

# Drink-Driving in the European Union

**SMART Norway**  
**Oslo, 29th of November 2016**

# ETSC

- ✓ **A science based approach to road safety**
- ✓ **Secretariat in Brussels**
- ✓ **58 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**



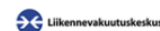
CHALMERS



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# Road Safety Performance Index (PIN)

Ranking EU countries' performances

## Monitoring EU transport safety policy

# SMART



SOBER MOBILITY ACROSS ROAD TRANSPORT



## SAFE & SOBER



# iSAFER

INTELLIGENT SPEED ASSISTANCE FOR EUROPEAN ROADS



# REVIVE



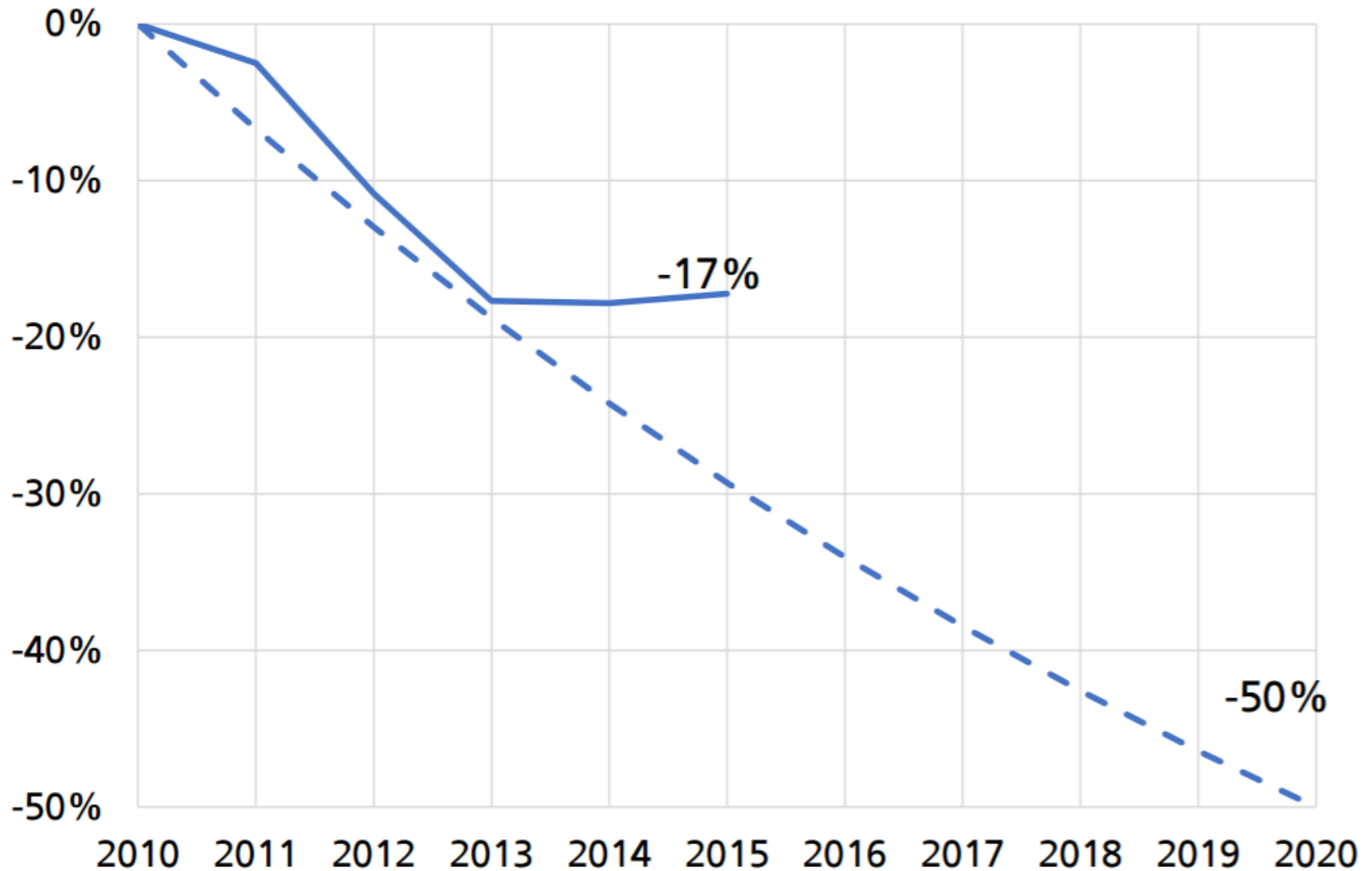
**2014-2015  
bad years  
for road  
safety**

