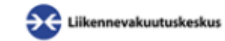




Drink Driving in the European Union

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Madrid, 24 September 2014



ETSC Activities



Monitoring EU transport safety policy



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



Bike Pal
Cycle Safety



Road Safety 'At'
Work and 'To' Work

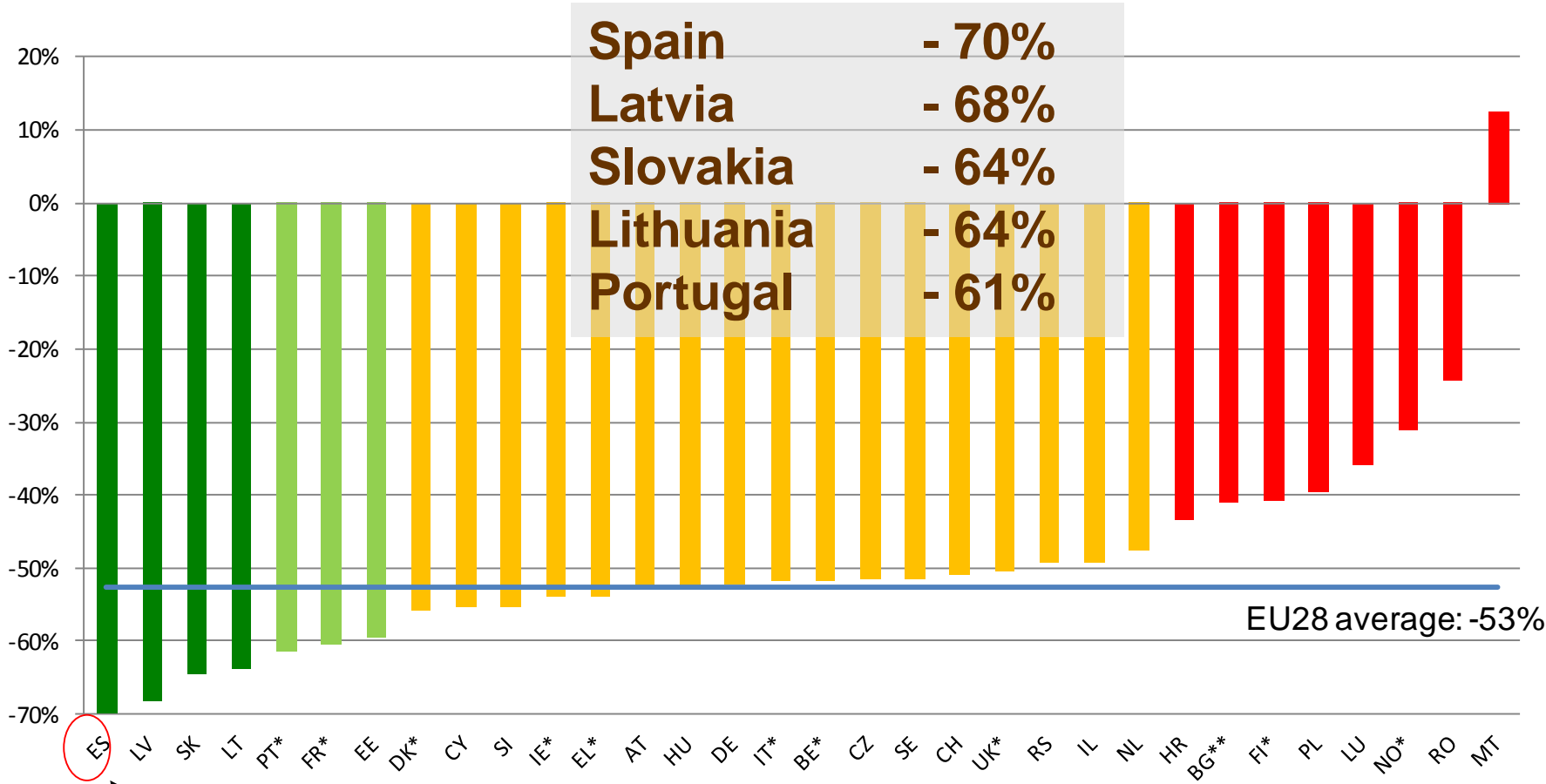


Sober Mobility
Across Road
Transport



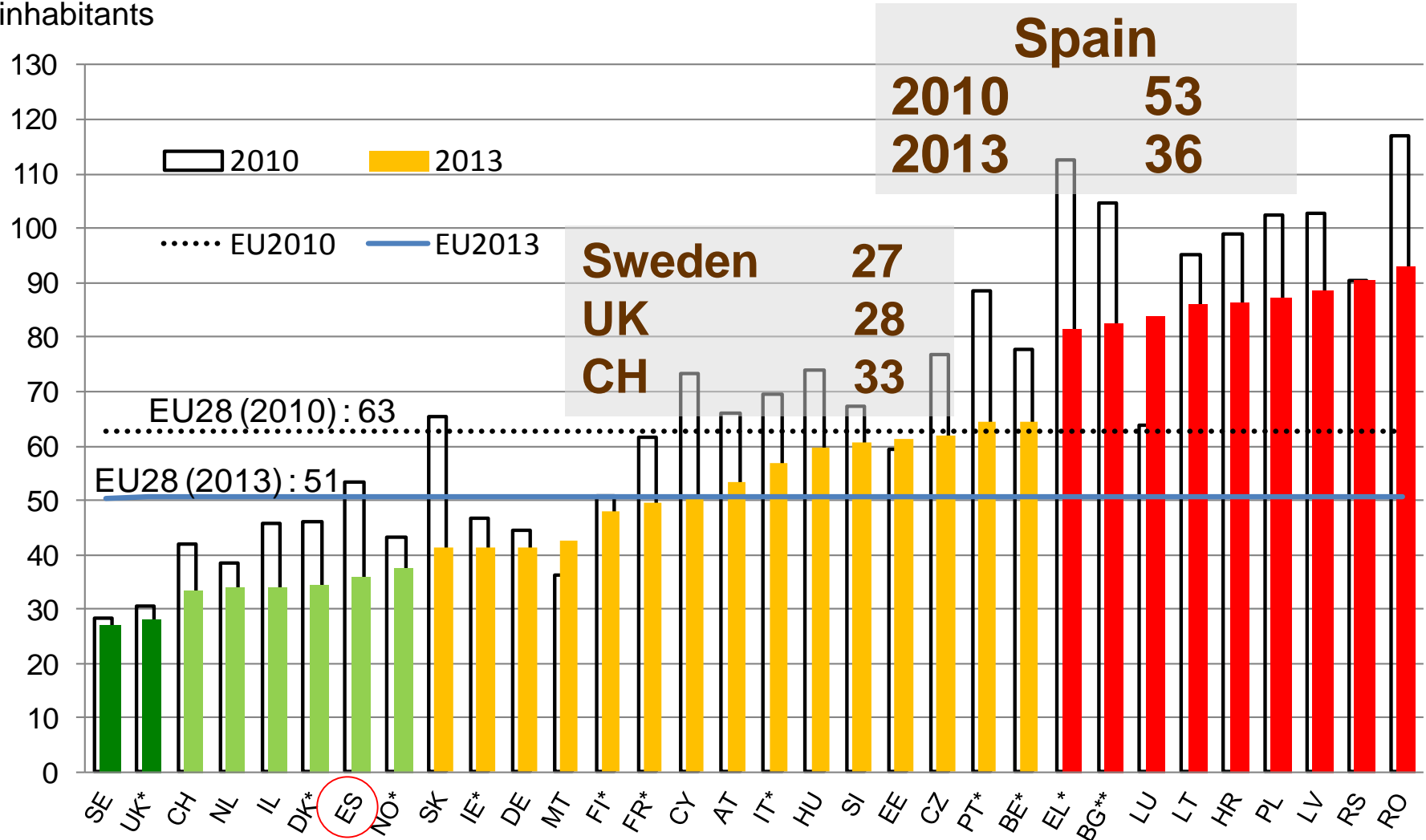
Safe & Sober
Campaign

Progress in reducing road deaths since 2001



Road Safety Performance

Number of road deaths per million inhabitants - No country with more than 100 deaths per million inhabitants



Drink driving in Europe

- Up to 2% of kilometres driven in the EU are driven with an illegal Blood Alcohol Concentration
- Of the 28,000 deaths in road collisions in the EU in 2012, less than 15% were attributed by Member States to drink driving
- But according to EC estimates, 25% of all road deaths across the EU are alcohol-related
- If so, ETSC estimates that around 6500 deaths would have been prevented yearly if all drivers had obeyed the law on drink driving

