PROGRESS IN REDUCING DRINK-DRIVING IN EUROPE

From Evidence to Action: Reducing Alcohol-Related Road Deaths

SMART High-level event Brussels - 17 November 2026

ETSC
European Transport Safety Council

Francesca Podda, Project Manager



The report covers:

- Country's progress in reducing alcohol-related road deaths
- Effective measures
- Recommendations at EU and National level

Data analysis covers 31 countries that participate in ETSC's Road Safety Performance Index (PIN) programme

19,400

people died in road traffic
in the EU in 2025*

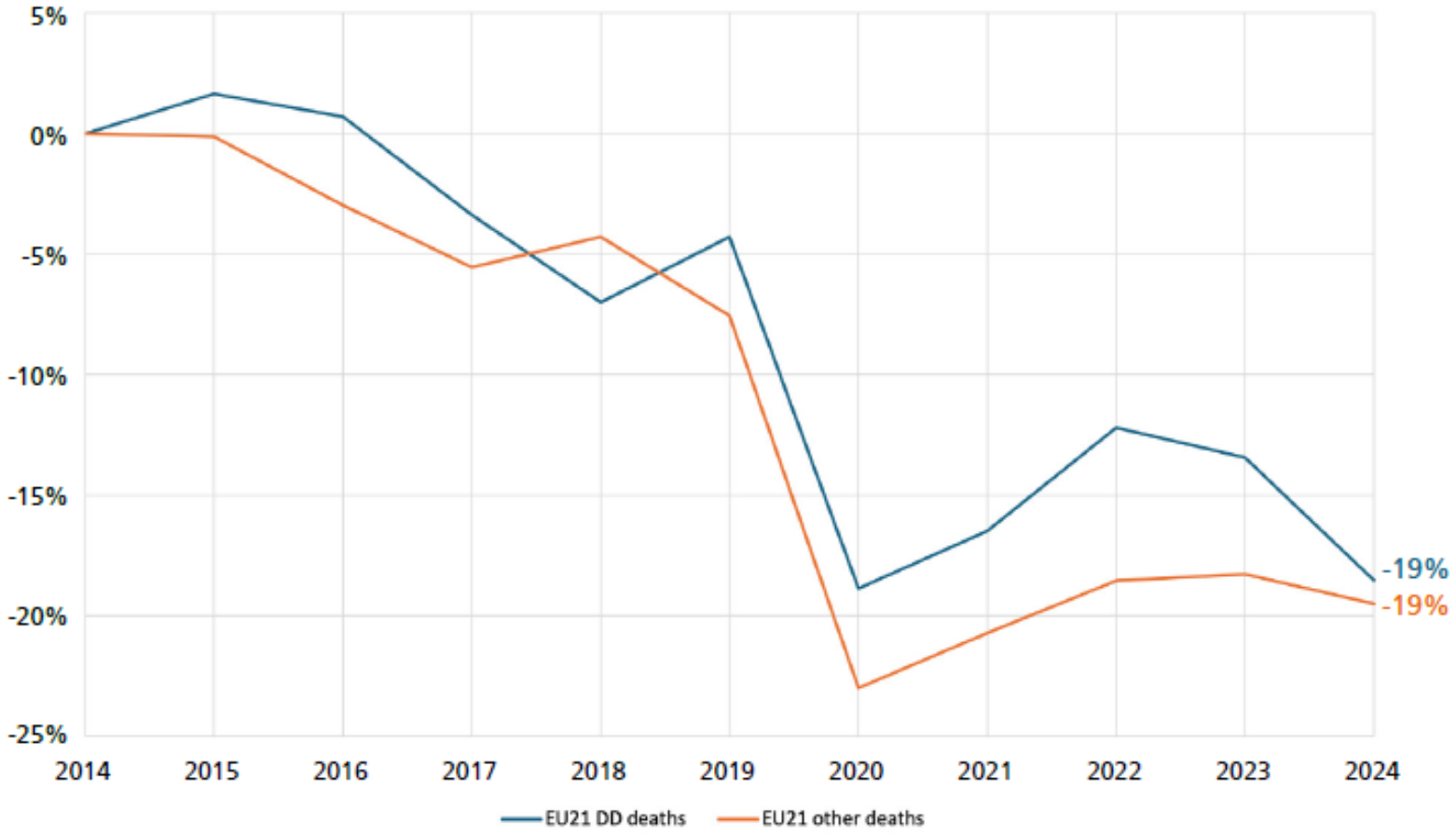
* Source: ETSC PIN Annual report 2026

2,224

people died in alcohol-related crashes in 2024*

*in 21 EU countries

ALCOHOL-RELATED DEATHS ARE FALLING — BUT NOT FASTER THAN ALL OTHER ROAD DEATHS



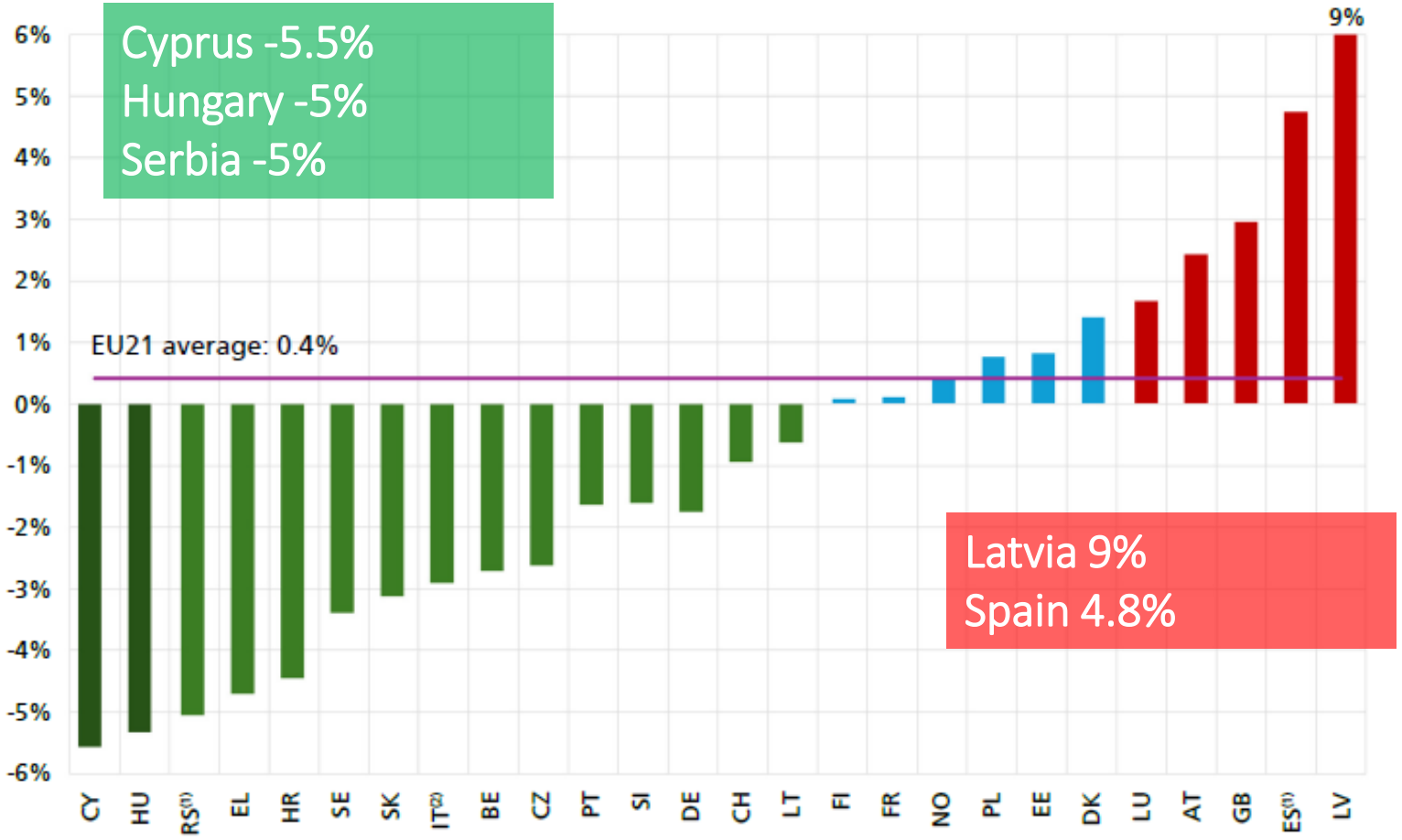
–19%

alcohol-related road deaths

–19%

other road deaths

PROGRESS IN REDUCING DRINK DRIVING ACROSS EUROPE