+1%



First increase in road  
deaths since 2001

# EU target at stake



# 26,276

people died in road traffic in the  
EU in 2015

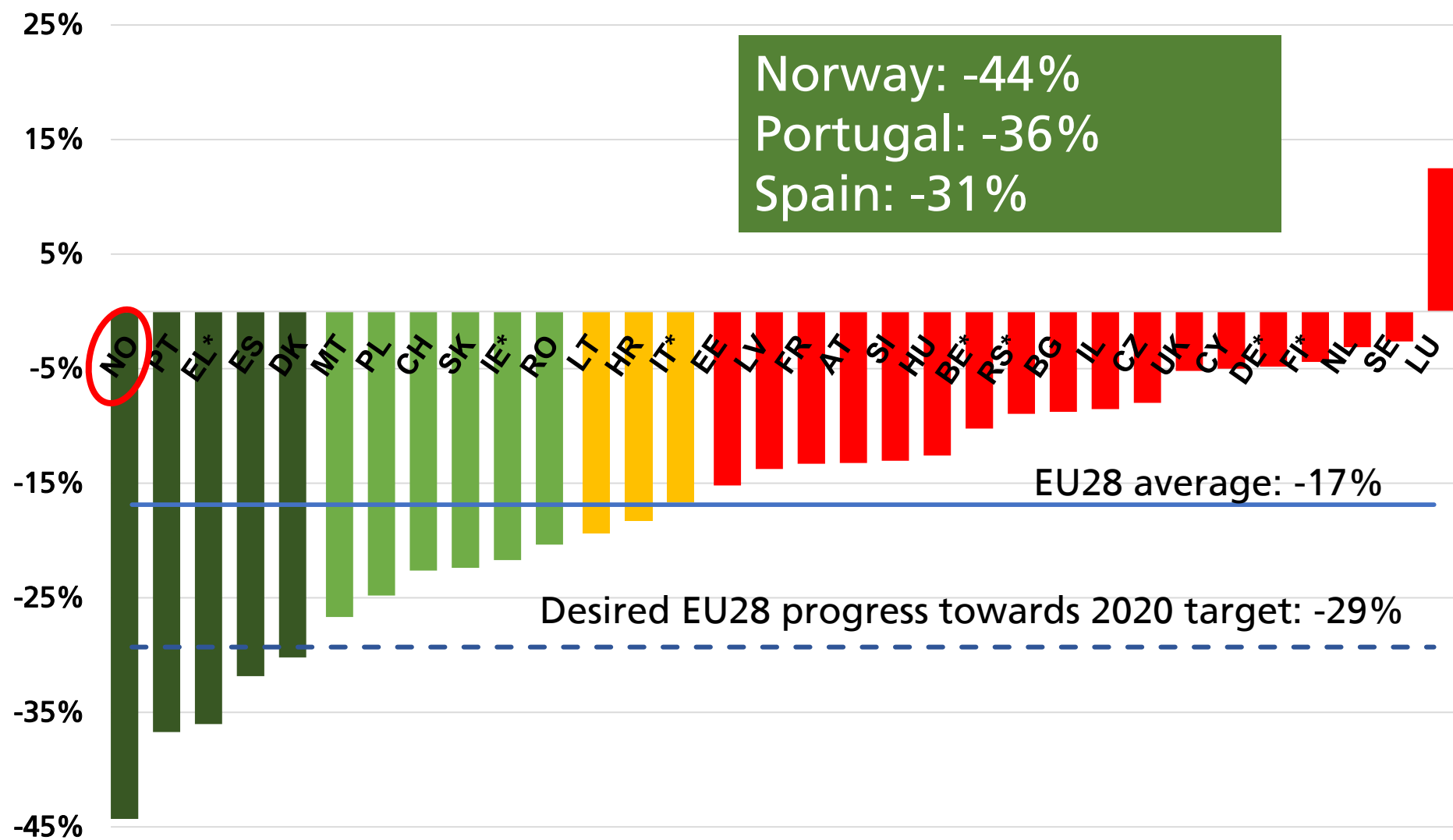


# 135,000\*

seriously injured in road traffic  
in the EU in 2014 according to  
MAIS3+ definition

