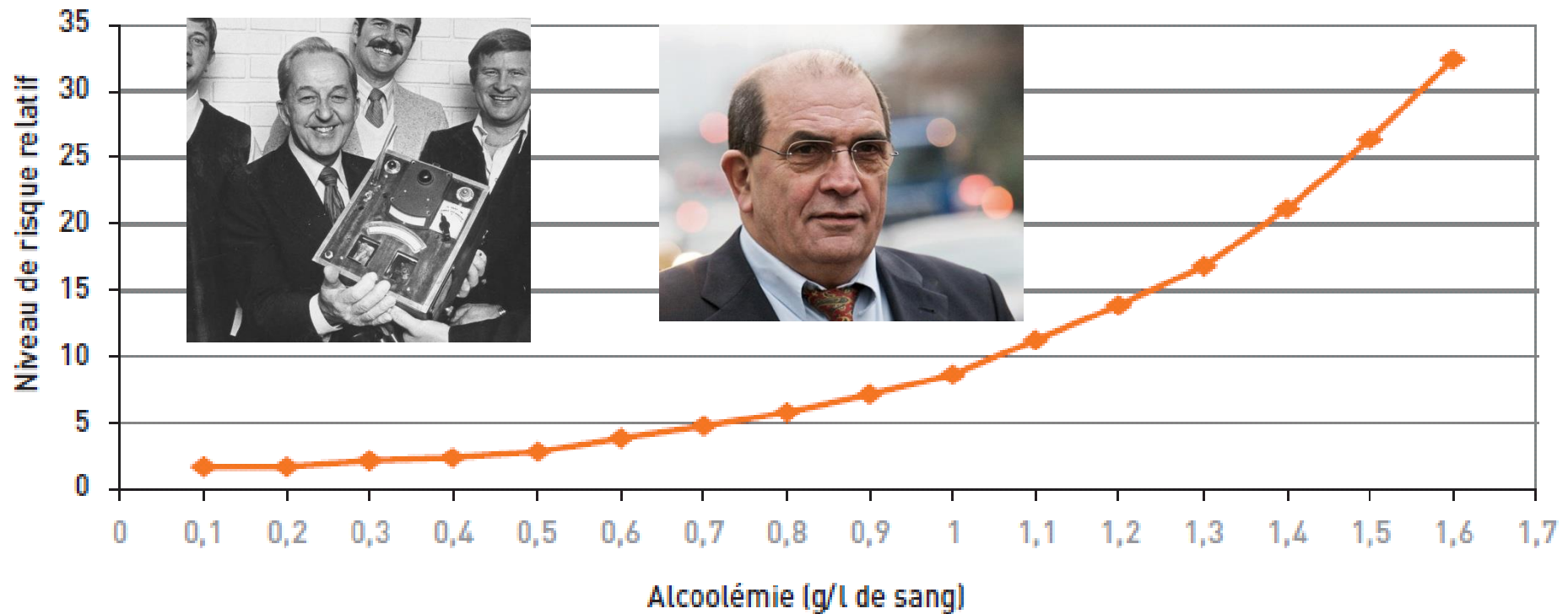


# Drink driving in France



- dimension of the problem
- perception by the population
- classical policies
- new policies
- Interest of interlock programs
- medical aspects

