



European
Commission

Drink Driving

SMART PROJECT (ETSC and CNAE)

Madrid 24 September 2014

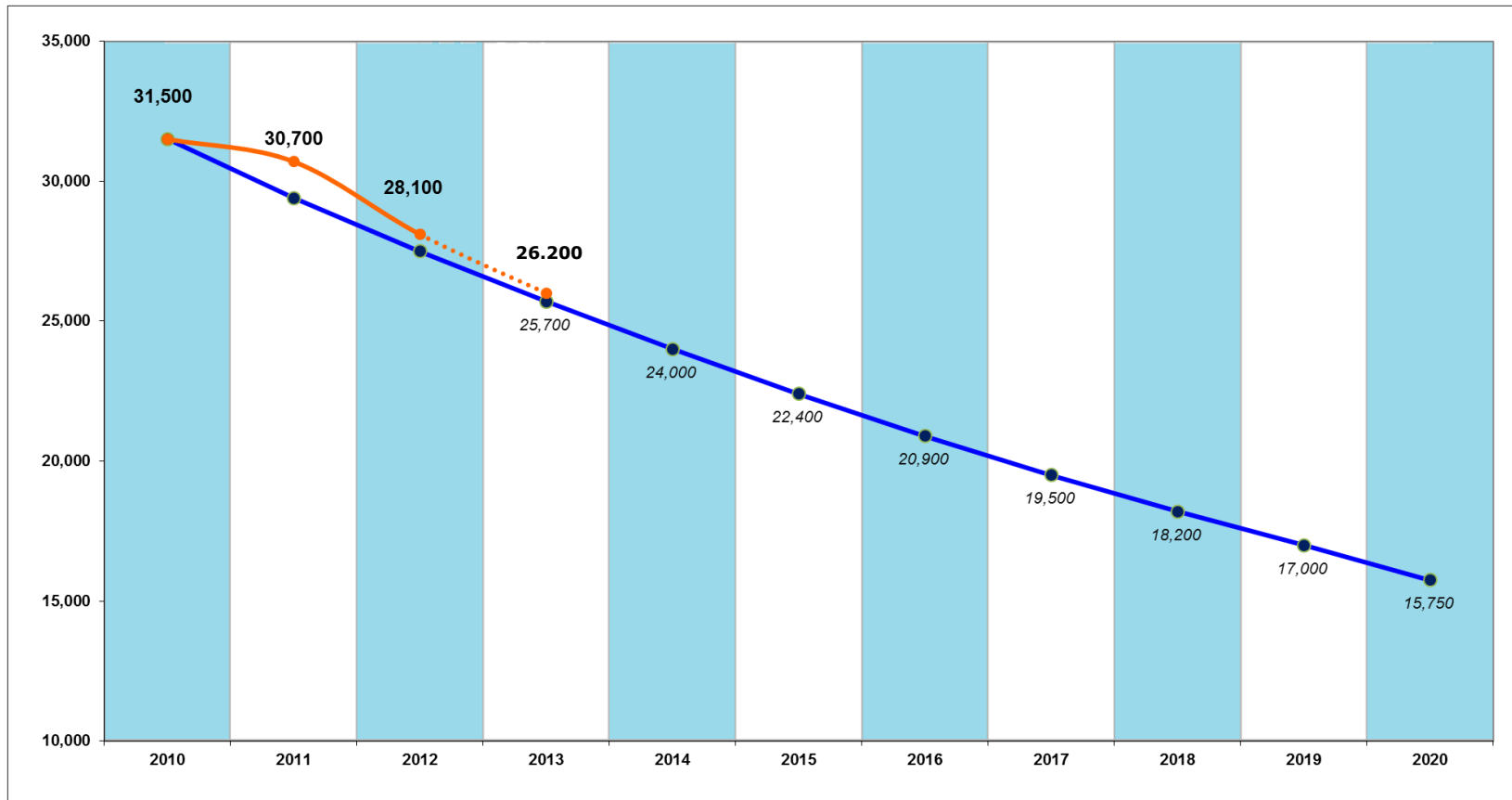
EU Policies

Espen Rindedal

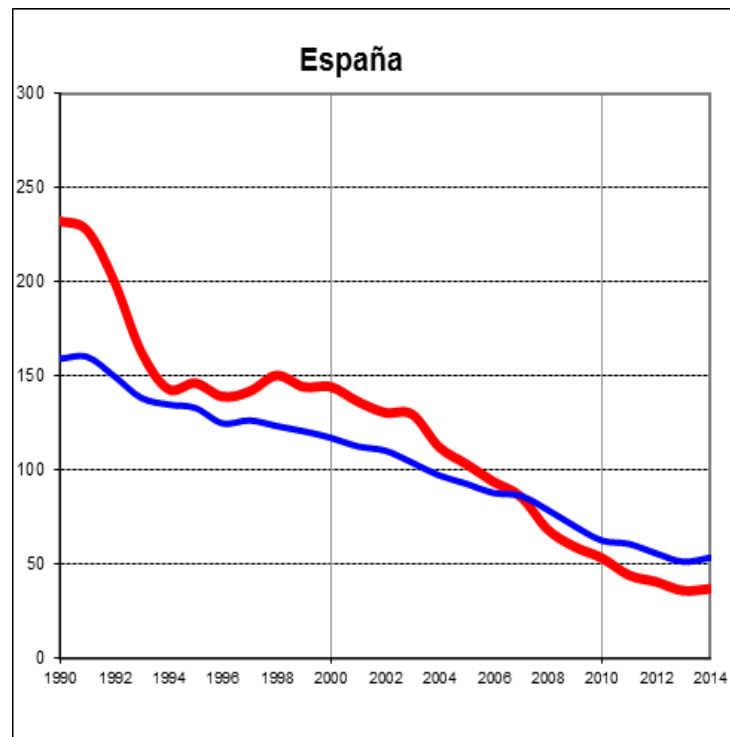
Road Safety Unit

DG MOVE

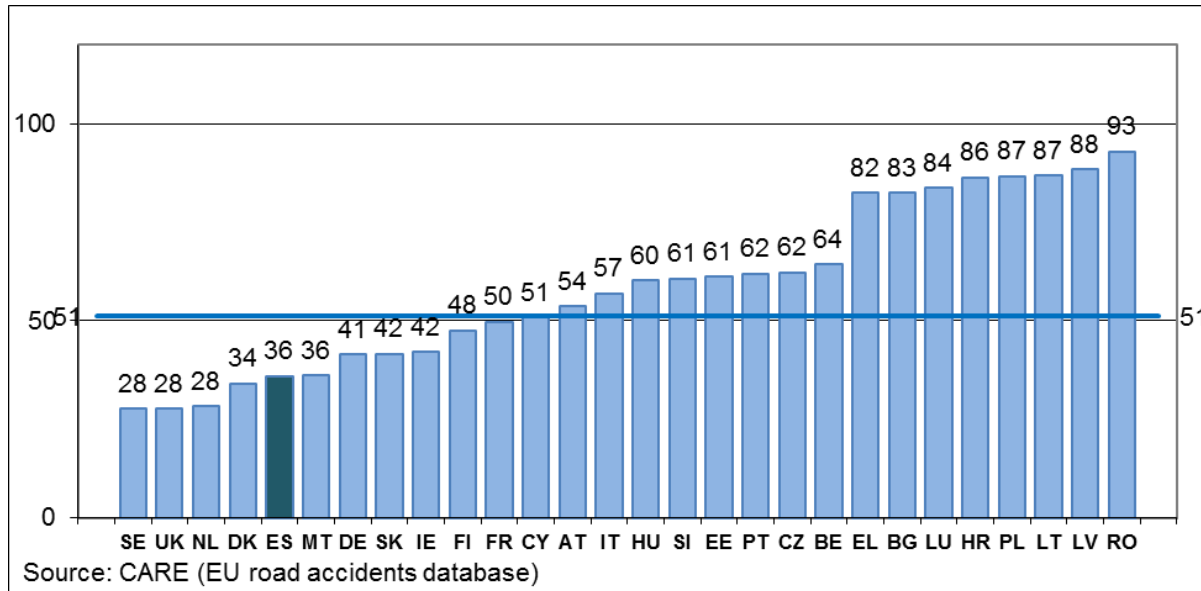
Road fatalities in EU-28 2010-2020



Fatalities by population for Spain (in red) , evolution 1990-2013 (compared to EU average in blue)



Number of fatalities per million inhabitants 2013 (EU average 51)



Alcohol and road safety

Quantifying the problem

Results from DRUID www.druid-project.eu

| Blood alcohol content | Weighted mean across 12 countries (%) | Range |
|-----------------------|---------------------------------------|---------------|
| ≥ 0.1 g/l | 3.5 % | 0.15 – 8.59 % |
| ≥ 0.5 g/l | 1.5 % | 0.07 – 5.23 % |
| ≥ 1.2 g/l | 0.4 % | 0.01 – 1.47 % |

| Illicit drug groups | Weighted mean across 13 countries | Range |
|---------------------|-----------------------------------|--------------|