\*European Commission estimate

# Reduction in the number of road deaths 2010-2015

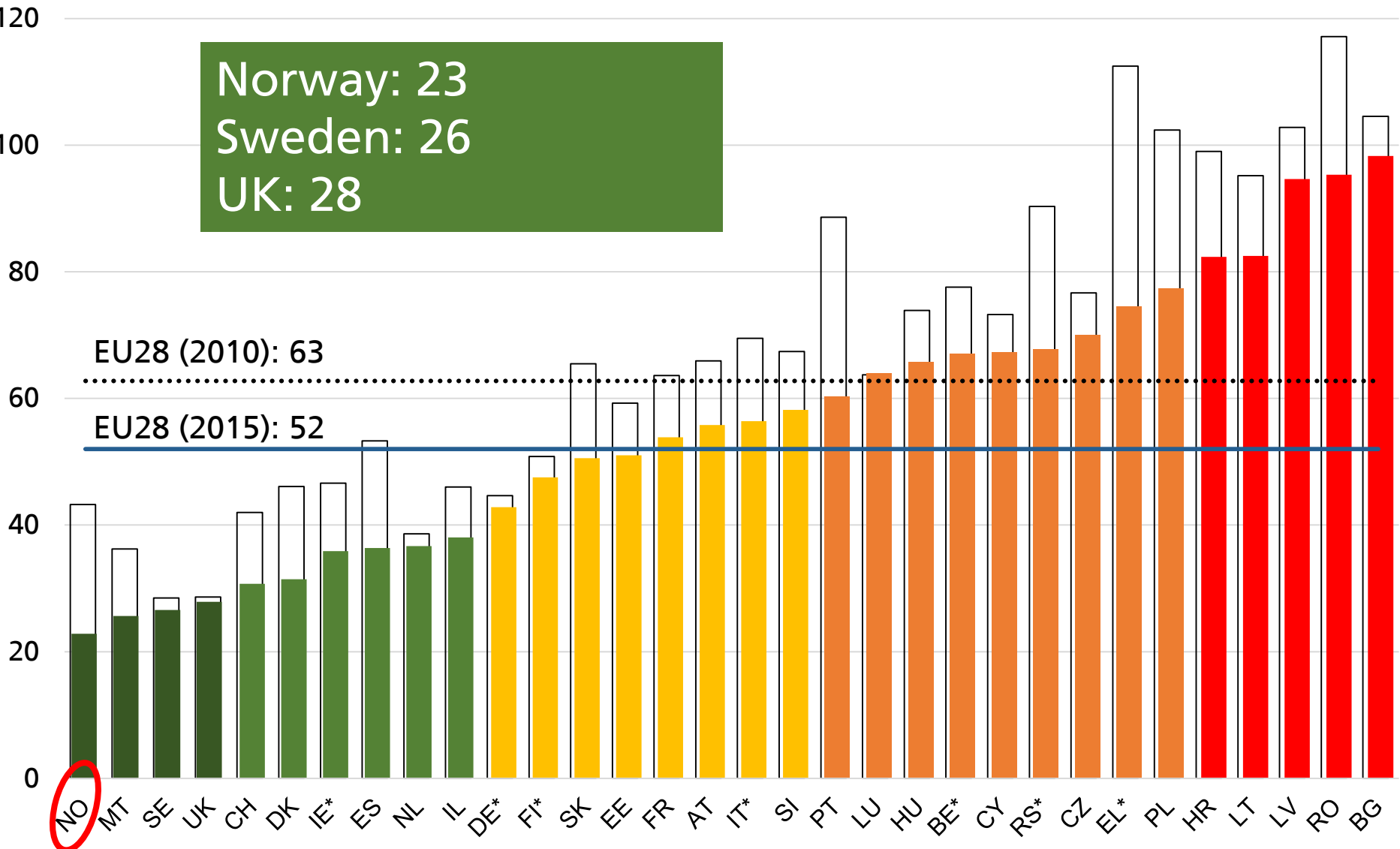


# Road deaths per mln. inhabitants 2015 and 2010

Norway: 23  
Sweden: 26  
UK: 28

EU28 (2010): 63

EU28 (2015): 52



# Drink-driving in the EU

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
- Of the 26,276 deaths in 2015, less than 15% were attributed by MS to drink driving. But according to EC, around 25% of all road deaths across the EU are alcohol-related (over 30% of driver deaths)
- Alcohol related crashes are the leading cause of death in the age group 16-25

