

DRINK-DRIVING IN THE EUROPEAN UNION

SMART Policies for tackling drink driving
Bucharest, 13th of December 2018

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European Transport Safety Council





- ✓ 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 ACTIVITIES



Monitoring EU transport safety policy



Road Safety Performance Index (PIN)





**2014-2017
bad years
for road
safety**

*“Two passenger planes crash,
killing everyone on board...”*



This is how many people die on EU roads every week

25,250

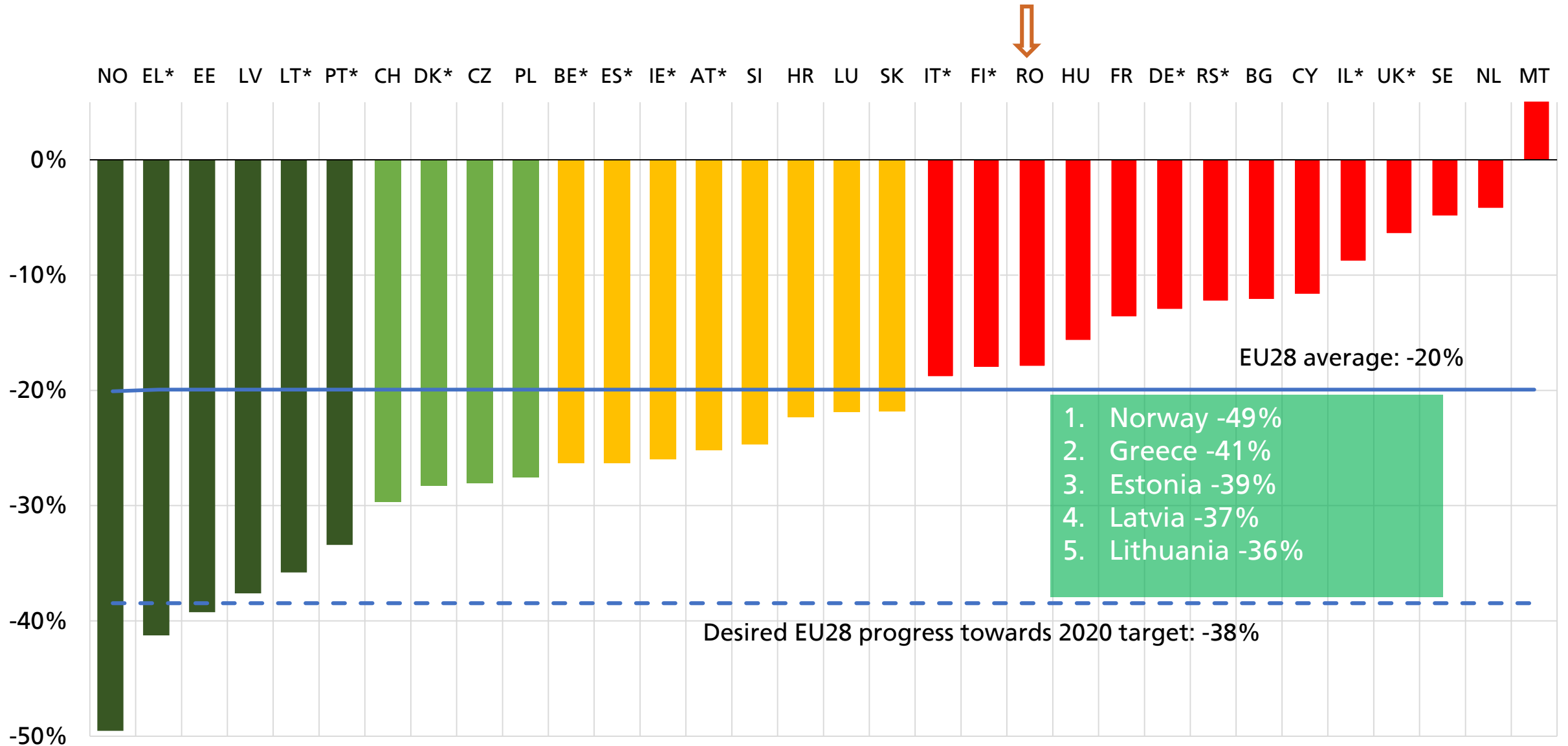
people died in road
traffic in the EU in
2017

