

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

Regulating Drug Driving to Protect All Road Users
Vienna, 17 November 2017



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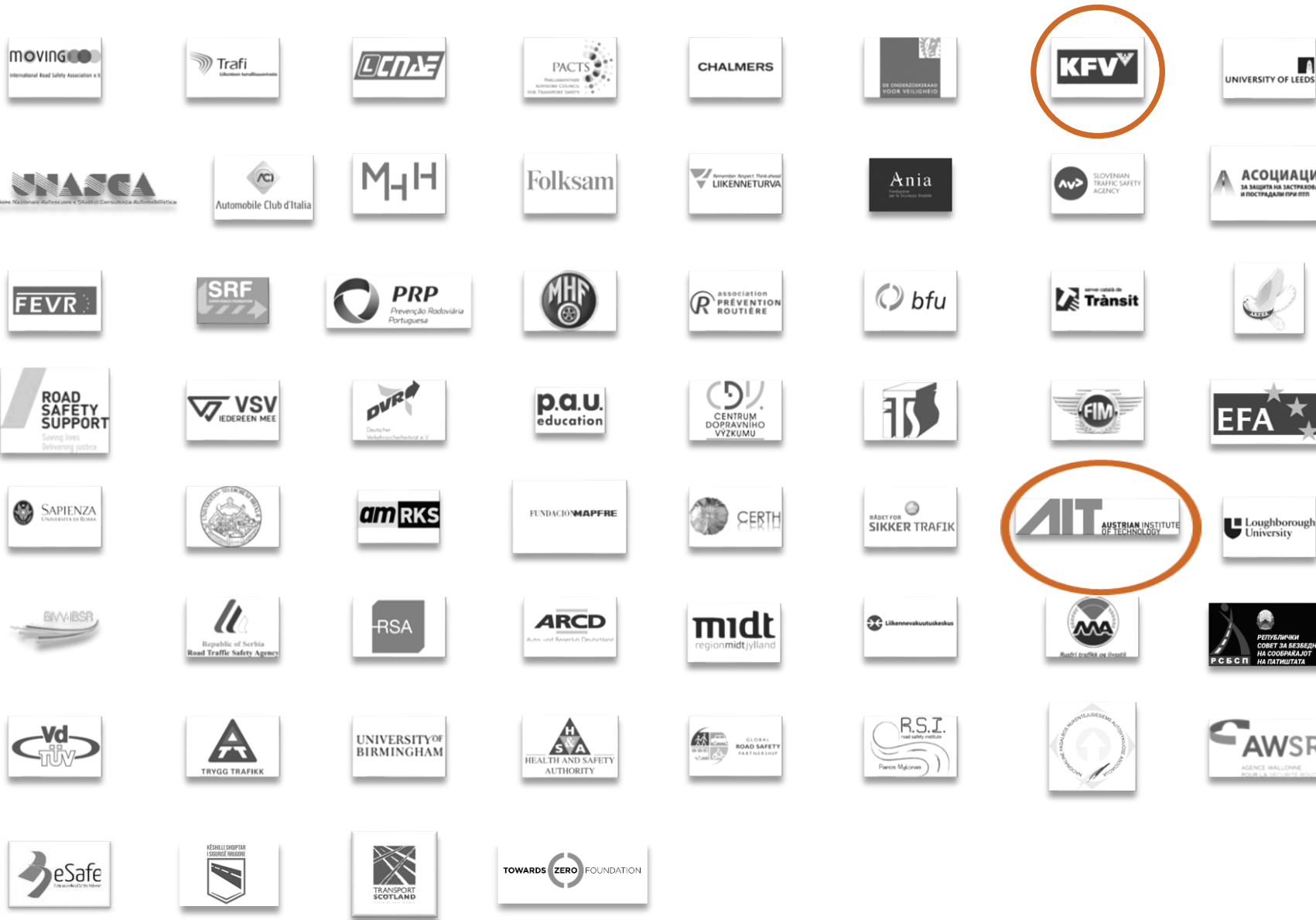
European Transport Safety Council



ETSC

- ✓ 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 NETWORK





Road Safety Performance Index (PIN)

