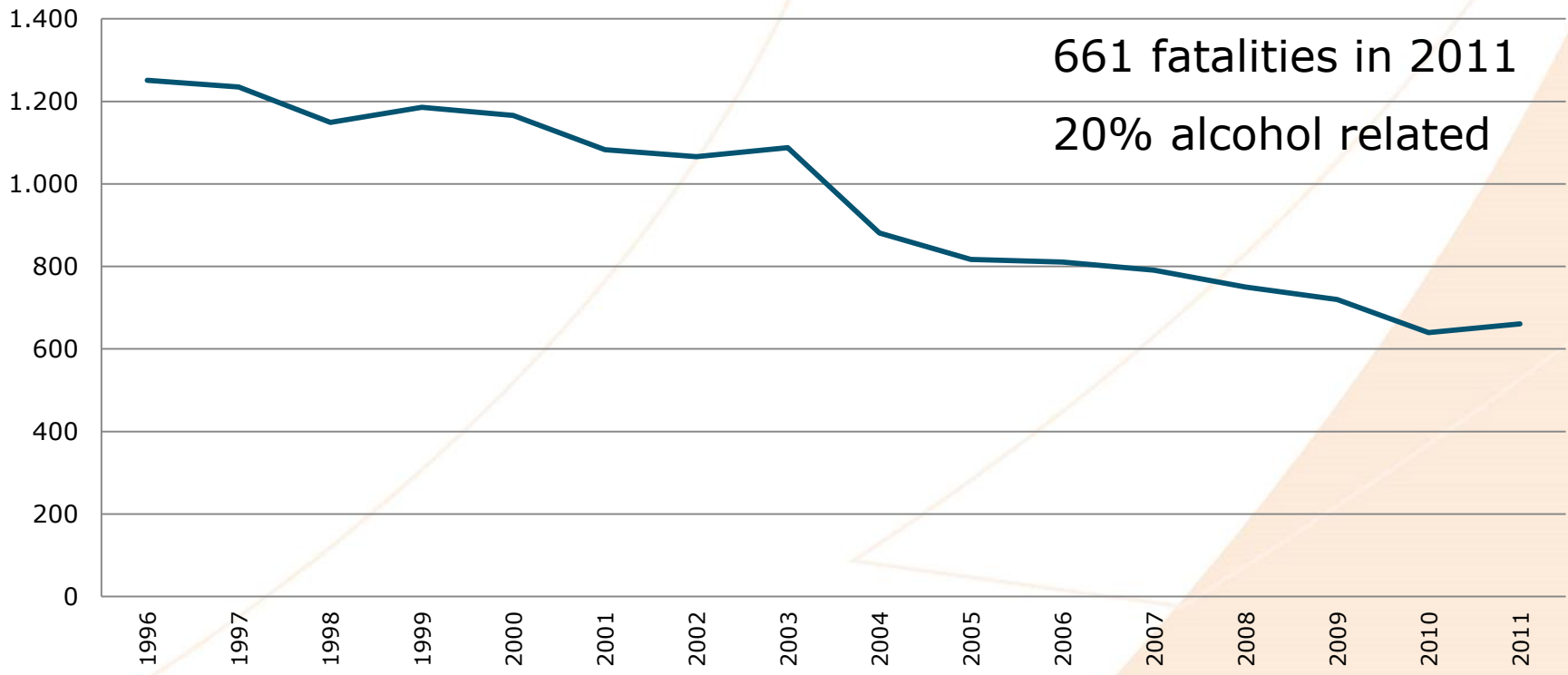


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## **Dutch Alcohol Interlock Program**

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# Road safety in the Netherlands



# Measures to combat drink driving

- **Prevention**

- Campaigns, like BOB campaign
- Alcohol limits: experienced driver 0,5 g/l  
novice driver 0,2 g/l

- **Prevention/Detection**

- Enforcement

- **Punishment**

- Fines,
- Disqualification to drive
- Jail

- **Administrative measures**

- Driver improvement programs: 1-day and 3-day trainingcourses
- Medical psychiatric assessment to determine alcohol addiction





## Legal framework since December 2011

Drink driver is stopped by police

Criminal Law: judge can impose sanctions

BAC < 1,5: Fine  
BAC > 1,5: Fine & disqualification from driving

Administrative Law: CBR always impose measures

BAC 0,8 – 1,3: Driver improvement program  
**BAC 1,3 – 1,8: Alcohol interlock program**  
BAC > 1,8: Medical psychiatric assessment, if not addicted than AIP