135,000

seriously injured in road traffic in
the EU in 2017 according to
MAIS3+ definition

**MAIS3+ estimates by the European Commission*

RELATIVE CHANGE (%) IN ROAD DEATHS 2010-2017



THE EU 2020 TARGET IS HIGHLY UNLIKELY TO BE MET

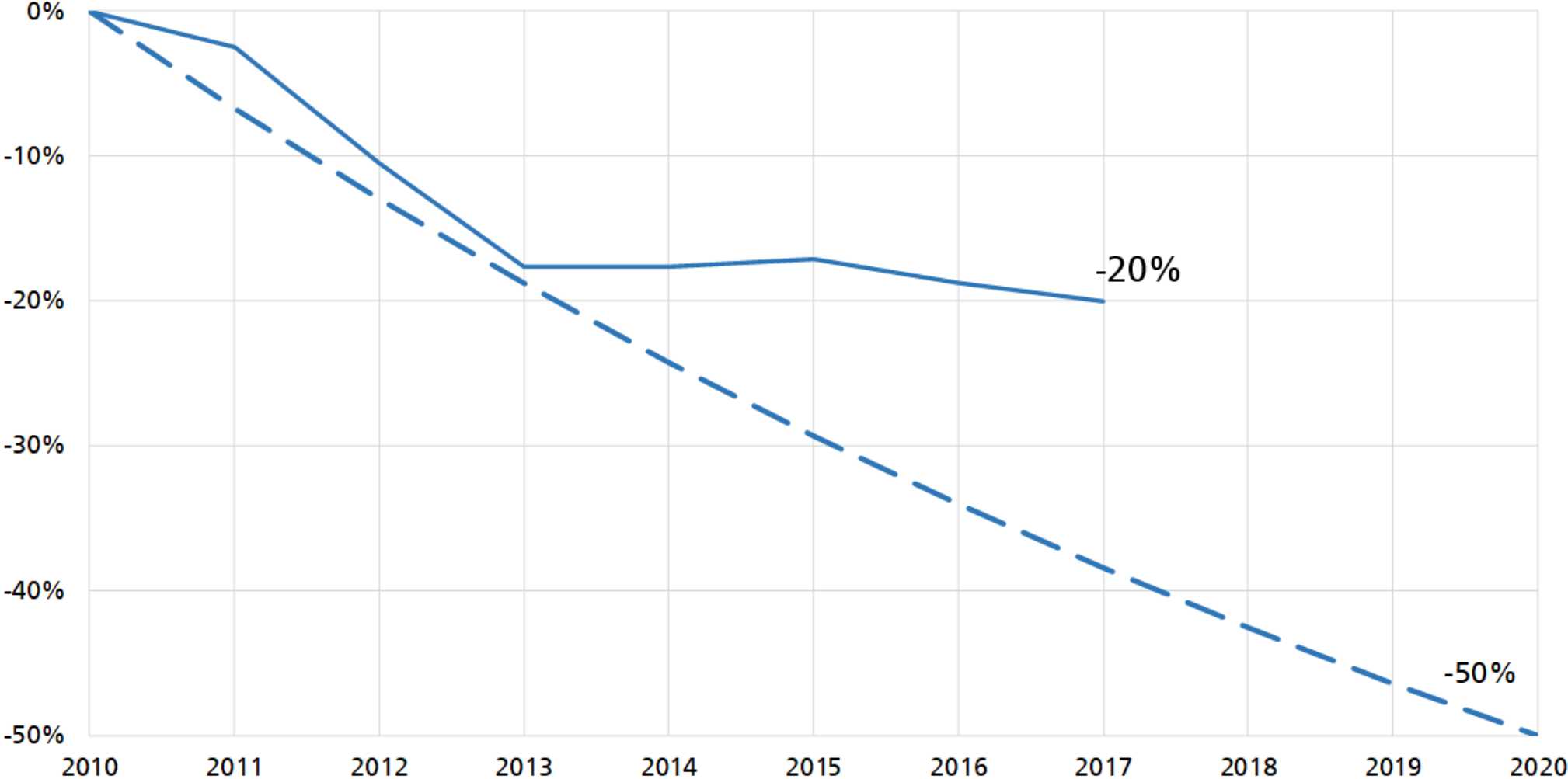
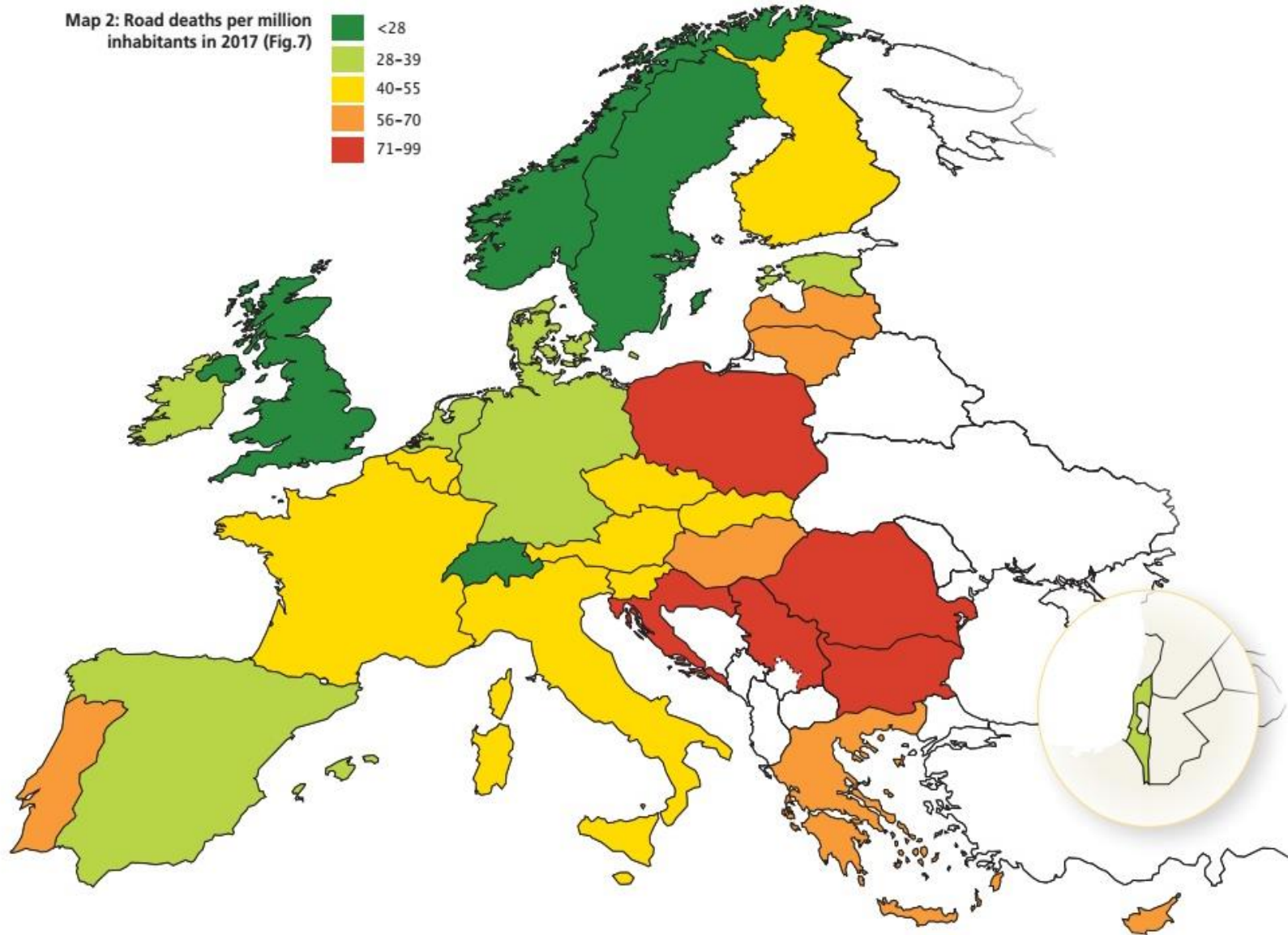
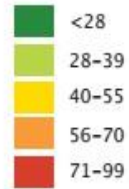


Figure: Reduction in the number of road deaths since 2010 (blue line) plotted against the EU target for 2020 (blue dotted line)

DEATHS PER MILLION INHABITANTS IN 2017

Map 2: Road deaths per million inhabitants in 2017 (Fig.7)



DRINK-DRIVING IN THE EUROPEAN UNION

While the dangers linked to drink driving are fairly well understood, the phenomenon is still widespread in the EU:

- Up to 1.5 - 2% of KM driven in the EU are driven with an illegal Blood Alcohol Concentration (BAC);
- According to the SARTRE survey, 31% of car drivers in Europe reported to have driven after consuming some amount of alcohol;
- Alcohol related crashes are the leading cause of death in the age group 16-25.