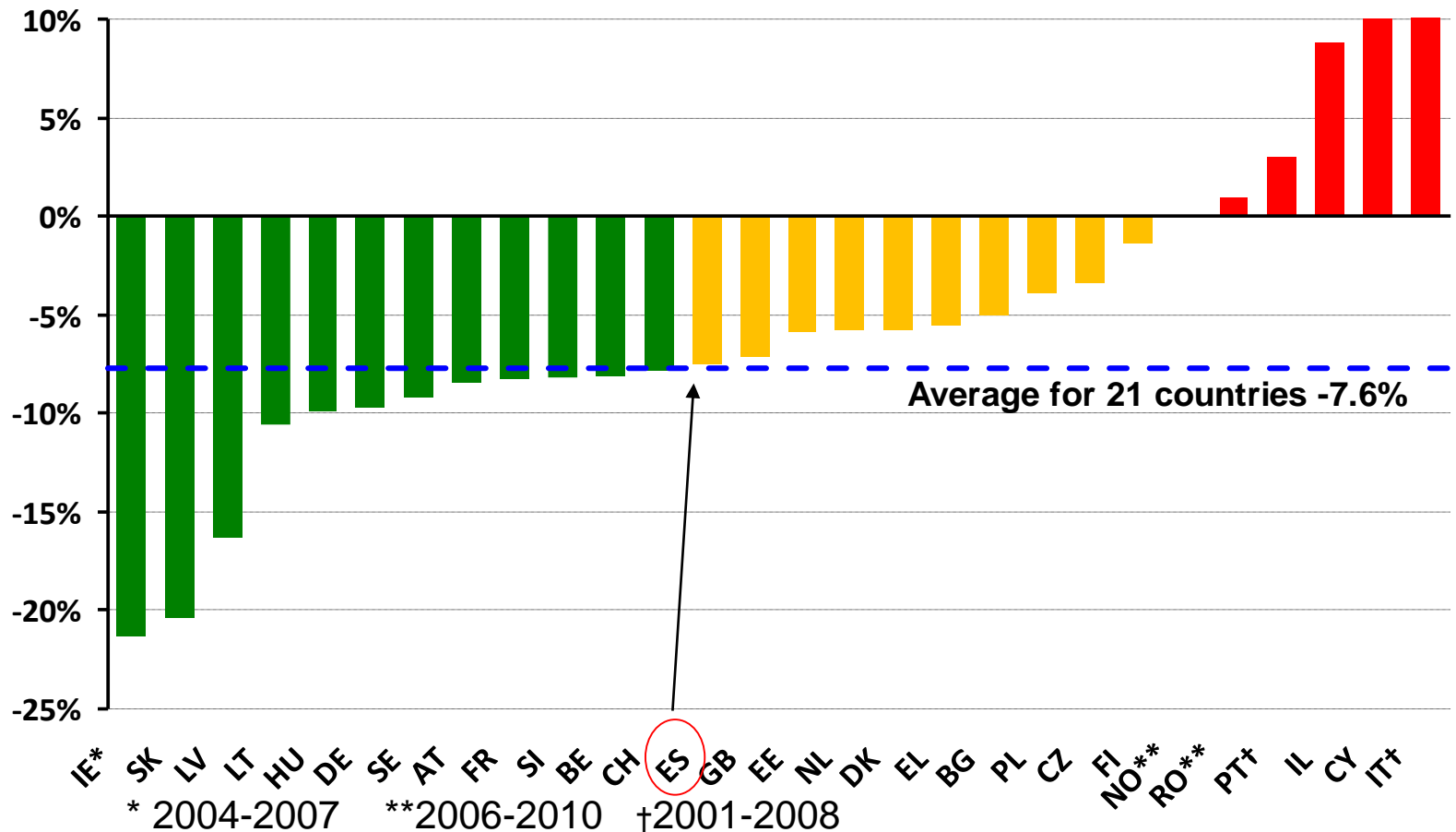


Attributing deaths to drink driving

- Each Member State has its own way of attributing a road death to drink driving
- In 2010, 7 countries attributed fewer than 6% while 5 countries attributed more than 30%
- So it is meaningless to compare numbers attributed to drink driving in different countries
- But we can look at how the numbers of deaths attributed to drink driving have changed over recent years