# The reason for Alcohol interlock program

- DUI = one of main causes of fatal accidents
- More drivers drive sober
- No downward tendency of drink-drivers >1,3 ‰
- They are responsible for 75% of all alcohol accidents
- We need a new instrument to tackle this group



“ Alcohol interlock program”



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# Organizations involved



## Ministry of Infrastructure and Environment:

- » Defined the set-up of the program
- » Responsible for legislation & regulations



## The Dutch driving license authority (CBR):

- » Designated by the Ministry to enforce the program
- » Responsible for support & monitoring program



## The Road traffic authority (RDW):

- » Designated by the Ministry to administer interlock data register
- » Responsible for type approval of interlocks
- » Responsible for approval of vendors and installers
- » Responsible for supervision



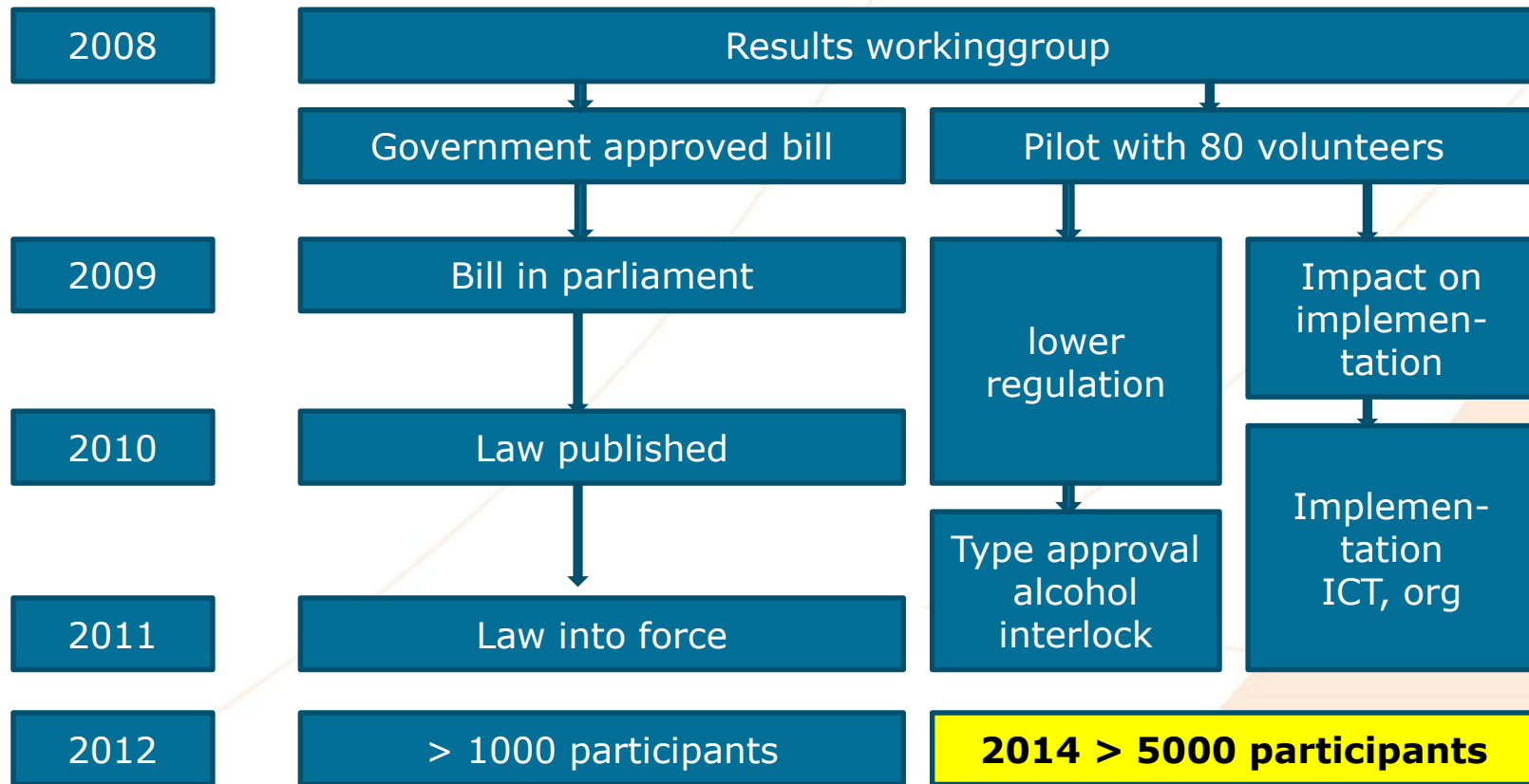
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## Set up of the AIP

- 2006-2007 Ministry of Infrastructure installed projectgroup with most important stakeholders and organised working groups:
  - Judicial aspects
  - Organisation
  - Set up of the program
  - Technical aspects
  - Costs
- Results of working groups were converted into advise and approved by Steering Committee. This was the basis for the law & regulation.