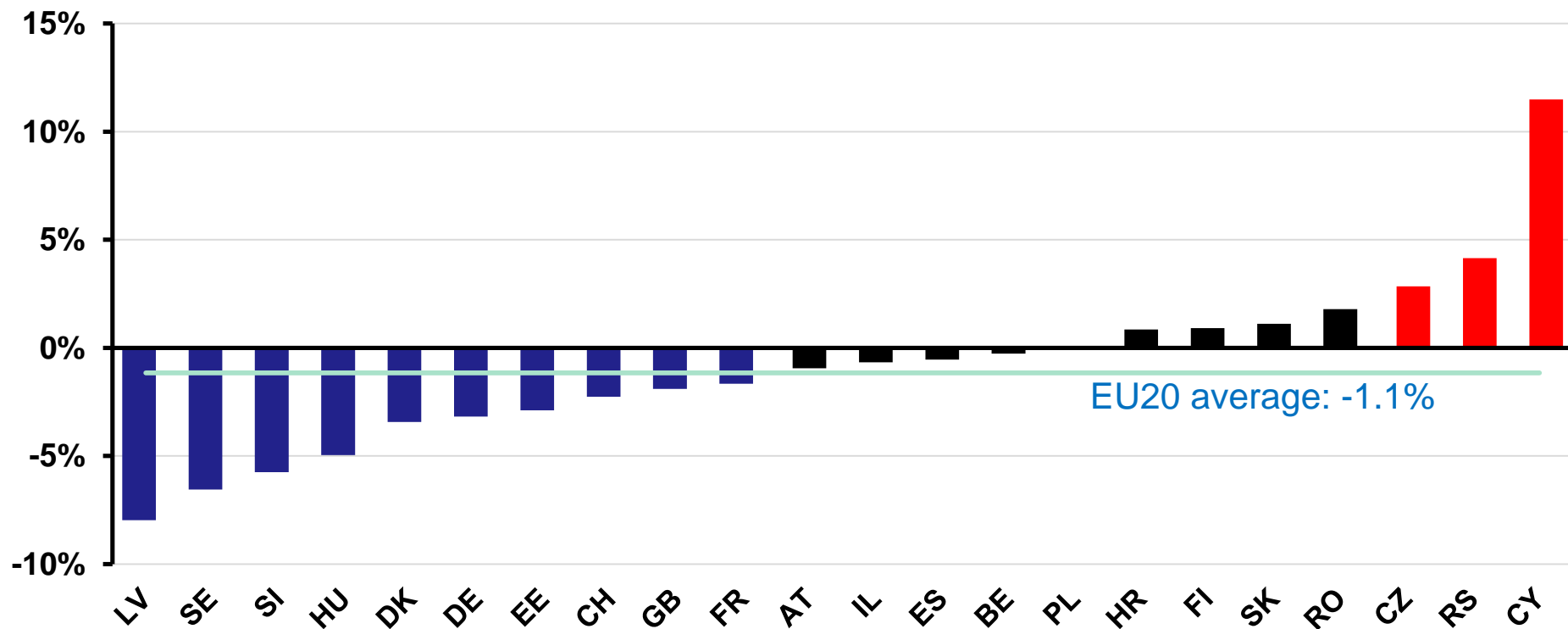


# Attributing deaths to drink driving

- Each Member State has its own way of attributing a road death to drink driving
- In 2014, Member States ranged it from 5% to 30%
- So percentages in Europe are not yet comparable between countries
- But year-on year changes in the percentage are still comparable if the definitions do not change

