

Drug Driving in Europe: Policy Measures for National and EU Action

Regulating Drug Driving to Protect All Road Users

Paris, 10 May 2019

ANTONIO AVENOSO
ETSC EXECUTIVE DIRECTOR



European Transport Safety Council



ETSC

- ✓ A science based approach to road safety
- ✓ Secretariat in Brussels
- ✓ 60 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

ETSC NETWORK



ETSC ACTIVITIES



Road Safety Performance Index (PIN)

REVIVE
IMPROVING POST-COLLISION
RESPONSE AND EMERGENCY
CARE IN EUROPE

PRAISE
Road Safety



DRUG DRIVING

SMART
SOBER MOBILITY ACROSS ROAD TRANSPORT

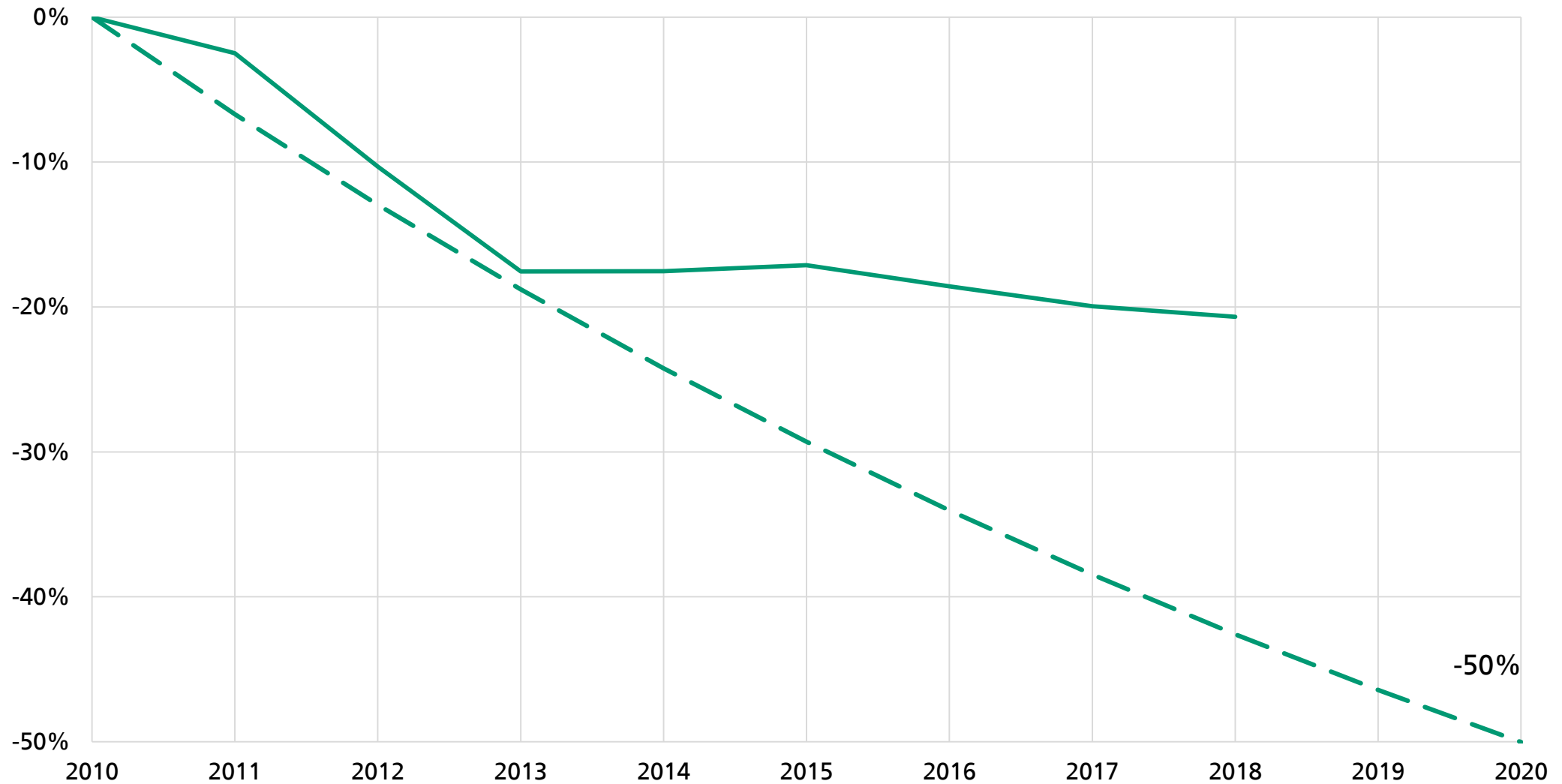
SAFE
SOBER

FOR EUROPEAN ROADS

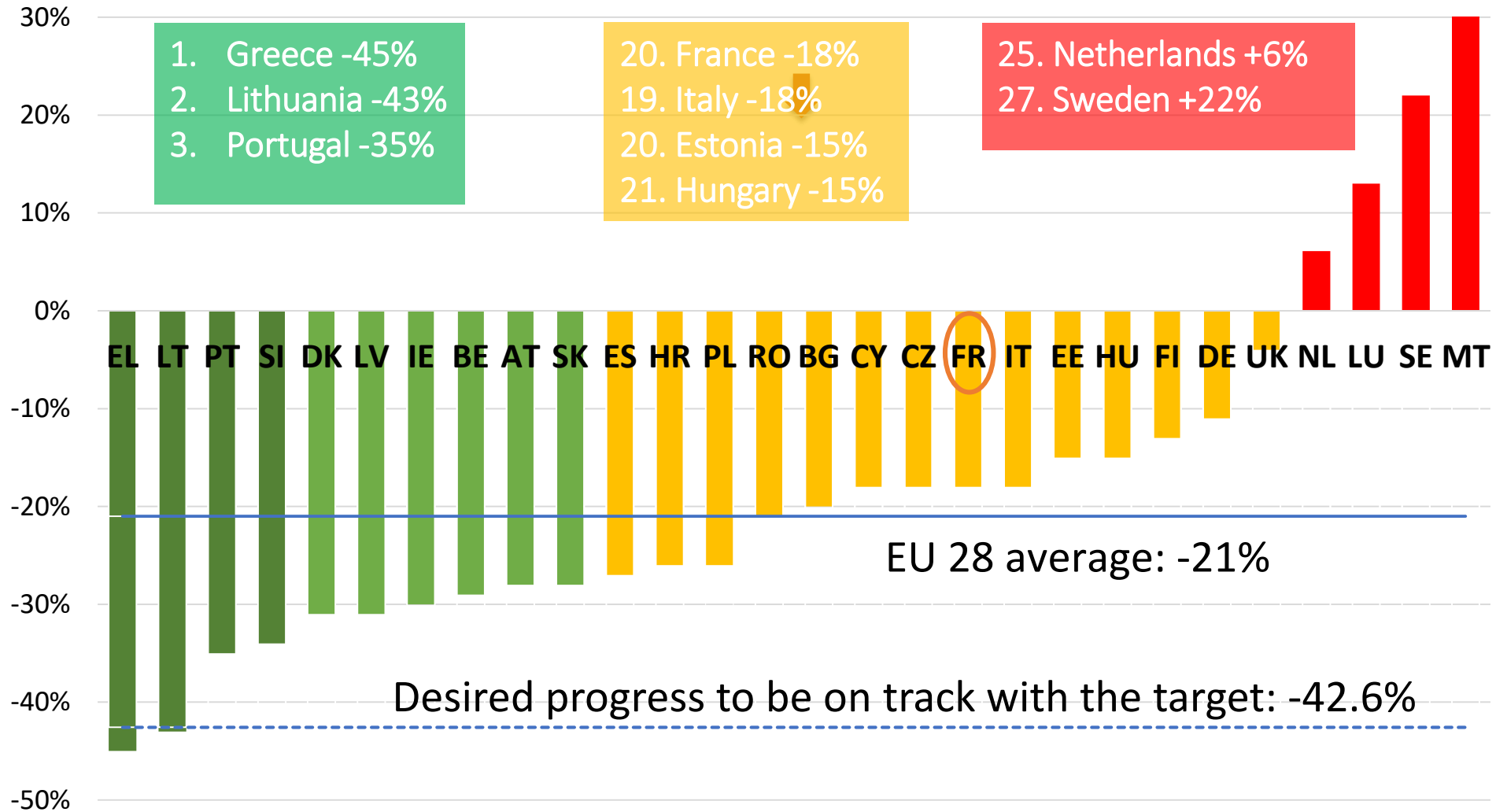


**2014-2018
bad years
for road
safety**

CHANGE IN ROAD DEATHS (%) 2010-2018



RELATIVE CHANGE (%) IN ROAD DEATHS 2010-2018



Data source: European Commission

25,300

people died in road
traffic in the EU in
2018

INTRODUCTION

- What do we mean by psychoactive drugs?
 - Illicit and Licit (medicines)
