

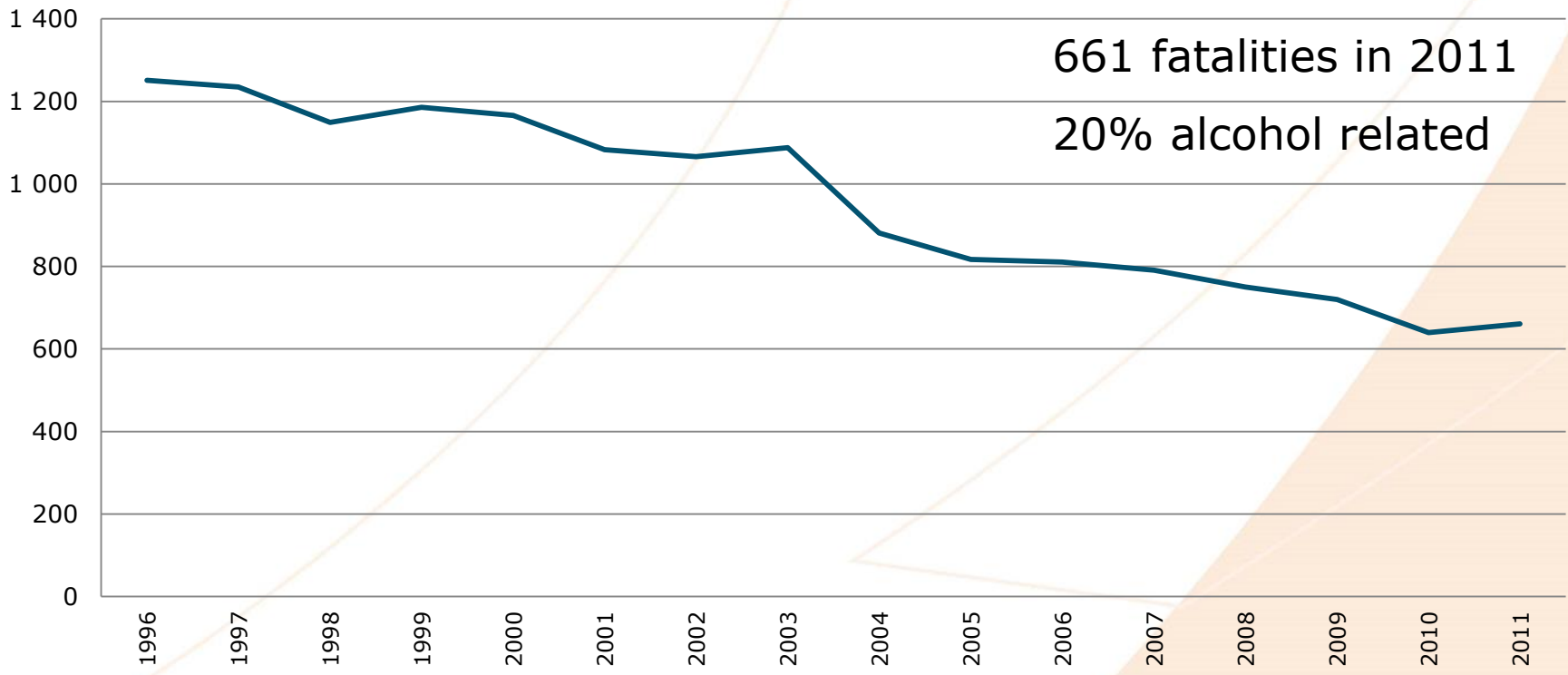


RDW

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



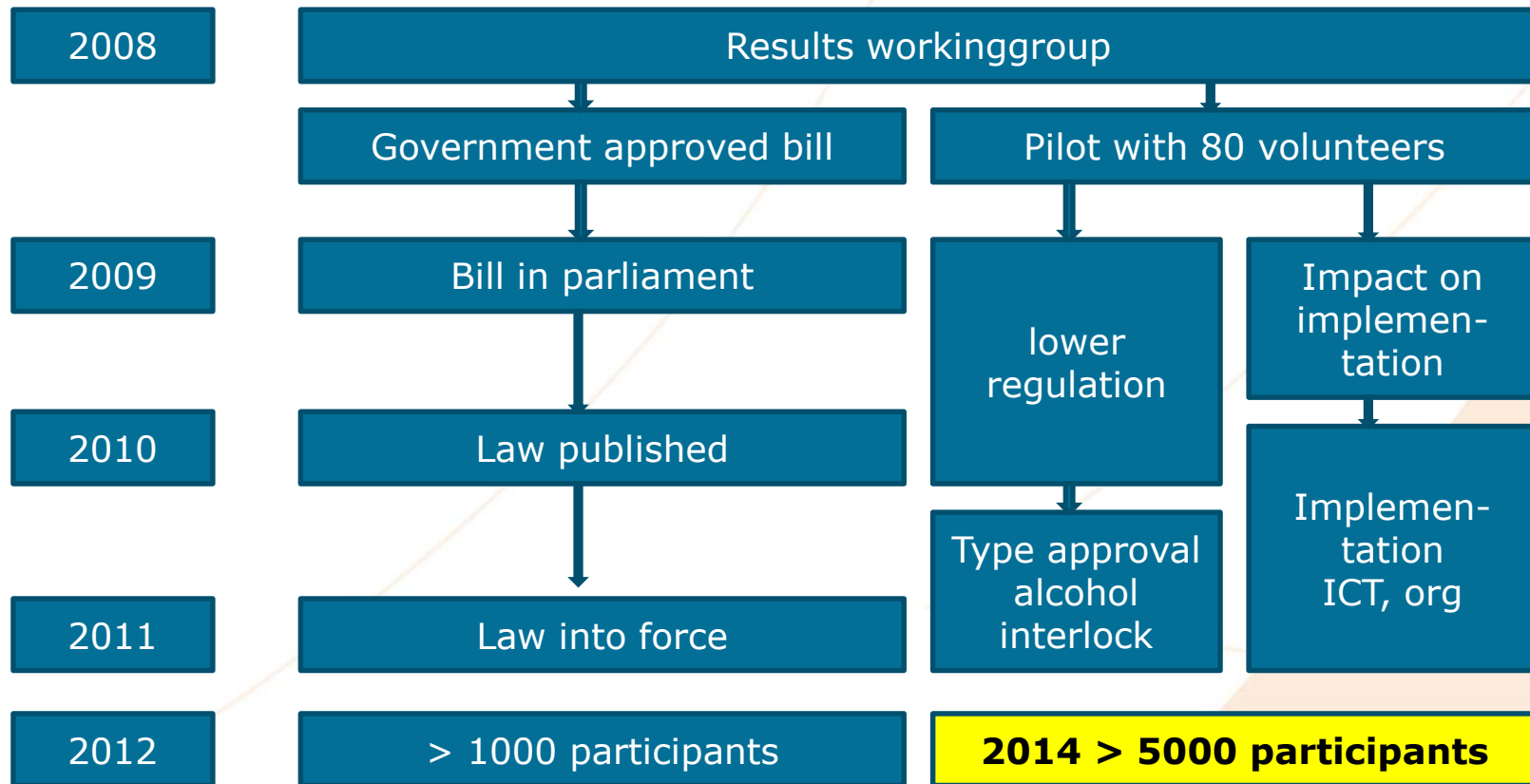
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Set up of the AIP

- 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"> •Sealing of the interlock to the vehicle •The wiring from or to the interlock •The casing of the interlock or