16

countries reduced alcohol-related road deaths faster than other road deaths

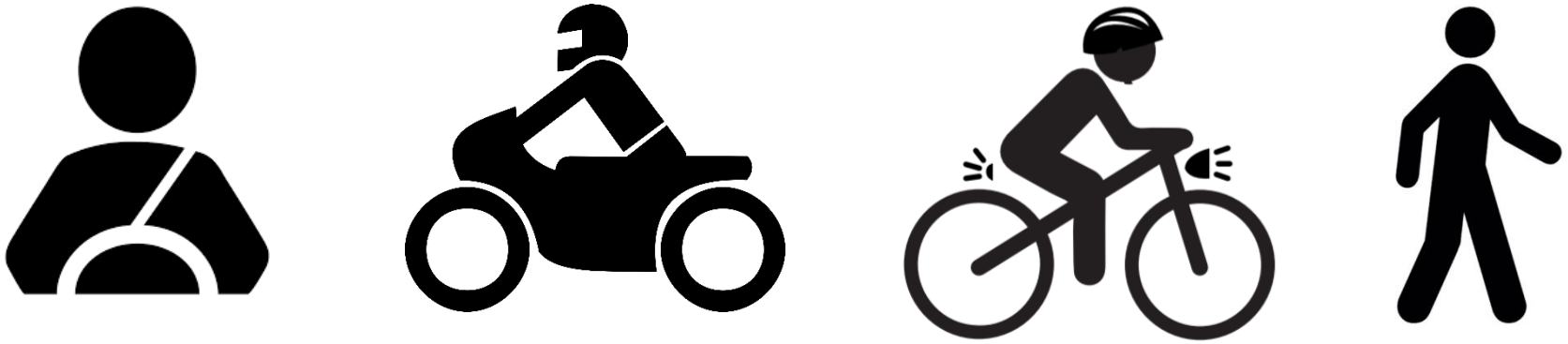
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Countries reduced other road deaths faster than alcohol-related deaths

Six EU Member States excluded from the EU-wide trend because of inconsistent or missing data.

DATA COLLECTION

Every driver, rider and walker involved in a fatal and serious collision should be tested systematically