| All drugs | 1.9 % | 0.2 – 8.2 % |
| THC | 1.32 % | 0.0 – 5.99 % |
| Cocaine | 0.42 % | 0.0 – 1.45 % |
| Amphetamines | 0.08 % | 0.0 – 0.38 % |
| Illicit opioids | 0.07 % | 0.0 – 0.3 % |

Alcohol and road safety Quantifying the problem

TISPOL organised a pan European operation between 9 and 15 December 2013 in 31 countries. The police conducted **1,141,058** roadside breath tests for alcohol, of which **15,305** were positive.

1.34 % of drivers under the influence of alcohol

<https://www.tispol.org/news/articles/results-tispol-december-alcohol-and-drug-enforcement-operation>

Alcohol and road safety

Quantifying the problem

Definition of alcohol related fatalities:

Fatalities resulting from an accident where at least one of the drivers/users (pedestrians) involved had an illegal BAC (blood alcohol concentration)

Accident related fatalities are estimated to be between **19.8% and 27.8% ***

* Study on the prevention of drink-driving by the use of alcohol interlock devices
Final Report

Table 2.5 Share of road deaths attributed to alcohol

| Country | Legal BAC limit | Official statistics | Official statistics | Official statistics |
|-----------|-----------------|---------------------|---------------------|---------------------|
| | | 2005 | 2008 | 2010 |
| BE | 0.5 g/L | 3.5% | 5.7% | 4.7% |
| BG | 0.5 g/L | 4.9% | 4.2% | na |
| CZ | 0.0 g/L | 5.5% | 7.9% | 13.5% |
| DK | 0.5 g/L | 25.7% | 22.9% | 25.1% |
| DE | 0.5 g/L | 11.2% | 11.7% | 9.4% |
| EE | 0.2 g/L | 37.9% | 41.7% | 30.0% |
| EL | 0.5 g/L | 10.7% | 7.5% | 7.0% |
| ES | 0.5 g/L | 28.2% | 28.0% | 31.0% |
| FR | 0.5 g/L | 28.8% | 28.3% | 30.8% |
| IE | 0.5 g/L | 29.8% | n.a. | n.a. |
| IT | 0.5 g/L | 2.0% | 4.3% | n.a. |
| CY | 0.5 g/L | 22.5% | 23.2% | 43.3% |
| LV | 0.5 g/L | 21.7% | 18.4% | 10.1% |
| LT | 0.4 g/L | 13.7% | 11.0% | 10.7% |

EU Policy concerning **drink driving**. Alcohol interlock study

Conclusion: An estimated 20-28% of the road fatalities in the EU is related to alcohol use.