25%

of all road deaths in the EU are
alcohol-related

Source: EC

6400

.....

people died in drink-driving collisions
in 2016

DRINK-DRIVING DATA COLLECTION

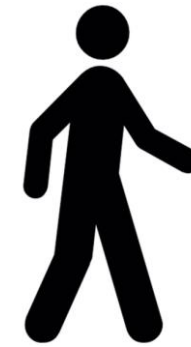


- Different definitions
- Road users not tested systematically
- Legal constraints
- Police data does not give a full picture



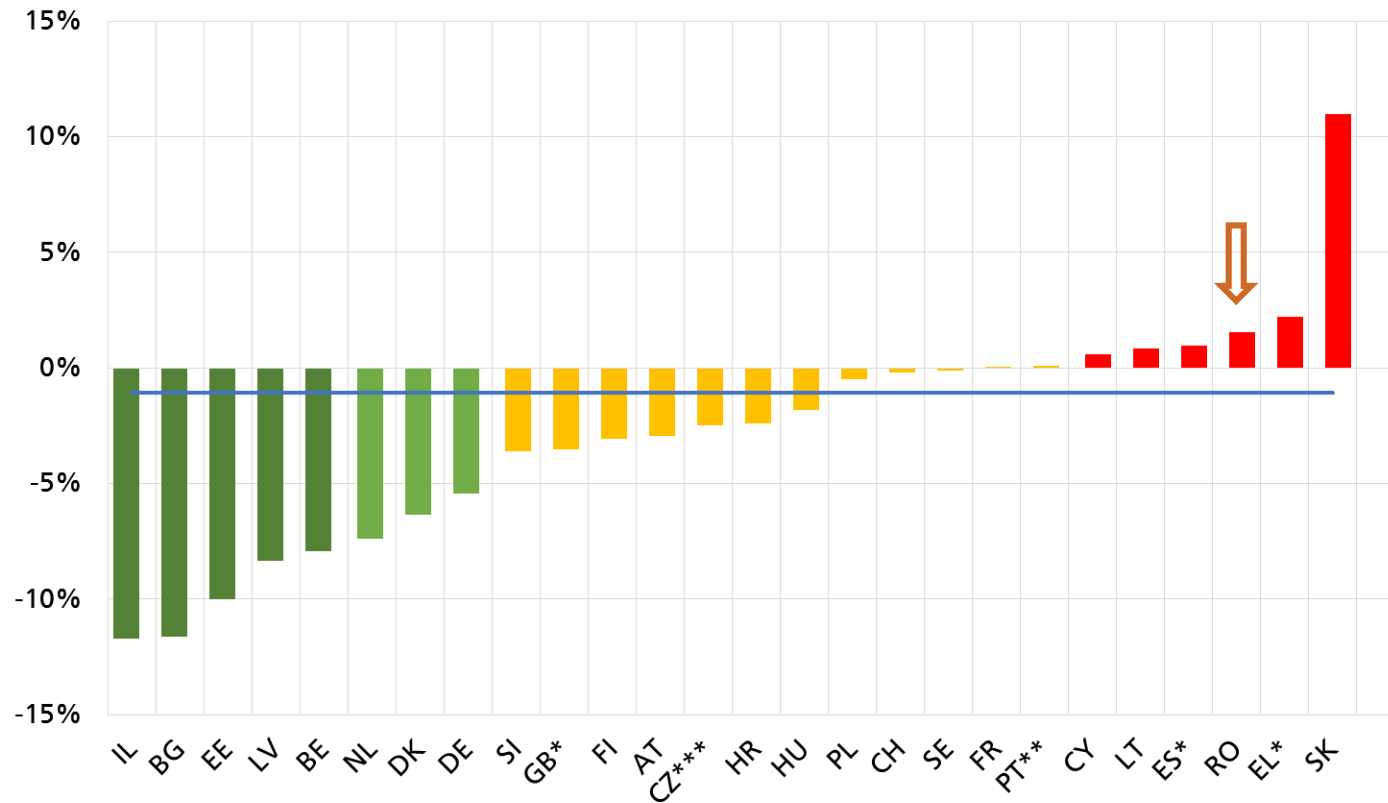
DRINK-DRIVING DATA COLLECTION

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



PROGRESS IN TACKLING DRINK DRIVING 2006 - 2016

Difference between the average annual percentage change in deaths attributed to drink driving and corresponding change in other road deaths