# Progress in tackling drink driving 2001-2014

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



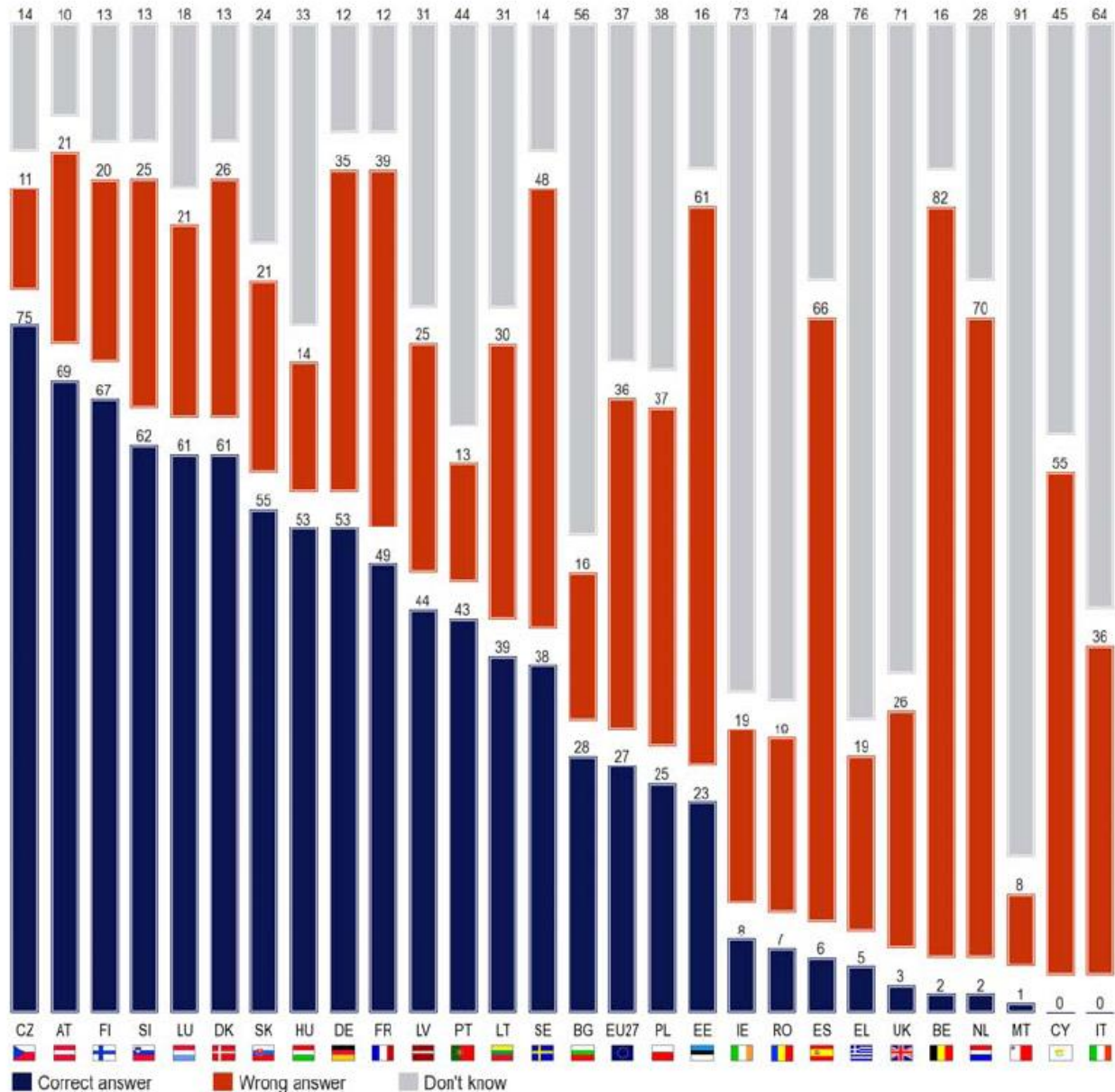
# BAC limits across the EU

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

	Standard BAC	BAC Commercial drivers	BAC Novice Drivers
Austria	0.5	0.1	0.1
Belgium	0.5	0.2	0.5
Bulgaria	0.5	0.5	0.5
Cyprus	0.22	0.22	0.22
Czech	0.0	0.0	0.0
Denmark	0.5	0.5	0.5
Estonia	0.2	0.2	0.2
Finland	0.22	0.22	0.22
France	0.5	0.5 (0.2 bus drivers)	0.5
Germany	0.5	0.0	0.0
Greece	0.5	0.2	0.2
Hungary	0.0	0.0	0.0
Ireland	0.5	0.5	0.2
Italy	0.5	0.0	0.0
Latvia	0.5	0.5	0.2
Lithuania	0.4	0.2	0.2
Luxembourg	0.5	0.2	0.2
Malta	0.8	0.8	0.8
Netherlands	0.5	0.5	0.2
Poland	0.2	0.2	0.2
Portugal	0.5	0.5	0.5
Romania	0.0	0.0	0.0
Slovakia	0.0	0.0	0.0
Slovenia	0.5	0.0	0.0
Spain	0.5	0.3	0.3
Sweden	0.2	0.2	0.2
UK (except Scotland)	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