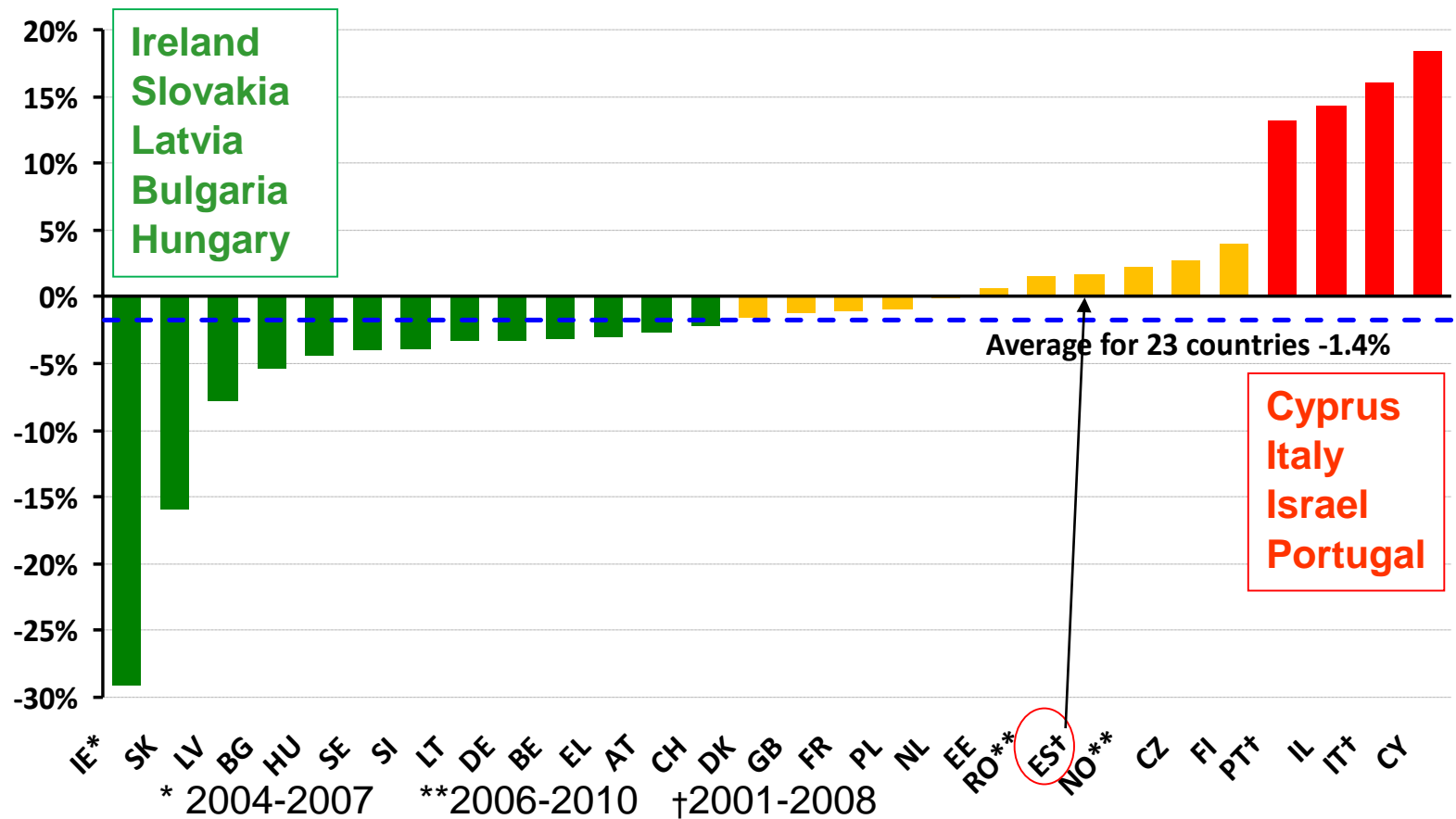
Reduction in drink driving deaths

Average annual percentage change in the number of road deaths attributed to drink driving from 2001 to 2010



Progress against drink driving

Difference between the average annual percentage reduction in deaths attributed to drink driving from 2001 to 2010 and the corresponding percentage reduction for other deaths



ETSC recommendations to the EU

- **Propose a Directive setting a **zero tolerance** for drink driving for **commercial and novice drivers****
- **Encourage Member States to prepare **national enforcement plans** with targets including drink driving**
- **Work towards **standardised definitions** of **drink-driving** and **alcohol-related collisions****
- **Introduce **uniform standards** for **alcohol interlocks** in the EU and help all Member States to introduce them**
- **Introduce alcohol interlocks firstly **for repeat offenders and professional drivers** and in due course in **non-intrusive form** for all vehicles**