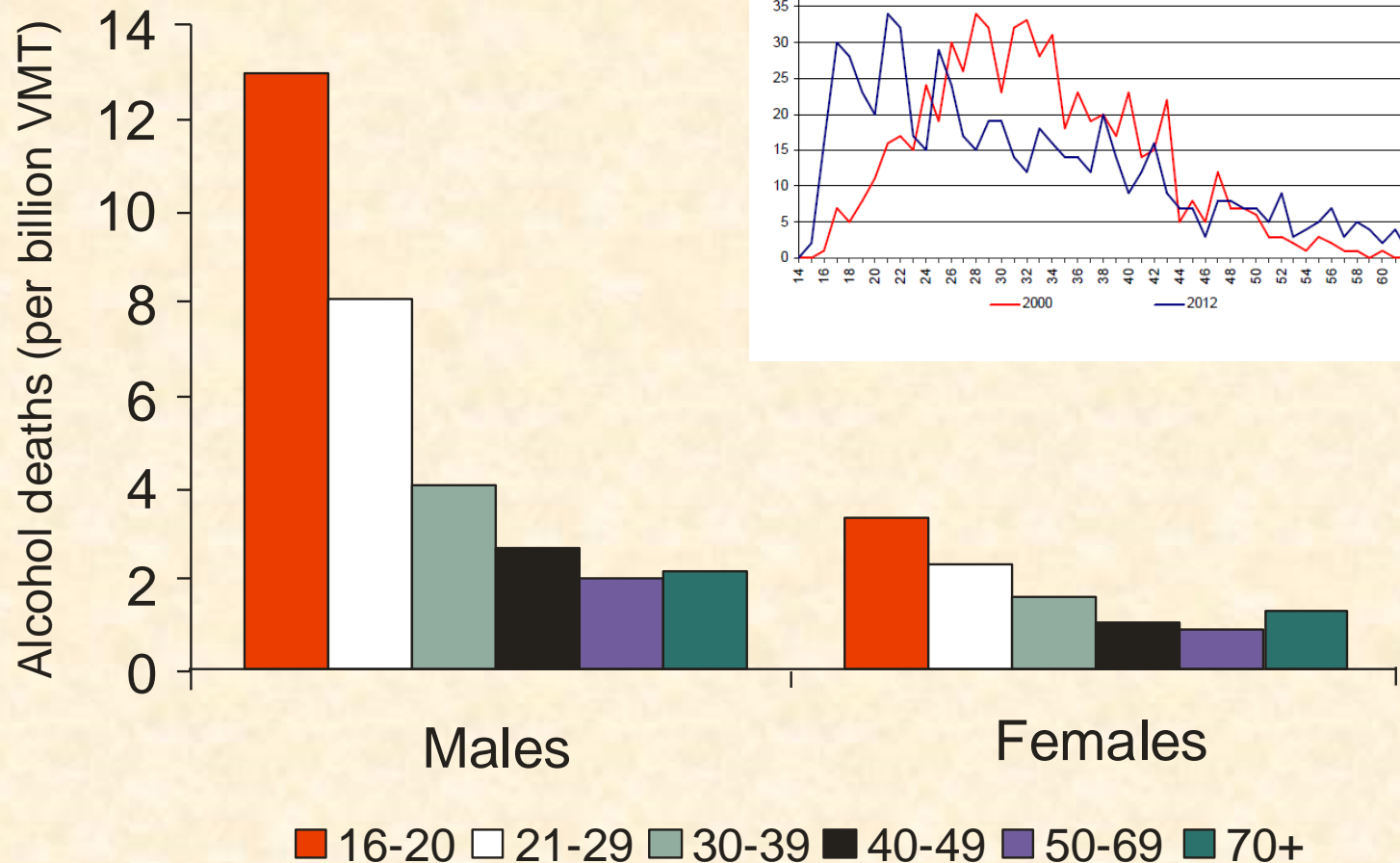
↓ RISQUE RELATIF D'ACCIDENT CORPOREL GRAVE SELON LE TAUX D'ALCOOLÉMIE



Grand rapid Study, R. Borkenstein

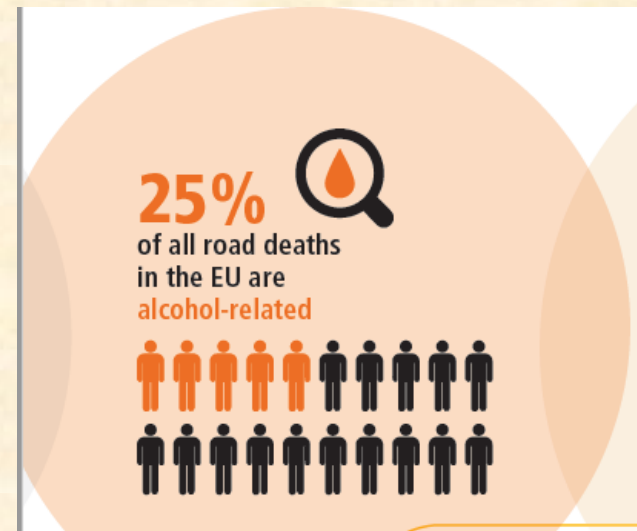