Ranking EU countries' performances

Monitoring safety policies

SMART SOBER MOBILITY ACROSS



PREVENTING DRUG DRIVING IN EUROPE

Policy measures for national and EU action

March 2017



PRAISE

Work-Related



DRUG DRIVING

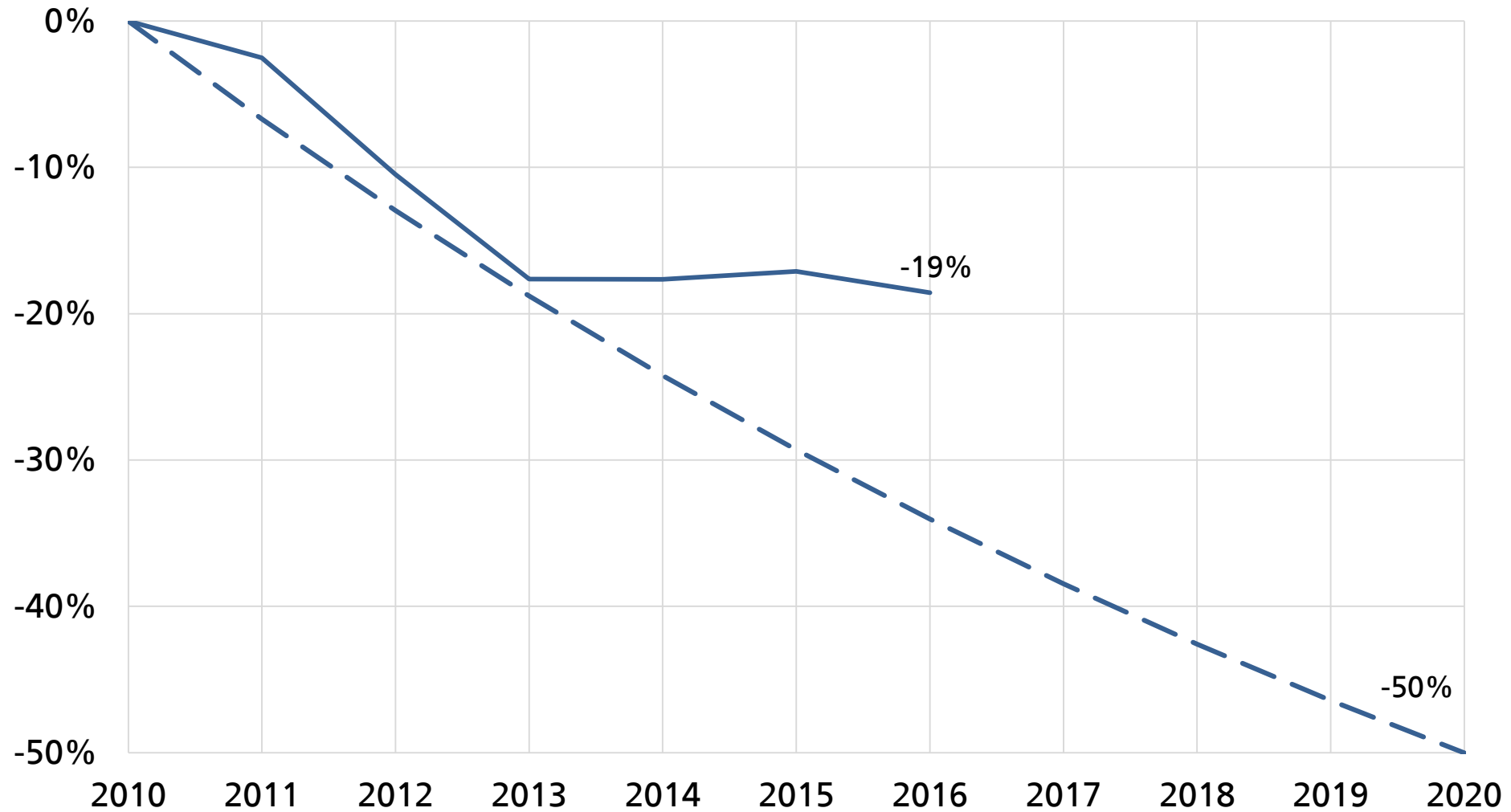
SAFE & SOBER

RESPONSE AND EMERGENCY CARE IN EUROPE



**2014-2016
bad years
for road
safety**

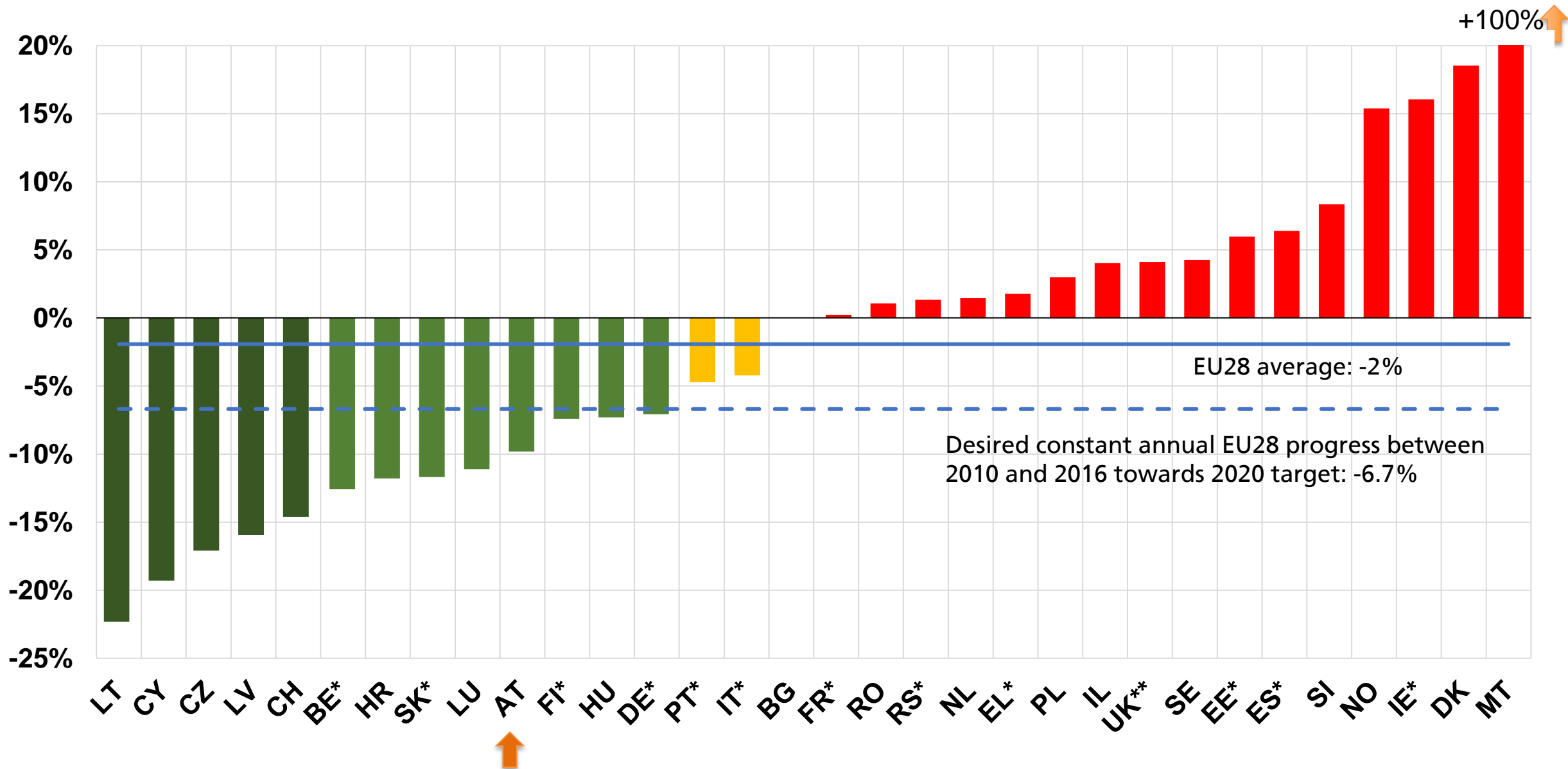