- Psychoactive drugs have a negative effect on the ability to drive
 - Cognitive behaviour
 - Psychomotor functioning
- Drug driving is not as well understood as drink driving
 - A wide variety of substances: illicit and licit, established and emerging
 - Less prevalent than drink driving: less information
- Our knowledge is growing, but still limited
 - Need more knowledge of drug driving and how to prevent it

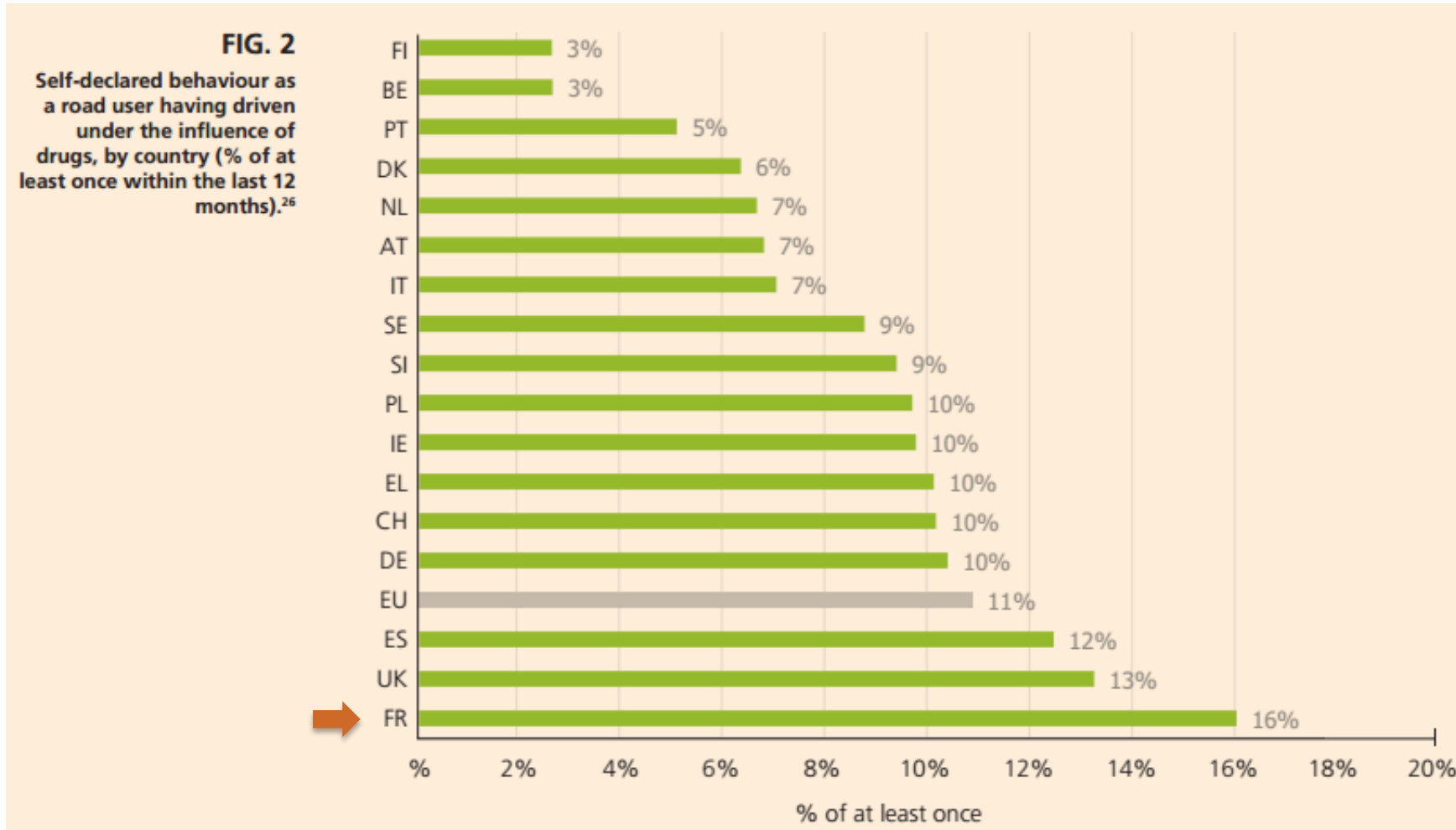


HOW MANY PEOPLE ARE USING DRUGS?