COUNTERMEASURES AGAINST DRINK-DRIVING

- LEGAL BLOOD ALCOHOL LIMITS
- ENFORCEMENT
- SANCTIONS
- REHABILITATION PROGRAMMES AND ALCOHOL INTERLOCKS
- EDUCATION AND CAMPAIGNS



BAC LIMITS ACROSS THE EU

- An increasing number of countries are lowering their BAC limits to be in line with EU recommendation 2001 on maximum BAC legal limit
- 21 EU countries apply lower BAC for novice drivers (0.0 – 0.2)
- 19 EU countries apply lower BAC for professional drivers (0.0 to 0.2 BAC)



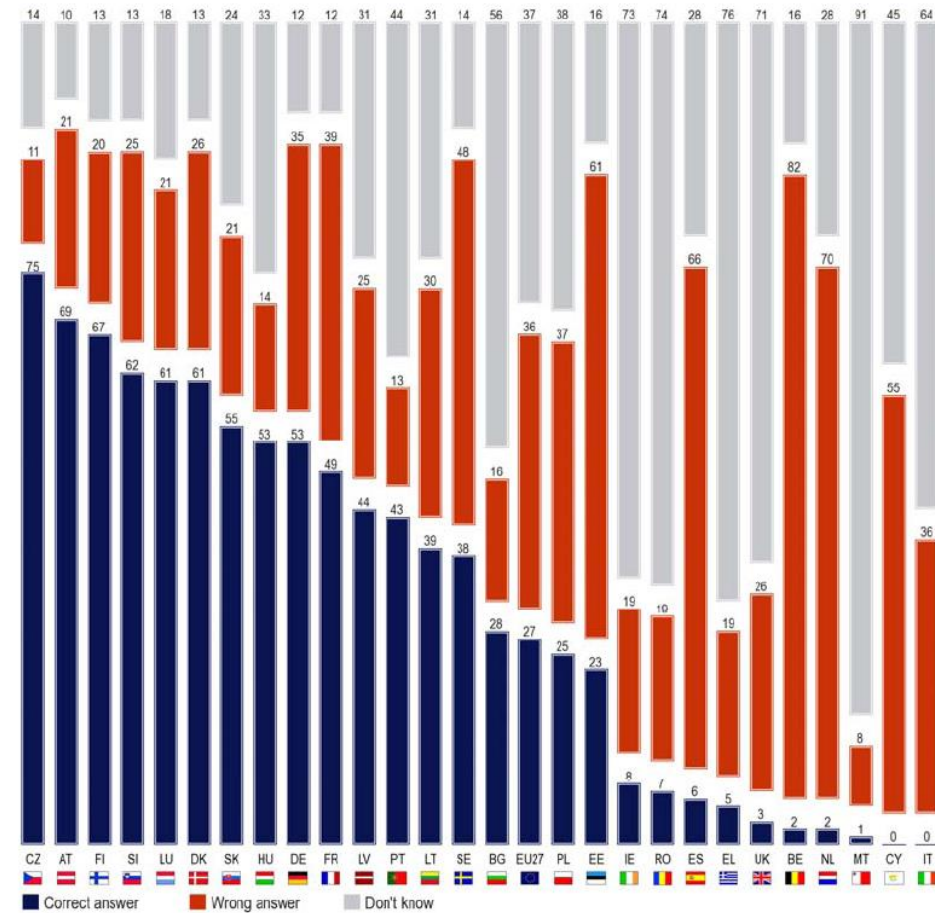
	Standard BAC	BAC Commercial drivers	BAC Novice Drivers
Czech Republic	0.0	0.0	0.0
Hungary	0.0	0.0	0.0
Romania	0.0	0.0	0.0
Slovakia	0.0	0.0	0.0
Estonia	0.2	0.2	0.2
Poland	0.2	0.2	0.2
Sweden	0.2	0.2	0.2
Lithuania	0.4	0.0	0.0
Croatia	0.5	0.0	0.0
Germany	0.5	0.0	0.0
Italy	0.5	0.0	0.0
Slovenia	0.5	0.0	0.0
Austria	0.5	0.1	0.1
Belgium	0.5	0.2	0.5
Cyprus	0.5	0.2	0.2
Greece	0.5	0.2	0.2
Ireland	0.5	0.2	0.2
Luxembourg	0.5	0.2	0.2
Portugal	0.5	0.2	0.2
Spain	0.5	0.3	0.3
Latvia	0.5	0.5 (0.2 bus/tram drivers)	0.2
France	0.5	0.5 (0.2 bus drivers)	0.2
Netherlands	0.5	0.5	0.2
Bulgaria	0.5	0.5	0.5
Denmark	0.5	0.5	0.5
Finland	0.5	0.5	0.5
Scotland	0.5	0.5	0.5
Malta	0.8	0.8	0.8
UK	0.8	0.8	0.8