CHANGE IN ROAD DEATHS (%) 2015-2016



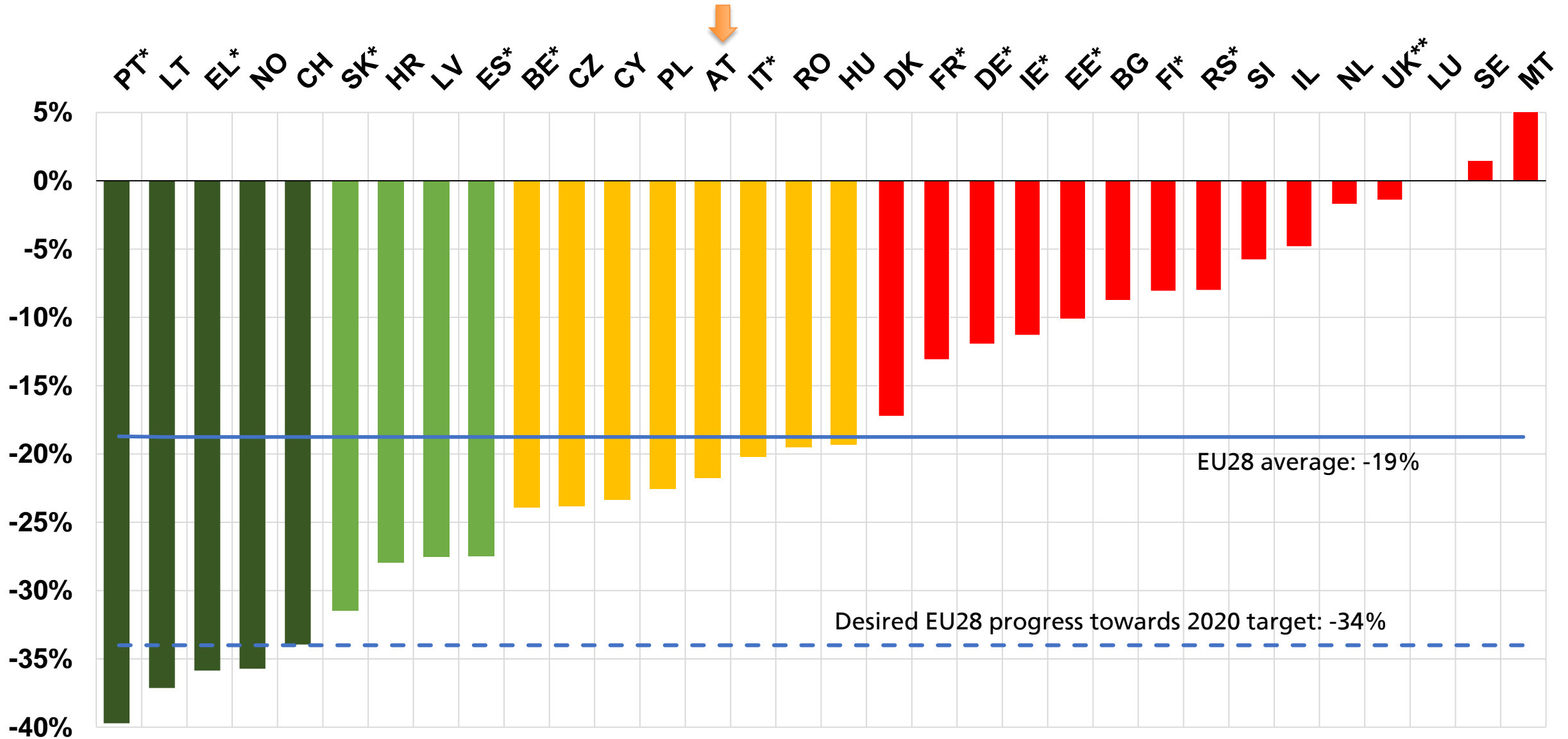
25,670

people died in road
traffic in the EU in
2016

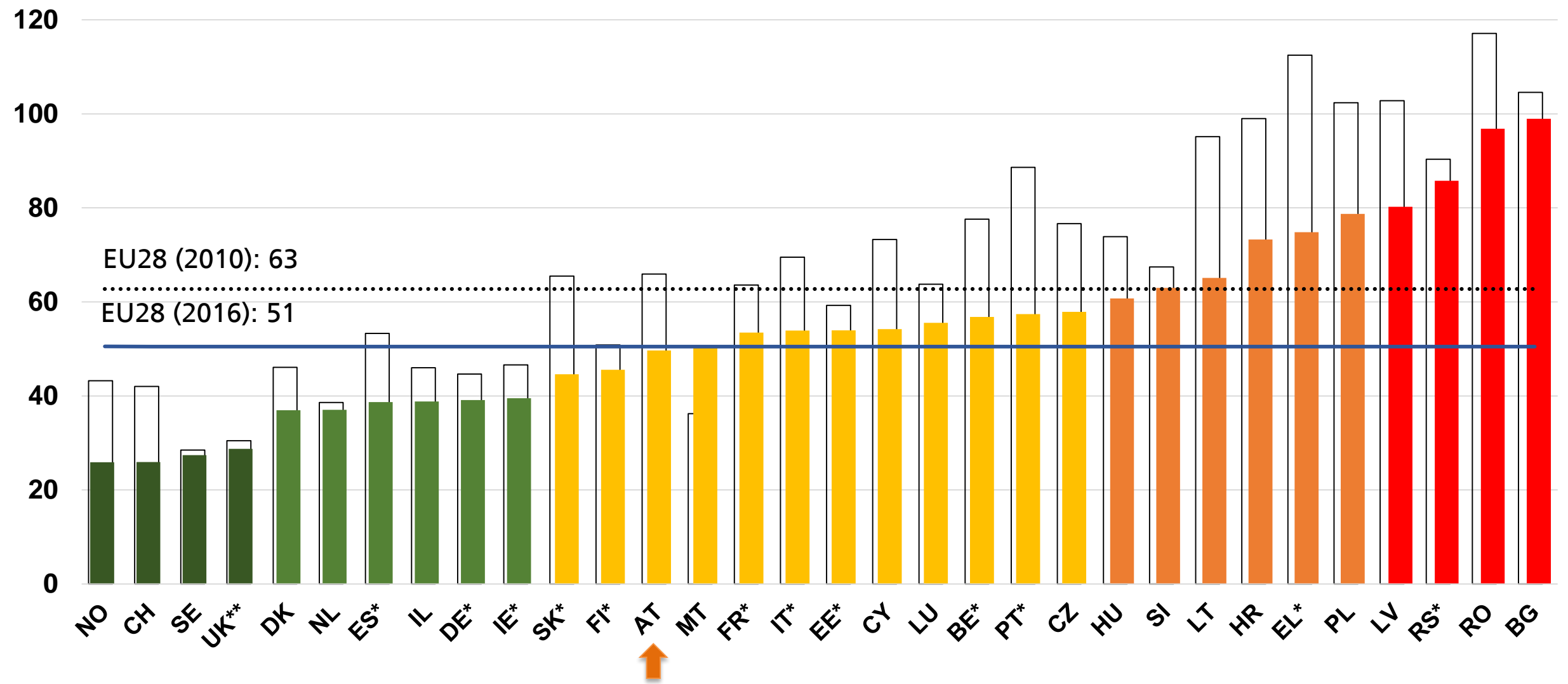
CHANGE IN ROAD DEATHS (%) 2015-2016



CHANGE IN ROAD DEATHS (%) 2010-2016



ROAD DEATHS PER MLN. INHABITANTS IN 2016 and 2010



135,000

seriously injured in road traffic in
the EU in 2016 according to
MAIS3+ definition