DATA COLLECTION



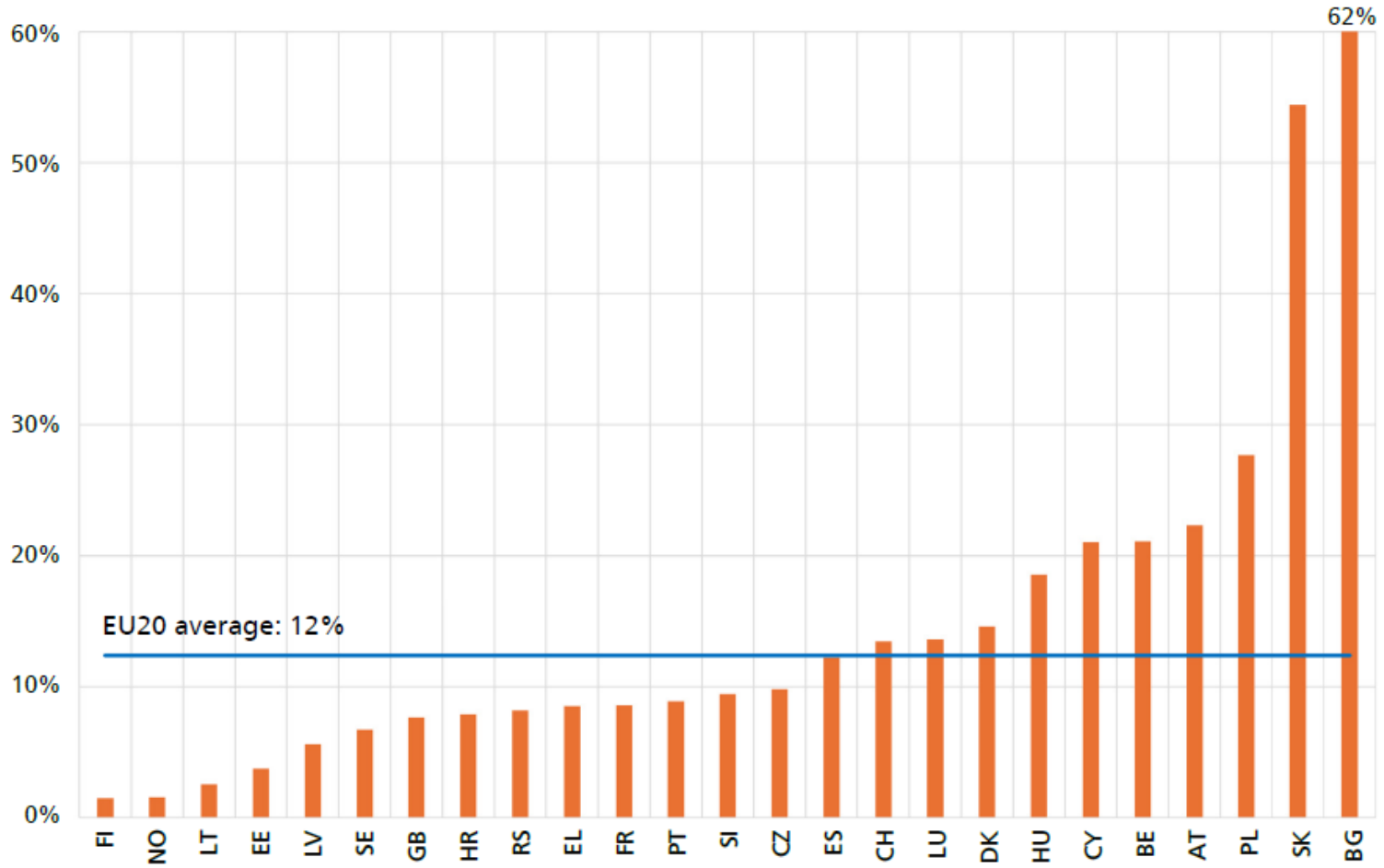
- Different definitions
- Road users not tested systematically
- Legal constraints
- Police data does not give a full picture