AWARENESS NEEDS TO BE REINFORCED

- On average only 27% of respondents knew the legal BAC limit
- 36% gave a wrong answer
- 37% did not know



Eurobarometer, Oct. 2010



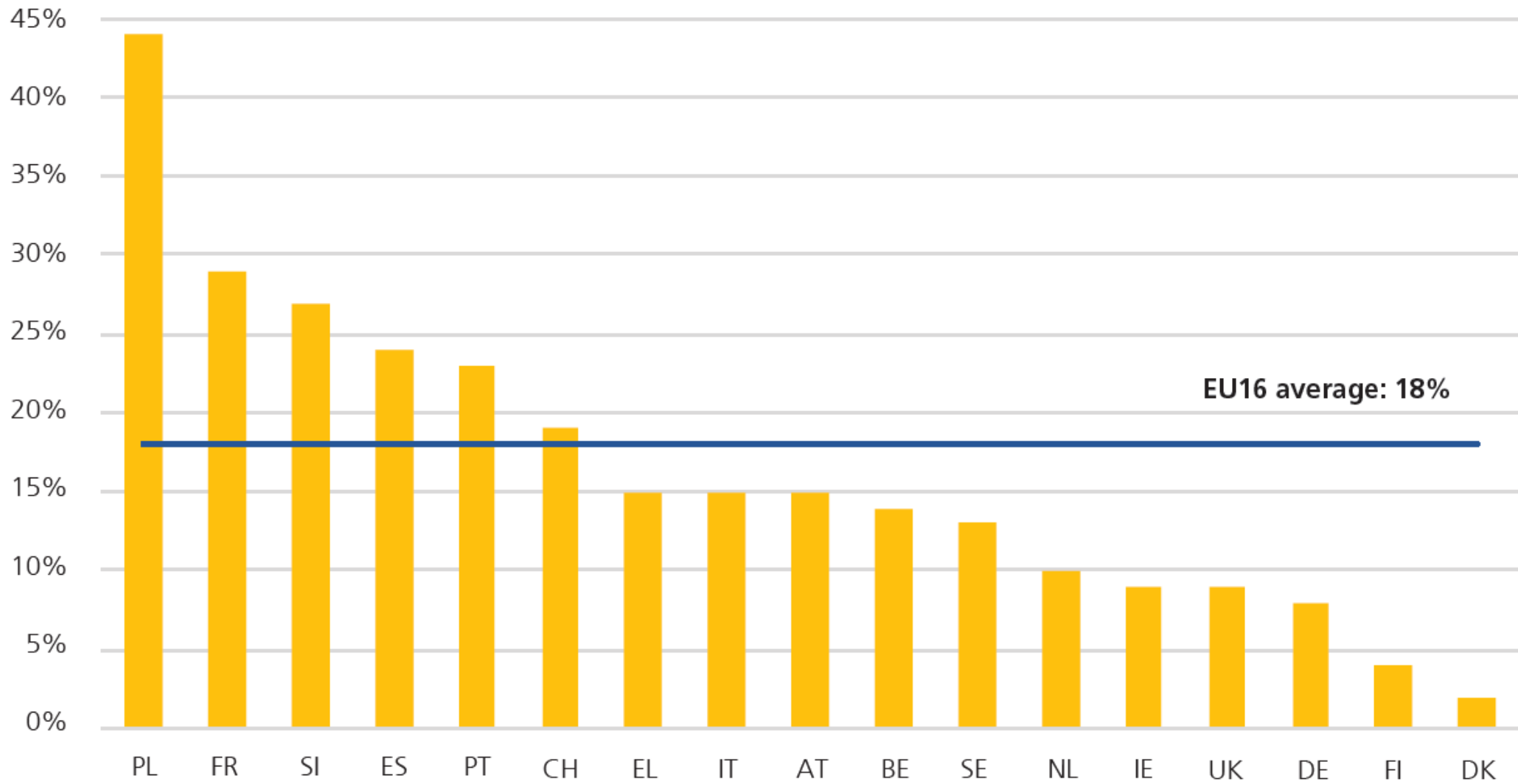
DRINK-DRIVING CHECKS/1000 INHABITANTS (2015)