Meta analysis, H.P. Kruger

# Fatalities rate in drunk drivers and age in USA ( K Stewart SPAI) and French data



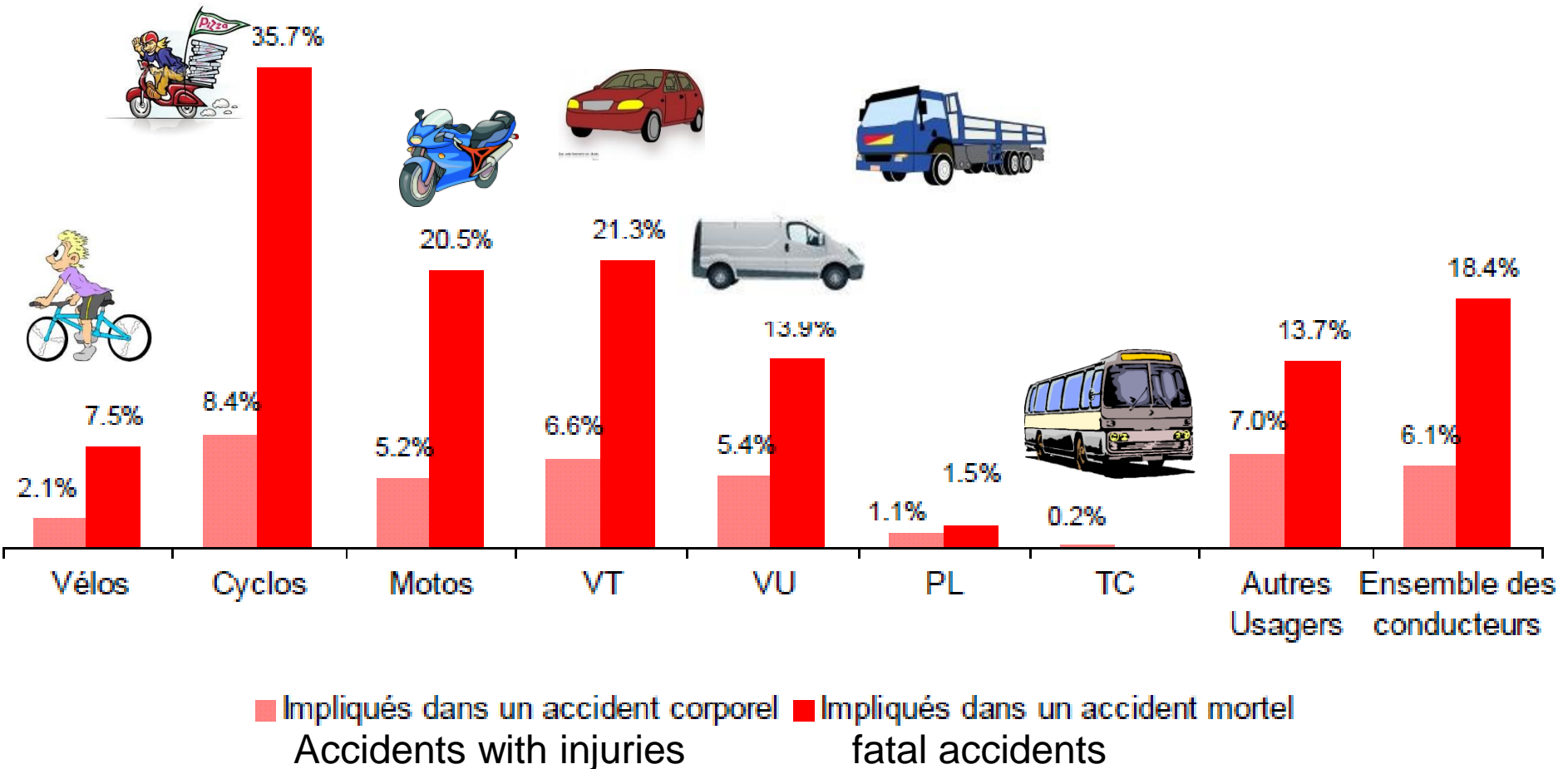
## Source: Association Prévention Routière