PEDESTRIANS KILLED IN ALCOHOL-RELATED ROAD DEATHS

PEDESTRIANS ACCOUNTED FOR AROUND **12% OF ALCOHOL-RELATED ROAD DEATHS** IN THE EU IN 2022–2024





CYCLISTS AND E-SCOOTER RIDERS

1,926 CYCLISTS DIED IN 2024



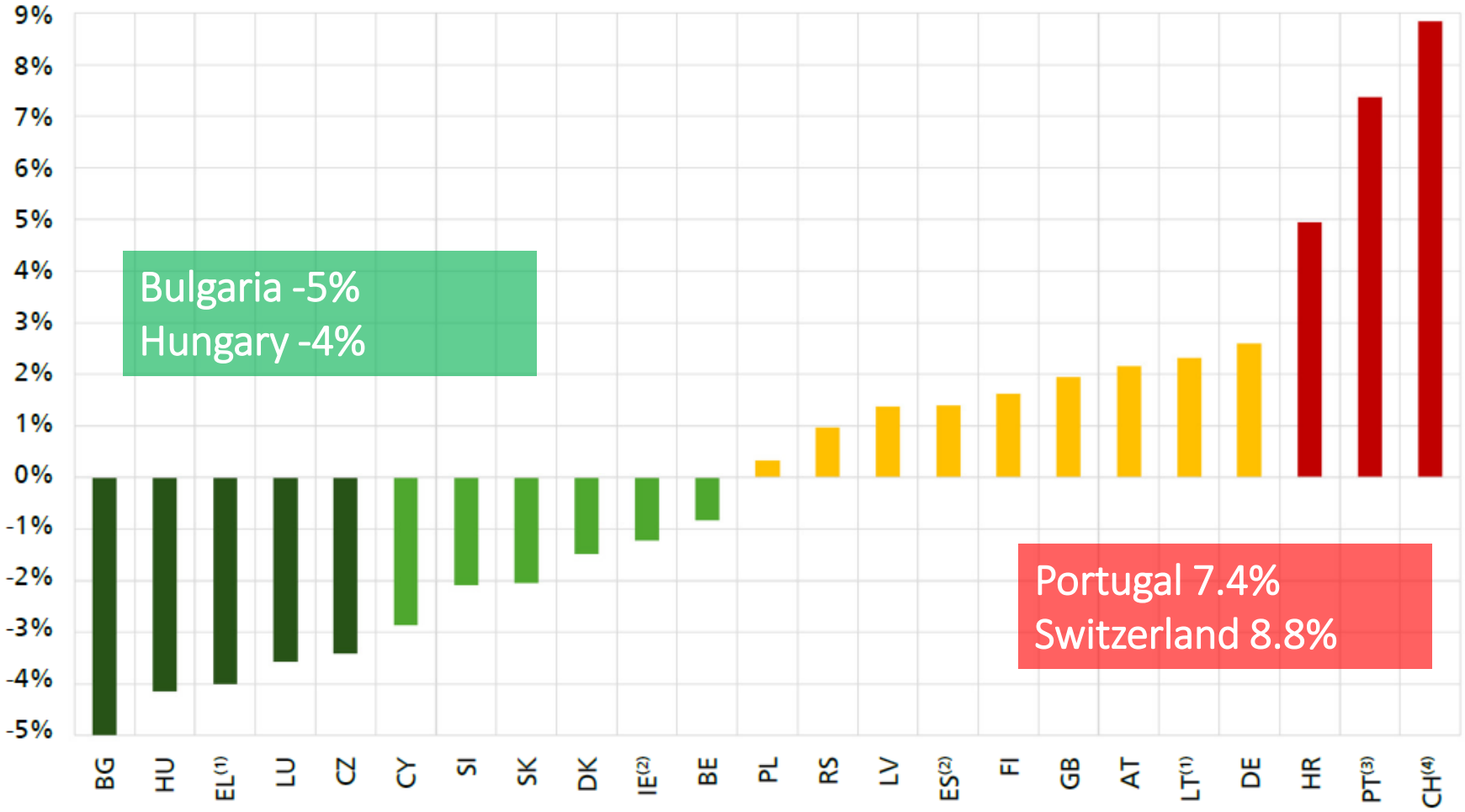
Alcohol can be a risk on both sides of the collision

- A cyclist can be killed by an alcohol-impaired driver.
- An impaired cyclist can also cause a fatal or serious collision.
- The same principle applies to e-scooter riders.

The lack of data is significant:

- Cyclists and other active road users are not systematically tested after fatal or serious collisions.
- National definitions and testing practices differ.