# Recommendations to:

## 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



Drink Driving: Towards Zero Tolerance

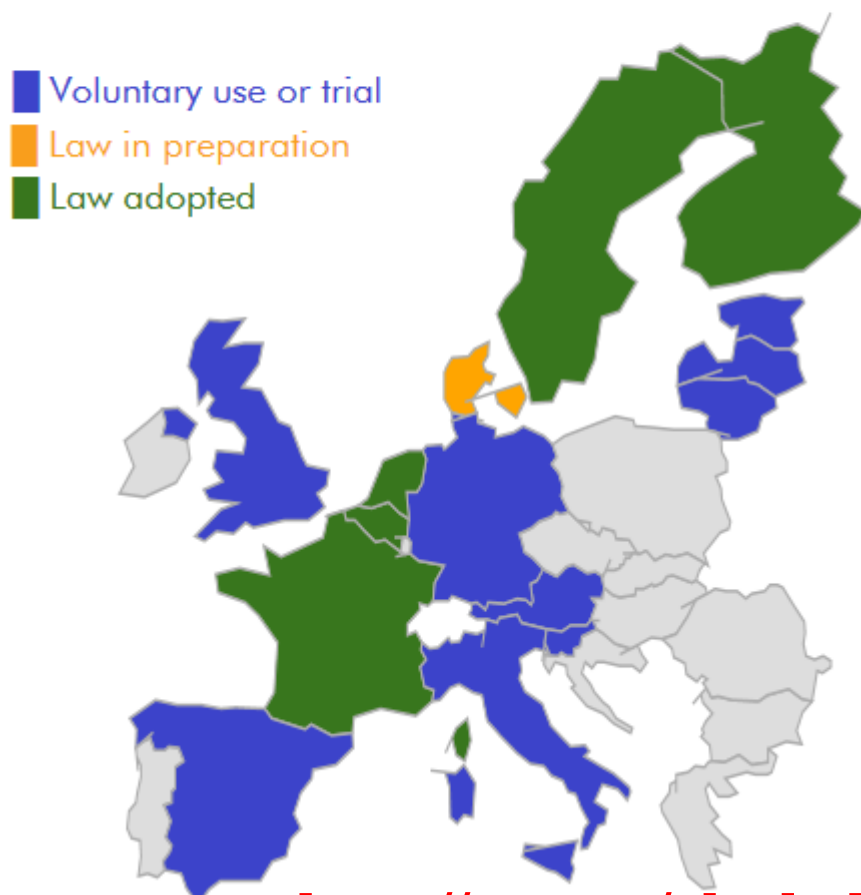
## EU:

- Zero tolerance for commercial and novice drivers
- Adoption of standardised 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

# ETSC Alcohol interlock barometer

## Interlocks in the EU

December 2014



- Pilots
- Legislation
- Legislation implemented
- Good practices
- Over 15 EU countries

<http://etsc.eu/alcohol-interlock-barometer>

# FIND OUT MORE

www.etsc.eu



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## Drink Driving:

Young Drivers and  
Recidivist Offenders



## Drink Driving Monitor

ETSC's Newsletter on Drink Driving Policy Development

### Editorial

This 10th Drink Driving Monitor brings news from across Europe on how to improve drink driving legislation and enforcement. It features news on changing or lowering the BAC limit in Ireland, Belgium and the UK, and on existing enforcement practices in the Czech Republic, including carrying out a breath test every time a driver is checked. Results from a survey on young drivers are also presented from Austria. A new section on drink driving enforcement legislation and a legislation barometer is included.



### Drink Driving: Towards Zero Tolerance



### Drink driving in commercial transport



### Survey Poll on Attitudes to

The 10th Drink Driving Monitor was published polling EU citizens on alcohol and drink driving. Key findings show that most EU citizens cannot give a correct answer to what the legal blood alcohol limit is in their country. Only a little over a quarter (28%) were able to give a correct answer. More than one third (35%) think that not drinking at all if you intend to drive is the safest option. There is a wide variation in attitudes across the Member States. The UK, with a Zero limit, tops the list with

75% of respondents able to answer correctly. Another question was on perceptions of risk. The majority of Europeans consider driving under the influence of alcohol to be risky but 14% would drive after more than two drinks in two hours. Such an amount would result in a blood alcohol concentration above the legal limit in most EU countries. More than half (62%) consider that one should not drive after two drinks in two hours. A considerable proportion (15%) thinks that not drinking at all if you intend to drive is the safest option. [http://ec.europa.eu/health/alcohol/docs/ebs\\_331\\_en.pdf](http://ec.europa.eu/health/alcohol/docs/ebs_331_en.pdf)

ETSC News p.1 p.4

Alcohol Legislation Barometre p.2 p.5