- 18% of drivers involved in fatal road accidents in France have a BAC  $\geq 0,5$  g/l.
- 63% of accidents during night of weekend or non working days
- 1/4 are between 18 and 24
- 2/3 are between 25 and 64
- 92% are men



# Rate of positive BAC among categories of drivers

Part des conducteurs alcoolisés au sein de chaque catégorie d'usagers





# Perception by population: a large tolerance about alcohol consumption



# Why are they drinking and driving

- Lack of social control
- Lack of knowledge about alcohol effects and kinetic
- Overestimation of fitness to drive
- Underestimation of risk





# Why do we face a hardcore of drink driving offenders?

- Addiction of certain drivers makes uncertain the voluntary control of their alcohol consumption
- Euphoria and de inhibition of alcohol disturbs self evaluation

# Drink driving and justice

- “speed” model: regulation, enforcement, sanction, = deterrence model +/- educational approach (demeritus point system, brief interventions)
- Sanction based system of laws and regulations versus monitoring programs using alcohol interlock devices?



# which targets ? which tools ?

## Which goal ?

- Control of drink driving
- Or control of alcohol consumption...
- Enforcement and pressure on each individual to bring him to find alone his own way to “redemption”.
- A support from the Society to give help to an individual guilty to bring him a sustainable change of his risk behaviour

# Fear or awareness ?

A study led by Prévention Routière shows : the reason for changing behaviour is due to :