SERIOUS INJURIES IN ALCOHOL-RELATED CRASHES



11

countries with better reduction in serious injuries in alcohol-related crashes compared to all other serious injuries

12

countries with better reduction in all other serious injuries compared to serious injuries in alcohol-related crashes

EFFECTIVE MEASURES



Lower Blood Alcohol Concentration (BAC) limits;



Sanctions and enforcement;



Alcohol Interlocks (rehabilitation and commercial transport);



Education and campaigns

BAC LIMITS ACROSS EUROPE

9

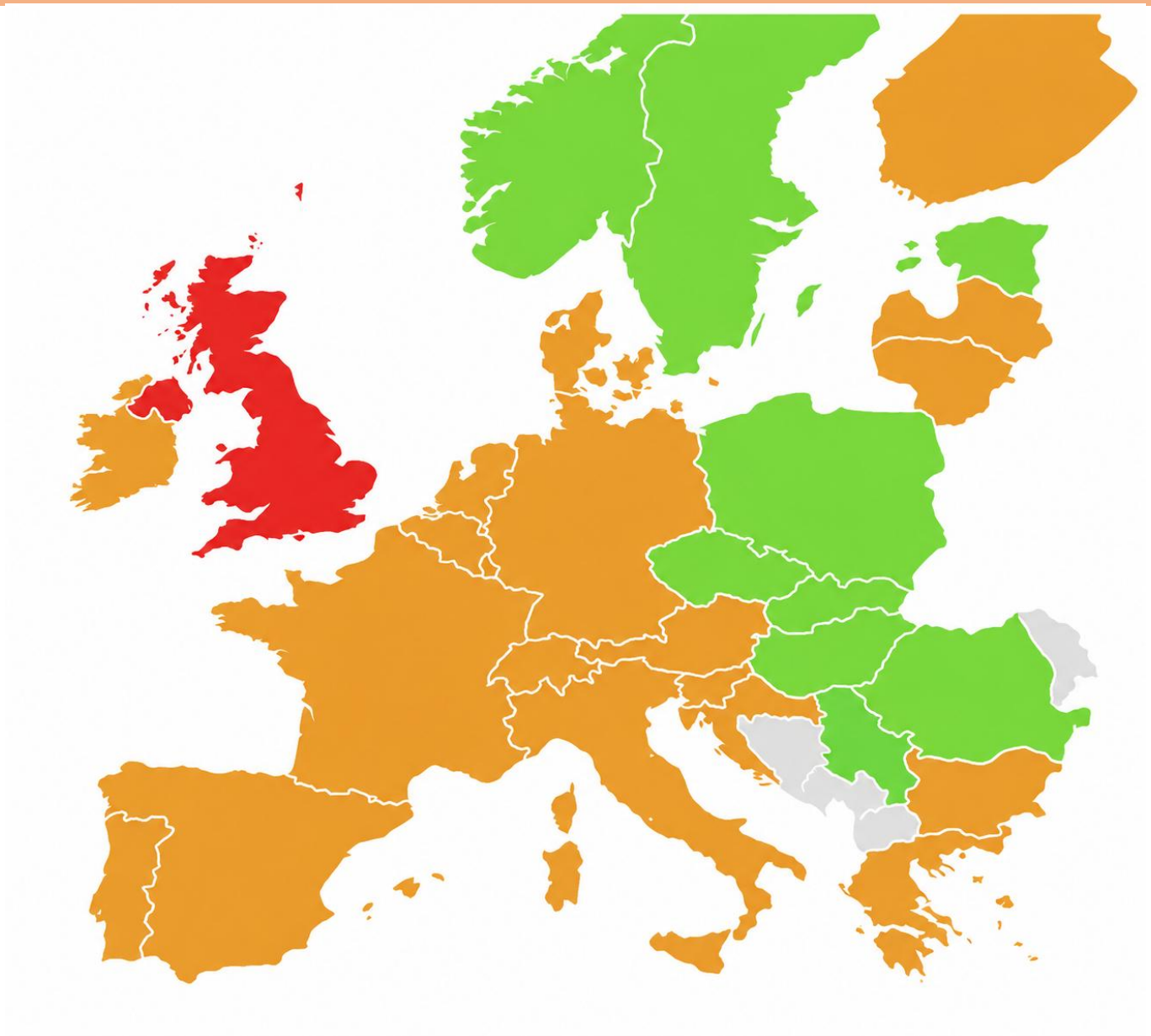
countries already use a standard BAC limit of 0.2 g/l or below for all drivers