- General Population:
 - 25% of 15-64 year olds in EU have tried illicit drugs at some point
- Driving population:
 - 1.9% found with illicit drugs/1.36% found with licit drugs (DRUID)
 - Self reporting figures are higher:
 - 11% said they had driven after using illicit drugs at least once in past year
 - 22% said they had driven after using medication (with a driving warning)
- What factors affect this?
 - Age/Gender



SELF-DECLARED BEHAVIOUR



(Achermann Sturmer, Y. (2016). Driving under the influence of alcohol and drugs. ESRA thematic report no.2. ESRA project (European Survey of Road users' safety attitude). Bern, Switzerland: Swiss Council for Accident Prevention, p22.)

COUNTERMEASURES

1. Legislation and Enforcement

I. Legal limits/'per se' laws

- Establish a fixed substance limit – similar to BAC levels. Any driver detected with a substance reaching or exceeding the legal limit is considered to have broken the law.

II. Zero tolerance laws

- Set legal limits with a concentration set at the lab limit of detection. Any driver with a detectable amount of a relevant substance is considered to have broken the law.

III. Impairment legislation

- In each case it must be proven that the skills of the driver were adversely affected by a specific drug. Signs of impairment are usually observed and recorded by the police when they stop a driver.

COUNTERMEASURES

1. Legislation and Enforcement

- Penalties

- Withdrawal of the licence
- Fines
- Prison



- Unlimited fine
- Up to 6 months in prison
- Minimum one-year ban

- Enforcement

- Legislation *needs* to be enforced
 - Roadside screening
 - Post-collision forensic testing

COUNTERMEASURES

2. Education and Campaigns

- In school, the workplace and in public
- Targeting high risk groups
 - Young people (school, social media)
 - Males
- Helps to increase social disapproval
- Education for professionals particularly important
 - Healthcare/policymakers/legislators/judiciary



COUNTERMEASURES

3. Rehabilitation and Healthcare

- **Drink driving schemes used as a basis**
 - Shown to be effective and reduce recidivism
 - Help restore mobility in a safe way
 - Little evaluation of drug driving schemes
- **Healthcare strategies**
 - Dealing with general drug use
 - Relationship between medical professionals and licensing authorities

In 2014 Denmark extended drink driver rehabilitation to drug drivers

- Four three-hour classes
- €430
- Must complete to regain licence



- Forbidden to pass on information
- Compulsory to pass on information
- Drug dependent drivers must pass on themselves



RECOMMENDATIONS

For action at
national and
EU level

1. Legislation and Enforcement

- A zero tolerance system for illicit psychoactive drugs
- Consider the potential ramifications of drug legalisation on drug driving
- Development by the EC of common standards for roadside drug driving enforcement
- Ensure police forces are properly trained in when and how to perform drug screening

2. Education and Campaigns

- Incorporate drug driving education into school based road safety initiatives, alongside drink driving education
- Target education and campaigns at high risk groups
 - Young males
- Incorporate the issues relating to psychoactive drugs and their effects into professional driver education

3. Rehabilitation Programmes

- Integrate rehabilitation schemes in the national countermeasures system
 - Drug offenders should be treated separately from alcohol offenders
 - Distinguish between non-addicts and addicts
- Assessment and rehabilitation should be regulated according to criteria/common standards
- Licence reacquisition for known drug users could be regulated
 - Different approaches across Europe

4. Research and Data Collection

- Research into the effects of common psychoactive drugs on driving behaviour must continue
 - Countermeasures must remain fit-for-purpose and keep in line with evolving drug use and drug driving behaviours
- Research into the effects of new psychoactive substances on driving behaviours
- Research into the effectiveness of countermeasures
- Continue investing in development of detection technology
- Encourage greater and improved monitoring of drug use in traffic
 - Standardise monitoring methods
 - Standardise and maximise post-collision data collection

THANK YOU!



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Antonio Avenoso
Executive Director
antonio.avenoso@etsc.eu

