

REGULATING DRUG DRIVING TO PROTECT ALL ROAD USERS

London, 22 October 2019



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

London, 22 October 2019



ANTONIO AVENOSO
ETSC EXECUTIVE DIRECTOR



European Transport Safety Council



ETSC ACTIVITIES



Road Safety Performance Index (PIN)



SMART
SOBER MOBILITY ACROSS ROAD TRANSPORT

REVIVE
IMPROVING POST-COLLISION RESPONSE AND EMERGENCY CARE IN EUROPE

PRAISE
Road Safety

SAFE &
SOBER

FOR EUROPEAN ROADS

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

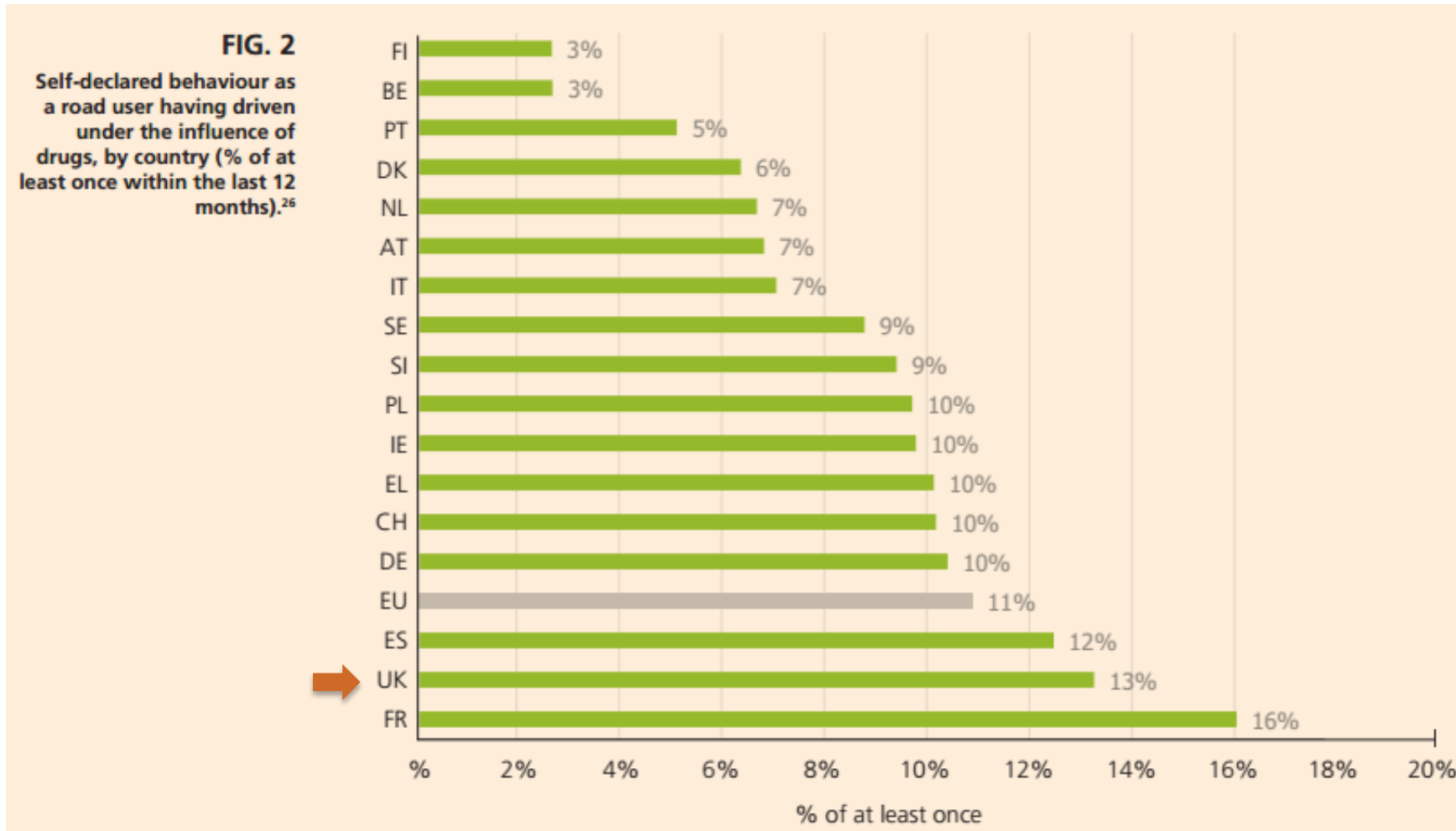


HOW MANY PEOPLE ARE USING DRUGS?

- 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!



European Transport Safety Council

www.etsc.eu

[@etsc_eu](https://twitter.com/etsc_eu)

Antonio Avenoso
Executive Director
antonio.avenoso@etsc.eu