18

countries have lower limits for novice and/or professional drivers

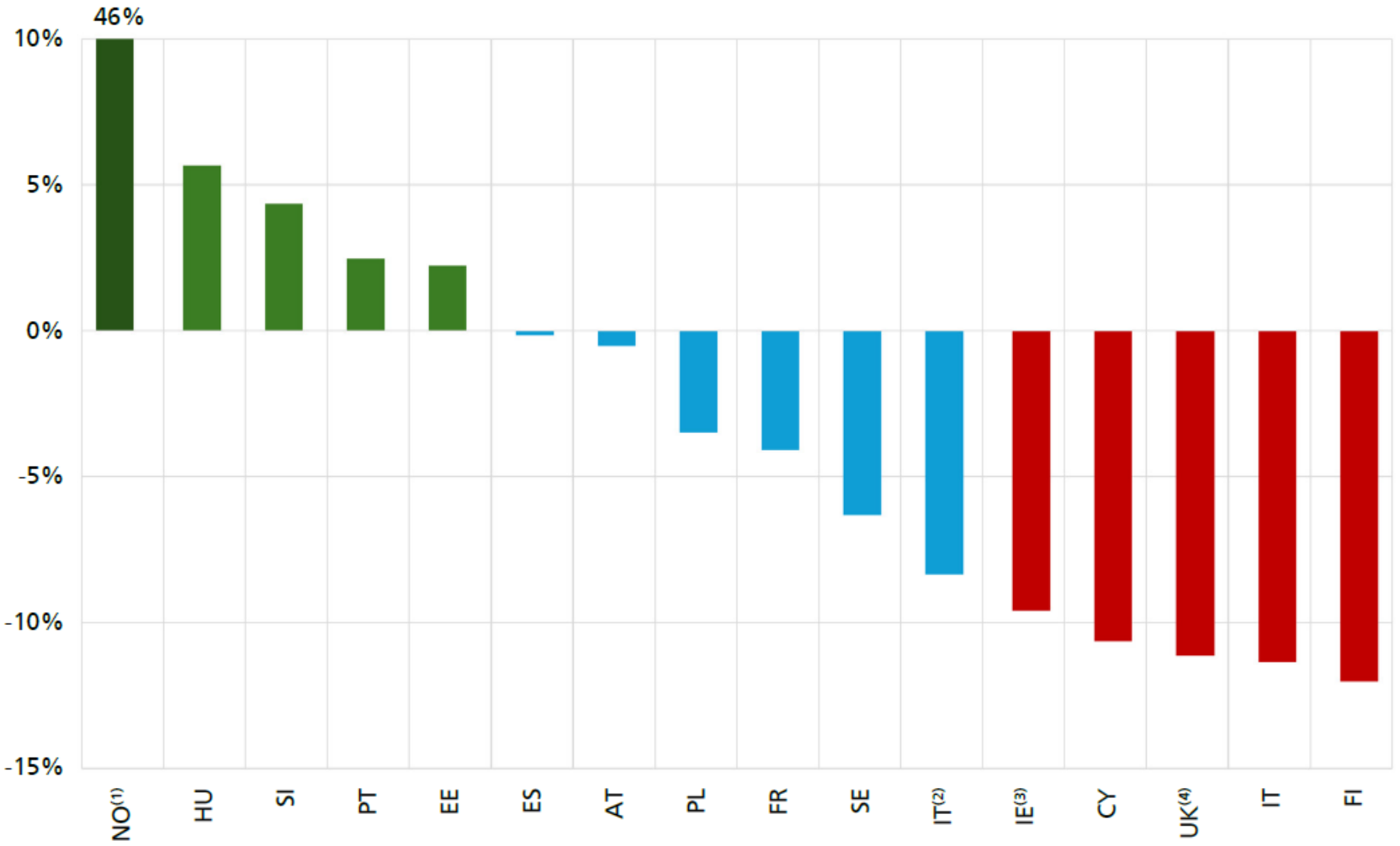
1

with highest BAC*



*with the exception of Scotland

ENFORCEMENT LEVELS REMAIN LOW



Average annual change in the number of alcohol roadside breath checks per 1000 population over the period 2014-2024