# From workinggroup to implementation



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# Features Dutch Alcohol Interlock Program

Mandatory program for:

- first offenders BAC > 1.3
- novice drivers BAC > 1.0
- Recidivists BAC 1.0-1.8 BAC

Not participating = 5 years no license

2 year program for all participants

Extended for drivers who can't separate drinking and driving

Mandatory regular datadownload, mandatory support program



# Obligations participants have to meet

- Pay for the program and alcohol interlock
  - €300 for the start of the program
  - €790 for the 2 year program and support
  - €177 prolonging the program after 2 years.
- Installing an interlock in the vehicle(s) he wants drive.
  - (only possible in passenger cars , in 2015 looking also to bus and trucks)
- Get a license with National alcohol interlock code 103
- Participate at support program within 6 months
- Data download every 6 weeks
- Comply with the other program conditions regarding maximum false initial tests, missed retests, fraude etc.



# Program conditions

- Feedback after data download every 6 weeks
- Less intensive data download regime for participants who show few failed initial tests (every 13 weeks)
- Participants with a lot of failed initial tests will be motivated to seek professional treatment
- Extended program for participants who continue to have failed initial tests
- Tampering or too many failed retests: participant will be expelled



# Program conditions

	First 6 months	Second 6 months	Third 6 months	Last 6 months
Initial test: Standard datadownload every 6 weeks	If max 3 initial tests > BAC 0,2, datadownload Every 13 weeks	If max 2 initial tests > BAC 0,2 datadownload every 13 weeks	If max 1 initial tests > BAC 0,2 Datadownload every 13 weeks	All initial tests have to be < BAC 0,2 otherwise AIP will be extended with 6 months
Retest	Allowed: maximum of 3 missed and/or too high retests. Consequence: early recall. More than 3: program will be ended and license invalidated			
Not paying	Program will be ended and license invalidated			
Manipulation	Program will be ended and license invalidated after irregularities concerning: <ul style="list-style-type: none"> <li>•Sealing of the interlock to the vehicle</li> <li>•The wiring from or to the interlock</li> <li>•The casing of the interlock or parts of it</li> <li>•The connection points between parts and to the vehicle</li> <li>•The software or configuration or setting or like</li> </ul>			



# Technical Requirements

- Only type-approved alcohol interlocks may be used

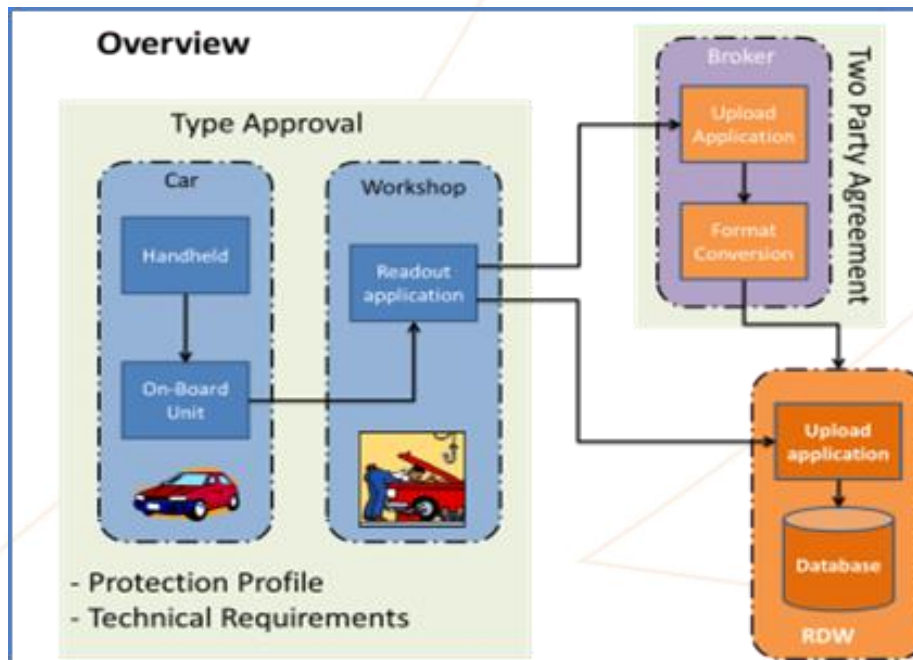


- Only vendors who meet requirements may supply alcohol interlocks for the Dutch program



# Technical Requirements

- Installers have to be approved by RDW.