- Fear of sanctions :45 %
- Awareness : 37 %



# Others results of the study

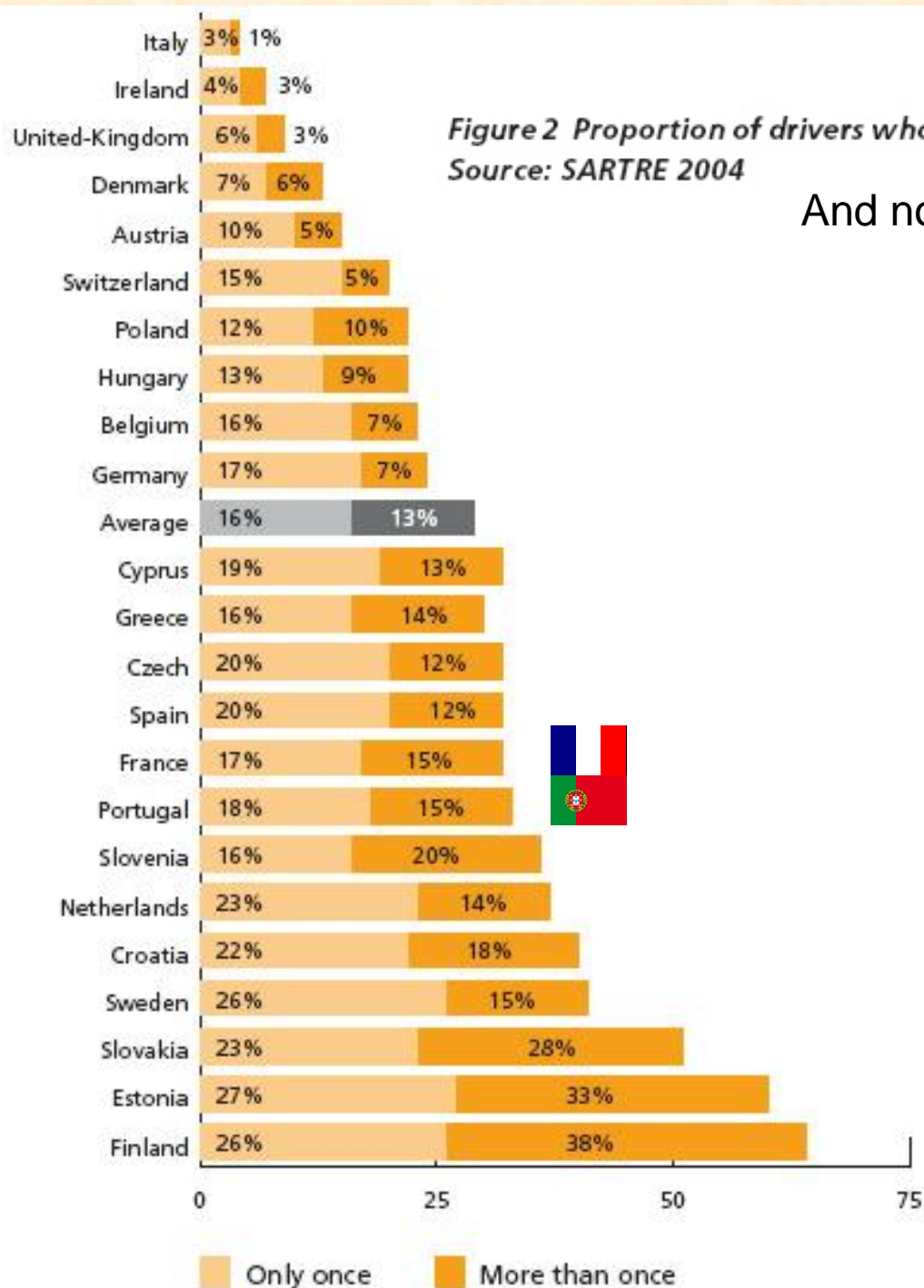
- Real evolution for speed, alcohol and safety belt
- But no progress for using mobile phone
- (23 % admitt using it while driving (19 % in 1999), but 60 % think that it induce a real risk of accident (46 % in 1999)!!
- ...and most of the drivers think that accidents are due to the other drivers or to fatality!!!...



# Legal BAC in Europe

State	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
Croatia	0,5	0	0
Cyprus	0,5	0,2	0,2
Czech Republic	0	0	0
Denmark	0,5	0,5	0,5
Estonia	0,2	0,2	0,2
Finland	0,5	0,5	0,5
France	0,5	0,5	0,2
Germany	0,5	0	0
Greece	0,5	0,2	0,2
Hungary	0	0	0
Ireland	0,5	0,2	0,2

State	Standard BAC	BAC commercial drivers	BAC novice drivers
Italy	0,5	0	0
Latvia	0,5	0,5	0,2
Lithuania	0,4	0	0
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	0,2	0,2
Romania	0	0	0
Slovakia	0	0	0
Slovenia	0,5	0	0
Spain	0,5	0,3	0,3
Sweden	0,2	0,2	0,2
United Kingdom*	0,8	0,8	0,8



And now in 2019 ?



# Classical policies control-sanction in France

- $>0.5$  g/l (blood) or  $0.25$  mg/l(breath)
- $<0.8$  g/l(blood) or  $0.4$  mg/l(breath) :
  - ✓ fine
  - ✓ 6 pts demeritus
- $> 0.8$  g/l(blood) or  $0.4$  mg/l(breath):
  - ✓ fine maxi 4500 €, jail maximum 2 years,
  - ✓ Suspension of the driving licence maximum 3 years
  - ✓ cancellation if recidivism or aggravating factor, additional sanctions ...and 6 pts demeritus
- ✓  $0,2$  g/l (blood) or  $0,1$  mg/l (breath) for novice drivers and bus drivers (licence D)