5

countries increased alcohol checks

11

countries decreased checks

17%

of EU car drivers in ESRA 2023 thought they were likely to be checked for alcohol on a typical journey

ROADSIDE POLICE CHECKS PER 1000 INHABITANTS

	2024		2023		2022		2021		2020		2014	
	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)	Roadside police tests per 1000 inhabitants	Proportion above the legal limit (in %)
EE	841	0.6%	709	0.6%	677	0.7%	576	0.8%	566	0.9%	572	1%
PL	438	0.6%	376	0.7%	338	0.8%	219	1.2%	177	1.5%	405	1%
HU	260	0.8%	254	0.9%	236	1.0%	185	1.2%	173	1.3%	124	2%
SI	213	2.3%	221	2.5%	209	3.0%	190	3.1%	172	3.2%	138	5%
PT	212	2.2%	218	1.6%	188	1.8%	159	1.6%	126	1.9%	157	3%
AT	205	1.5%	208	1.6%	197	1.9%	155	2.1%	137	2.1%	214	2%
SE[1]	135	0.7%	121	0.8%	89	1.1%	37	2.1%	42	2.0%	209	1%
FI	132	1.2%	119	1.4%	100	1.7%	71	2.3%	78	2.2%	284	1%
FR	127	3.1%	123	3.3%	120	3.4%	109	3.2%	108	3.2%	169	3%
NO[2]	98	2.0%	94	2.3%	80	2.7%	17	10.5%	34	5.6%	310	1%
CY	58	8.4%	67	8.4%	56	8.5%	31	8.3%	49	9.0%	138	7%
LT	52	6.8%	n/a								52	9%
IE[3]	36	0.5%	32	0.5%	29	0.6%	18	0.6%	21	0.4%	n/a	
RO	n/a										73	2%
Countries where data are available for checks on part of the road network only												
ES[4]	152	1.0%	139	1.2%	123	1.4%	96	1.2%	69	1.1%	143	2%
IT[5]	13	3.9%	11	4.7%	7	7.2%	6	7.5%	11	3.5%	26	2%
IT Local Police of Main Cities	1	10.9%	1	9.3%	1	10.8%	1	7.8%	1	8.3%	n/a	
UK[6]	n/a		4	16.2%	4	17.7%	3	18.3%	4	18.7%	11	11%

14

countries with no data available on roadside police checks

20

countries use evidential breath testing

REHABILITATION PROGRAMMES AND ALCOHOL INTERLOCKS

ALCOHOL INTERLOCKS

Prevent the vehicle from starting when alcohol is detected.

8

countries have Alcohol Interlocks programmes



Particularly relevant for repeat and high-level offenders — and for conditional licensing.



OUR KEY RECOMMENDATIONS

MEMBER STATES

- Move towards 0.2 g/l for all road users.
- Collect the annual number of drink-driving checks, positive results, deaths and serious injuries.
- Test all active participants in fatal and serious collisions.
- Strengthen visible, unpredictable enforcement.
- Establish Alcohol Interlock rehabilitation programmes for recidivist and high-level offenders.
- Mandate the use of alcohol interlocks for professional drivers.

EUROPEAN UNION

- Set an EU maximum BAC of 0.2 g/l.
- Strengthen guidance on effective drink-driving enforcement.
- Encourage Alcohol Interlocks for professional transport and through public procurement.
- Encourage Alcohol Interlock rehabilitation programmes for high level and recidivist offenders.
- Improve EU-wide data collection and monitoring of drink-driving enforcement, alcohol-related road deaths and serious injuries.

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SOBER MOBILITY ACROSS ROAD TRANSPORT

Thank you for your attention!

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Francesca Podda – ETSC Project Manager