Recommendations to Member States

- 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
- Introduce **rehabilitation programmes** and **higher penalties** to address recidivism
- Organise regular nationwide **campaigns raising awareness of drink-driving risk**
- Develop **use of alcohol interlocks** in rehabilitation

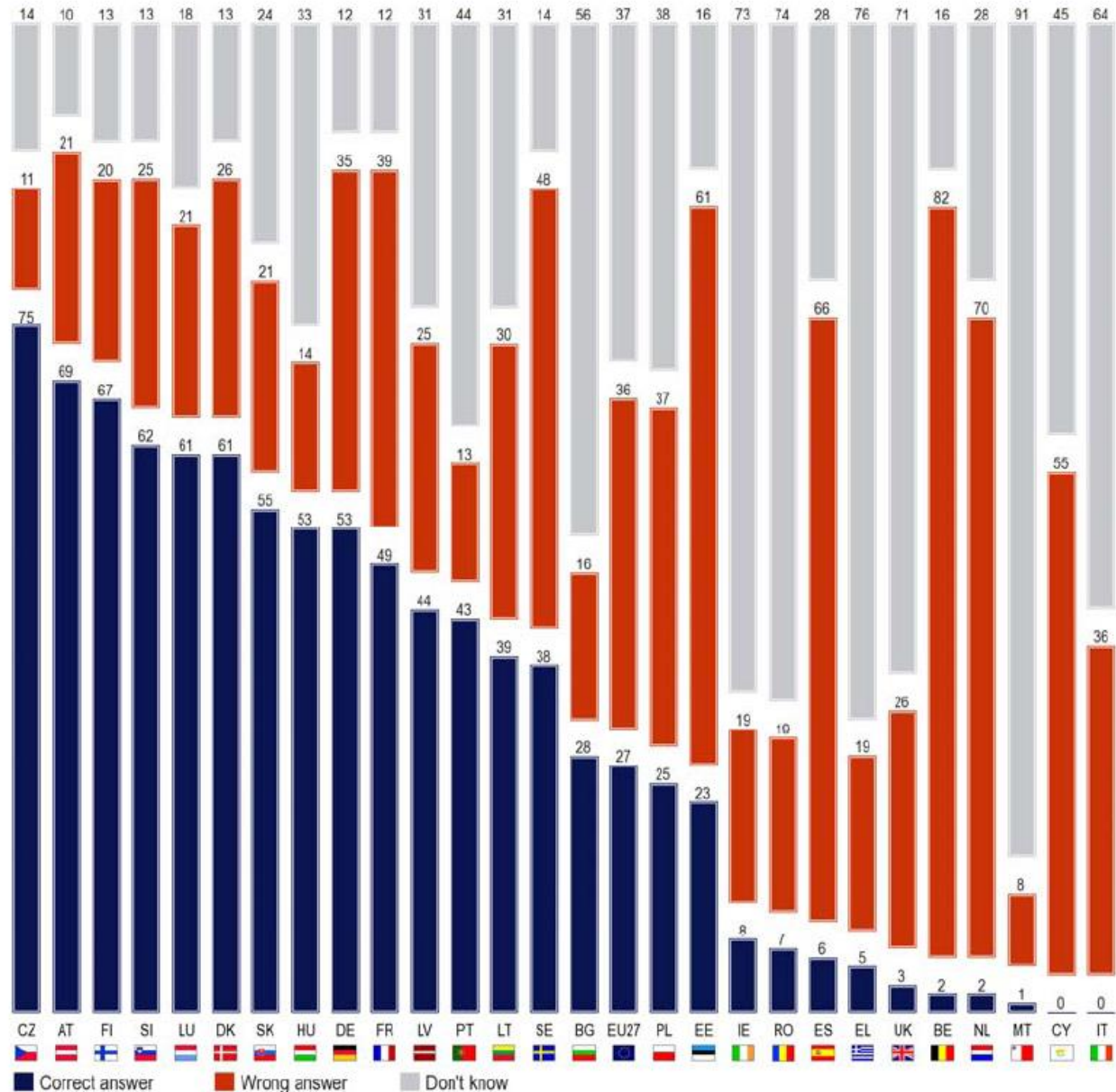
BAC limits across the EU

- 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



Drink driving enforcement

Numbers of roadside alcohol checks per 1,000 population and percentage above the legal BAC limit in the most recent year (usually 2010)