- Although there may be multiple vendors, there will be 1 central interlock data register administered by RDW



# Type approval alcohol interlock

- Alcohol interlocks used in the program have to meet the following requirements which can be tested by accredited testlaboratories:
  - The EN 50436-1 (European CENELEC standard)
  - Additional requirements from EN 50436-2 and 3
  - Additional Dutch requirements e.g. regarding data security: protection profile

If the interlock meets these requirements it will be type-approved by RDW

## Practice:

- **At this moment the Dräger-alcohol interlock is type approved**
- **The protection profile will become part of the CENELEC standard**
- **(publication in 2015 EN-50436-6)**



## Mandatory support program

Objective: to learn participants to separate drinking & driving

- 3 group sessions to motivate the client, give information about physical and mental effects of alcohol
- Screening tool to advise participants with alcohol problems to search relevant treatment

Practical experience:

- Participants think it helps them to share experience and the value knowledge about effects of alcohol on their driving ability





# Implementation facts

- Driving license organisation imposed Ca. 14.500 AIP
- Circa 5000 persons have already installed the alcohol interlock (40%)

Possible reasons why persons doesn't participate:

- Don't have money at the moment, maybe later
- They have driving ban and have to wait several months before they can start with AIP
- Not interested?



## Implementation facts (2)

### Costs for 2 year program

- € 1290,-- Administrative costs and monitoring & support
- € 2500,-- Installation and data download (depends on the behavior of the participant)

### Reasons people drop out

- More than 3 missed retests
- Driving ban during AIP
- Participants stopped after damage of the car: total loss after accident.
- Manipulation.



## Frequently heard complaints

- It is a very severe measure: it costs a lot and comes on top of fine and disqualification of driving
- It is a measure based on administrative law, license authority cannot consider individual interests
- I don't have a car
- Why is not possible to install in a truck?
- It is not practical to go abroad, especially if you miss a retest and have to come back within 14 days



## Objection and appeal

- Circa 25% made a notice of objection against the decision AIP, ca. 500 in 6 months
- From the 500, 16 participants lodged an appeal against decision on notice of objection
- Till now all appeals were dismissed

### **Participants lodge an appeal against AIP because:**

- "AIP is a disproportional measure, it is a another punishment"
- "I was caught on moped, I was not aware I could get AIP"
- "I will lose my job because I am a truckdriver or it is not possible to install alcohol interlocks in all the cars I have to work with"
- "I am not a heavy drinker"



# Evaluation

- 3 years after the introduction results are evaluated and research into the practical working of the program:
  - Reasons of not participating (**cost** )
  - The feasibility of the decision rules (**more on the personal situation**)
  - Should we make possible for truckdrivers to install alcohol interlocks ( **Development is started.**)
- 5 years after the introduction results of research on effect of the program:
  - Recidivism of AIP compared to situation before introduction
  - Effect on alcohol related fatal traffic injuries
- Now: monitoring how it's going and solving things which are not working well



## Possible upcoming changes

- A light version of the (Dutch) alcohol interlock for HGV or busses, consisting of an immobilizer and repeat breath testing
  - Introduced 1-1-2016 or such earlier date as may be
- Returning of the BE driving license (trailers), because the introduction from the AI for HGV and busses
- The possibility to shorten the length of the program from 2 to 1,5 year, 80% of the people are doing very well after 6 month
- Better communication with the AI participant through an interactive website





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## Numbers based on 2014

	2008	2009	2010	2011	2012	2013
Traffic fatalities caused by alcohol:	150	144	128	132	130	114

- > 10 million drivers licenses
- > 800.000 of them have also a license for truck or bus (C1, C, D1 or D)  
Ca. 160.000 of them needs this license for their monthly income

The program runs from December 2011

- 14.500 decisions alcohol program
- Over 5000 installed alcohol interlocks