**MAIS3+ estimates by the European Commission*

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

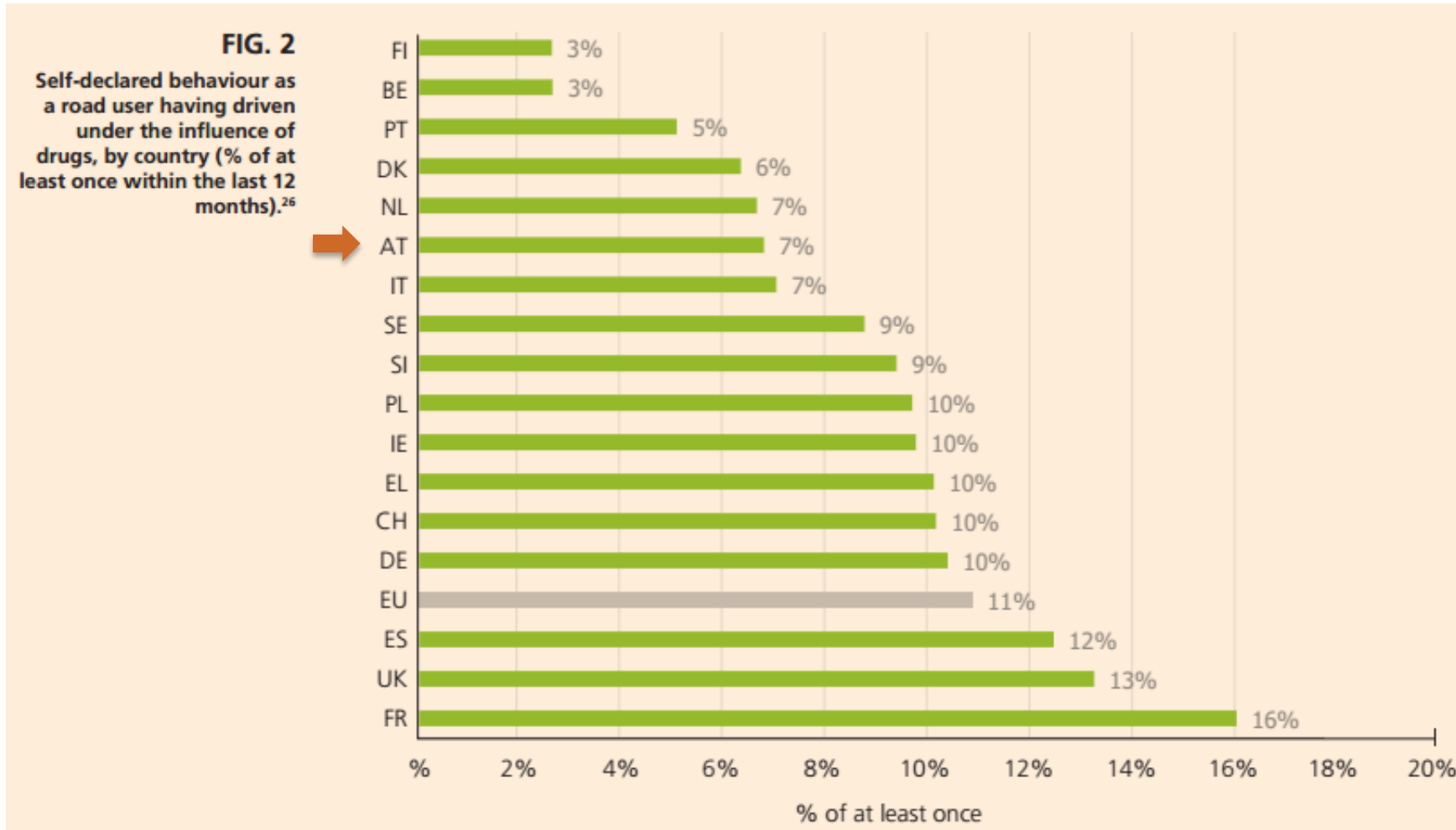


HOW MANY PEOPLE ARE USING DRUGS?

- 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

- Detection and Technology

- Accurate, reliable and widespread
- Roadside screening/lab/conformation tests
- Variety of limits that can be set
 - Laboratory limit of detection.
 - Risk thresholds/lower effect limits
 - Impairment limits
 - Supratherapeutic limits (for medicines)

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
 - Who is responsible?

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

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