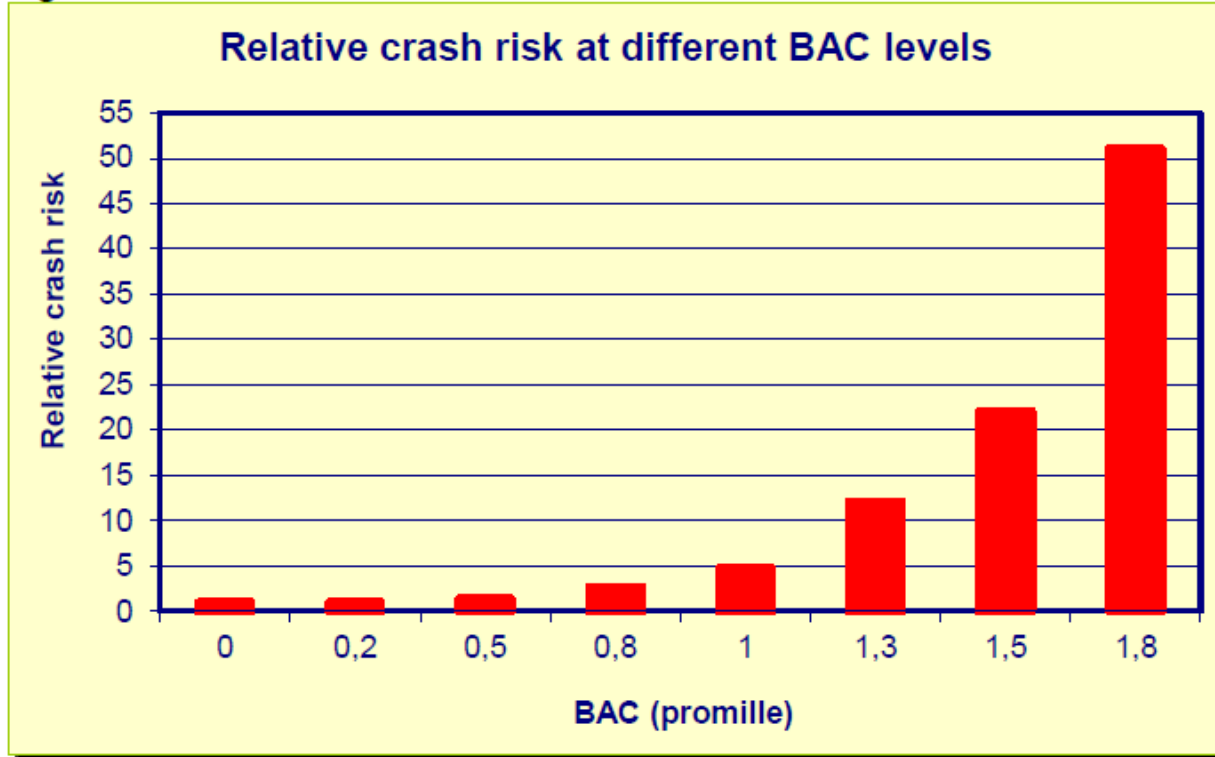
Drivers with high BAC's are involved in almost $\frac{3}{4}$ of all alcohol crashes with seriously injured drivers.

It is assumed that the contributing effect of alcohol in serious and fatal crashes will not be that much lower than the 25% in which alcohol is involved.

Alcohol and road safety

Quantifying the problem

Figure 2.2 Relative crash risk at different BAC levels.