Country	Checks per 1,000 population	Percentage above legal limit	Country	Checks per 1,000 population	Percentage above legal limit
FI	429	0,9%	HU	120	3,6%
NO	367	0,2%	ES	114	1,8%
SE	287	0,6%	PT	106	3,8%
CY	217	5,3%	EE	105	0,7%
SI	198	4,7%	PL	88	4,9%
FR	173	3,4%	LT	40	1.7%
EL	161	2,1%	DK	36	6.7%
IE	126	1,9%	IT	27	2.5%
AT	122	3,7%	GB	14	11.6%
IL	122	1,0%			

Alcohol interlocks

- In rehabilitation programmes
 - High level and recidivist offenders
 - Alcohol addicted
- As a quality assurance mechanism in commercial transport
 - In school buses
 - Emergency
 - Day care transportation
 - Others



ETSC Alcohol interlock barometer

	Pilot project ongoing	Legislation in preparation	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use in commercial transport
Austria	X				X	X
Belgium			X	X		X
Denmark				X	X	
Finland			X	X	X	X
France			X	X	X	
Germany	X	X		X		X
Netherlands			X	X		
Norway		X		X		X
Sweden			X	X	X	X
Switzerland		X		X		
UK						X

Key elements



- 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

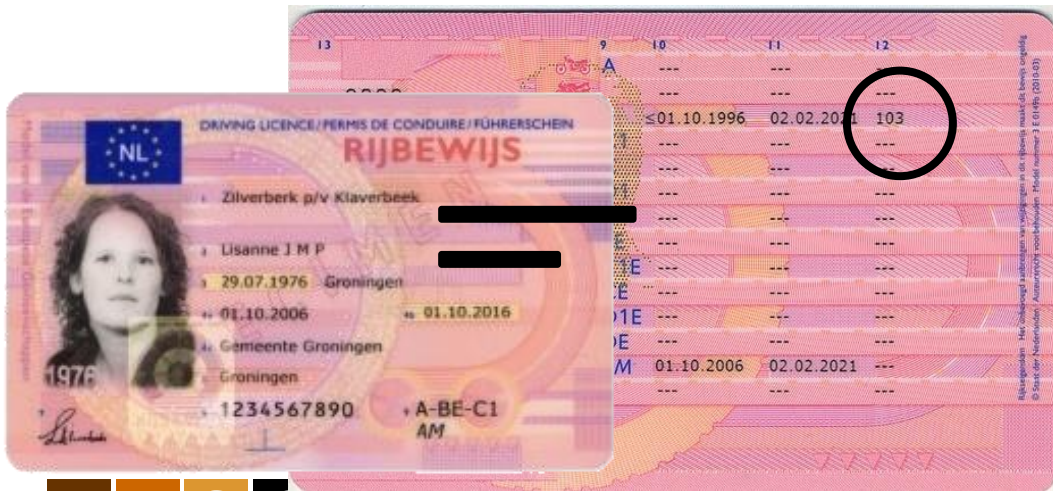


- Alternative or/and Additional sanction? Duration, regularity of meetings, level, costs, follow-up, support the participant

← 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.



Council conclusions

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)”

EP Report on Road Safety

“Recommends, as a reintegration measure, the fitting of alcohol interlocks to the vehicles of road users who already have more than one drink-driving conviction”

“Recommends that fitting of alcohol interlocks (...) 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 alcohol interlocks, including the relevant specifications for its technical implementation”

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



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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 UK, existing enforcement practices in the Czech Republic and France are under review, with 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 results from a summer campaign on drink driving enforcement by TISPOL and the latest alcoholock 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 giving the correct answer. Another quarter (25%) gave an incorrect answer, with 14% giving an answer under the legal limit. The majority of respondents (62%) considered drinking two drinks in two hours would result in a blood alcohol level above the legal limit in their country. Half (50%) considered drinking one drink after two drinks would result in a blood alcohol level above the legal limit in their country. If you are interested in the full report, please visit http://ec.europa.eu/transport/policies/road_safety/331_en.pdf

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Drink Driving:

Young Drivers and Recidivist Offenders



Drink Driving: Towards Zero Tolerance