	2015	2014	2013
Estonia	677	572	470
Poland	466	405	234
Finland	279	286	149
Austria	189	214	209
Slovenia	156	186	184
Greece	n/a	166	163
France	152	164	160
Hungary	135	124	121
Cyprus	135	138	146
Sweden	130	205	234
Romania	72	73	75
Eng/Wales	n/a	11	12



Not available in
 Belgium
 Czech Rep.
 Germany
 Denmark
 Croatia
 Luxembourg
 Latvia
 Netherlands
 Slovakia

ONLY 18% OF ROAD USERS THINK THEY ARE VERY LIKELY TO BE TESTED FOR DRINK-DRIVING ON A REGULAR JOURNEY



ALCOHOL INTERLOCKS & REHABILITATION PROGRAMMES

As part of rehabilitation programs imposed as a condition for driver's license recovery

Studies repeatedly shown alcohol interlocks combined with **rehabilitation programmes** cut reoffending rates



ALCOHOL INTERLOCKS

ALCOHOL INTERLOCKS IN THE EU

- VOLUNTARY USE
- LAW IN PREPARATION
- LAW ADOPTED



Increasingly used across Europe for professional drivers and in rehabilitation programs for drink driving offenders



Education and campaigns

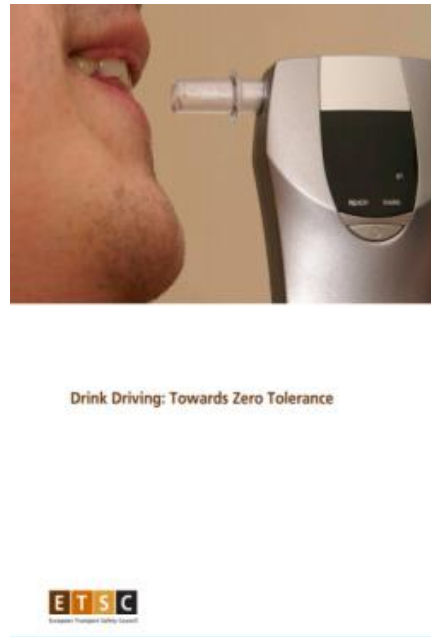
Road safety campaigns are able to influence behaviour when used **in conjunction with legislation and law enforcement.**



RECOMMENDATIONS

Member States

- Zero tolerance
- Minimum targets for alcohol checks
- Systematic breath-testing in all Police checks
- Rehabilitation programmes for DUI offenders and higher penalties to address recidivism
- Campaigns raising awareness of drink-driving risk
- Alcohol interlocks to repeat offenders and professional drivers



European Union

- Zero tolerance for commercial and novice drivers
- Adoption of standardized definitions of alcohol-related collisions
- Uniform standards for alcohol interlocks in Europe
- Legislate for a consistently high level of reliability of alcohol interlock devices
- Legislate their use for professional drivers

FIND OUT MORE



European Transport Safety Council

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7 SMART WAYS OF TACKLING DRINK- DRIVING IN THE EU



PROGRESS IN REDUCING DRINK DRIVING IN EUROPE

February 2018



ALCOHOL INTERLOCKS AND DRINK DRIVING REHABILITATION IN THE EUROPEAN UNION

Best practice and guidelines for Member States