Source: Blomberg et al. (2005)

Alcohol and road safety. Social perception

SARTRE IV (Social Attitudes to Road Traffic Risk in Europe)

Survey based on 21,280 interviews in 19 countries provides interesting information on concerning the perception of risk. Road users are aware of alcohol risks

- **94%** of car drivers believe drink driving substantially increases the risk of an accident
- **87%** of road users interviewed chose drink driving as one of the factors 'often' the cause of drivers being involved in an accident
- **69%** of car drivers report they do not drive after taking even a small amount of alcohol

Alcohol and road safety. Measures to prevent drink driving

Driver

- **Training and testing**
- **Awareness raising campaigns**
- **Enforcement and sanctions**

Vehicle

- **Alcohol interlocks**

Policy orientations on road safety 2011-2020

Quantitative target:

- 50% reduction of number of road fatalities by 2020, starting from 2010

3 Pillars

A common European road safety area

An integrated approach with other policies (health, environment, employment, etc.)

Shared responsibility (EU, national, local...)

7 Strategic Objectives:

Education and training

Compliance with road traffic rules

Safer road infrastructure

Safer vehicles

Intelligent Transport Systems (ITS)

Emergency and post-injuries services

Vulnerable road users

Policy orientations on road safety 2011-2020

Objective n° 2. Increase compliance with road traffic rules

Enforcement is a key factor to reduce road casualties:

Cross-border enforcement of road traffic offences

Vehicle technology

- **E.g. alcohol interlocks**

***Member States to establish national plans including
enforcement objectives***

EU Policy concerning **drink driving** **Behaviour**

In 2001 the European Commission issued a recommendation on maximum alcohol blood content when driving a motor vehicle.

The recommended maximum values are:

- **0.5 g/l** for the general driver and
- **0.2 g/l** for novel drivers or drivers of bigger vehicles.

EU Policy concerning **drink driving Behaviour**

Cross-border enforcement directive

Allows pursuing serious traffic offences committed by drivers of a car which is registered in an EU Member State different than the one where they were detected

- ***Driving under the influence of alcohol or drugs are two of these serious offences***

EU Policy concerning **drink driving**

*EU commissions **studies** and funds **research** or **actions promoting** concerning road safety where **drink driving** is addressed*

- **PRAISE**
- **SARTRE (IV)**
- **DRUID**
- **European Road Safety Charter**

EU Policy concerning **drink driving**

Alcohol interlock study. Objectives

- **Assess the fitting of alcohol interlock devices as a means to prevent drink driving:**
 - Safety benefits, cost-benefit analysis
 - Consult stakeholders
 - Recommend measures

EU Policy concerning **drink driving**

Alcohol interlock study. Cost-benefit analyses

- **Promotion of best practices, exchange of information**
- **Technical harmonisation: e.g. standardisation of vehicle connection**
- **Generalise in EU alcohol interlocks for BAC offenders**
- **Mandatory fitting under type approval for heavy goods vehicles**
- **Mandatory fitting under type approval for buses and coaches**
- **Mandatory fitting under type approval for all passenger cars**

EU Policy concerning **drink driving**

Alcohol interlock study. Recommendations

- Exchange knowledge and best practices among Member States;
- Harmonise technical requirements and cross border aspects of the use of alcohol interlocks;
- Draft guidelines on alcohol interlocks for high BAC offenders;
- Stimulate the development of new generation alcohol interlocks with a view to future compulsory installation ex-factory in specific groups of vehicles, like commercial goods vehicles.

<http://ec.europa.eu/roadsafety>



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MOBILITY AND TRANSPORT

Road Safety

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USERS

- Children
- Cyclists
- Elderly drivers
- Motorcyclists and mopeds users
- Novice drivers
- Pedestrians
- Professional drivers

TOPICS

- Behaviour
- Vehicles
- Infrastructure
- Serious injuries
- Dangerous goods

GOING ABROAD

Traffic rules at a glance

SPECIALISTS

ENGLISH ONLY
EU road safety policy

- Toolbox: manuals and best practices
- Projects
- Statistics
- Road safety knowledge base
- Funding

USEFUL LINKS

- Policy orientations on road safety 2011-2020
- European Road Safety Charter
- Road Safety Observatory
- Car registration