# Penal sanctions for drink driving

- **Mains sanctions :**
- Fine 4500€,
- Jail 2 ans
- **Additional sanctions :**
- Suspension of the driving licence maxi 3 years
- Cancellation of the driving licence
- Prohibition of use of any vehicle
- General interest work (hospitals etc..)
- Day fine (choice between a fine per day  
number of days in jail
- Rehabilitation courses
- Alcohol ignition interlock
- Confiscation of the vehicle



# The limits of the current model of sanctions against drink driving

- Model based on behaviour similar to the system for speed sanctions : frequency of controls and strong sanctions, mixed with an « educational » aspect of the demeritus point system, to induce a change in driver's behaviour.
- This model is not so efficient for drink driving :
- Addiction of some (or many) drivers makes aleatoire the voluntary control of their alcohol consumption.
- Desinhibition and euphoriant effect of alcohol disturbs self evaluation and bring the drunk driver to underestimate the impairment of his decision making process and his ability to drive.
- Notion of hard core drivers reluctant or resistant to those policies



# The content of a real alcohol ignition interlock program

- A legal frame
- A device
- Installation centre certified and trained
- Procedures
- A data recording and management
- A program manager
- A reporting process to the authority
- A monitoring process
- An evaluation process

# NEW POLICIES

- BAL 0.2 g/l for novice drivers and bus drivers + drivers with mandatory interlocks
- Mandatory alcohol detection in all drivers involved in a fatal accident
- More road side alcohol detections

## NEW POLICIES (2)

- Support for alcohol interlocks in commercial vehicles (saving taxes)
- Mandatory alcohol interlocks for recidivists and first-time offenders if novice drivers (including after cancellation)
- Support lower insurance premium if installed



# A global strategy through integrated policies of road safety

- Permanent data collection for accidents
- Education of drivers (before and after driving)
- Impliquer tous les acteurs « utiles »
- Campagnes de préventions en direction des différents publics.
- Législation & Règlementation
- Contrôles et des sanctions (renforcement)
- Justice: juridictions spécialisées, sanctions adaptées (suivi et probation)
- Aptitude médicale des conducteurs ( alcool, drogues, pathologies, handicap, âge)
- Politiques de sécurité au travail et sur la route (entreprises)
- Infrastructure, signalisation
- Sécurité des véhicules (contrôle technique, évolution technologique)

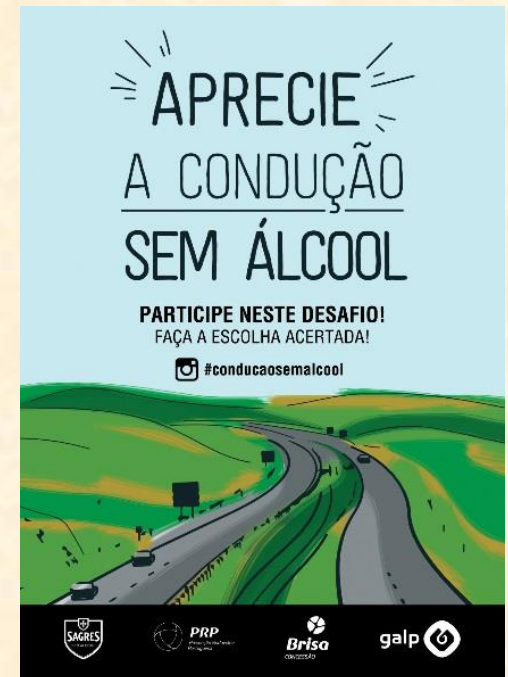
# The opinion from a medical and psychological point of view

- Personalization of sanctions (pedagogic and not only automatic process)
- Medical and psychological follow-up of offenders
- Promotion of sober driver systems and campaigns
- Real alcohol interlock programs (notion of probation)
- Prevention policies at work and in general society (available breath tests in cars, education)



Muito obrigado pela  
sua atenção...

Questões ?



[www.etsc.eu](http://www.etsc.eu)  
[www.ec.europa.eu/transport/road\\_safety](http://www.ec.europa.eu/transport/road_safety)  
[www.icadts.org](http://www.icadts.org)