parts of it •The connection points between parts and to the vehicle •The software or configuration or setting or like 			



Technical Requirements

- Only type-approved alcohol interlocks may be used

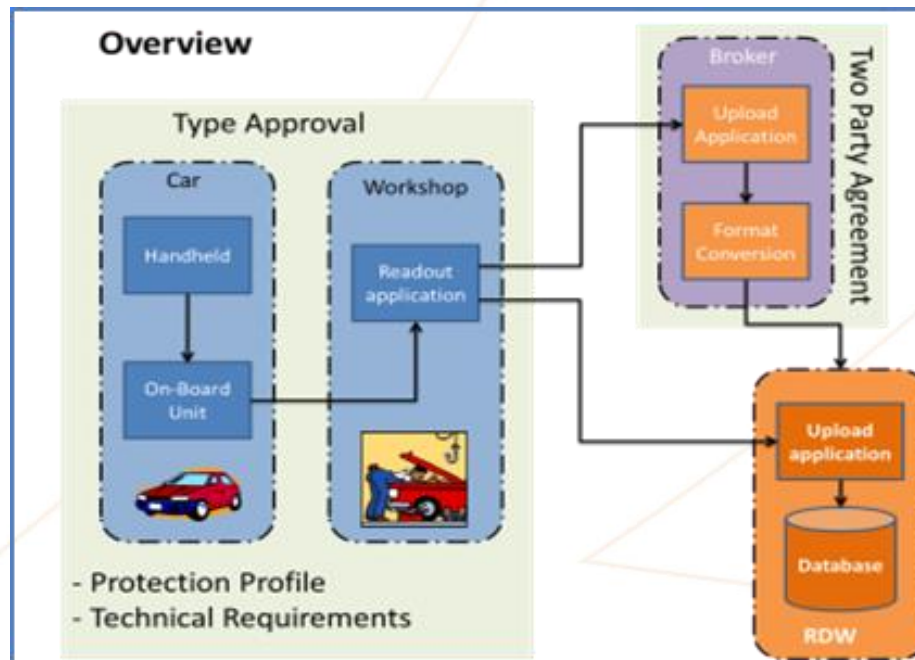


- Only vendors who meet requirements may supply alcohol interlocks for the Dutch program



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

