

# Drink-driving in the EU

-

## Safe and Sober Seminar

Slovenian National Assembly - Friday 5<sup>th</sup> February 2016

Ilyas Daoud  
Project Manager



European Transport Safety Council

[www.etsc.eu](http://www.etsc.eu)

# ETSC Network



JAVNA AGENCIJA  
REPUBLIKE SLOVENIJE  
ZA VARNOST PROMETA

**ETSC**  
European Transport Safety Council



CHALMERS



Folksam



p.a.u.  
education



FUNDACION MAFRE

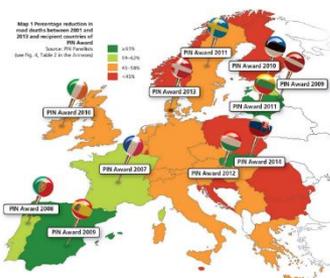


UNIVERSITY OF  
BIRMINGHAM





## Monitoring EU transport safety policy



## Benchmarking and analysing over 32 European countries' road safety performance



## Developing European Road Safety projects and research network

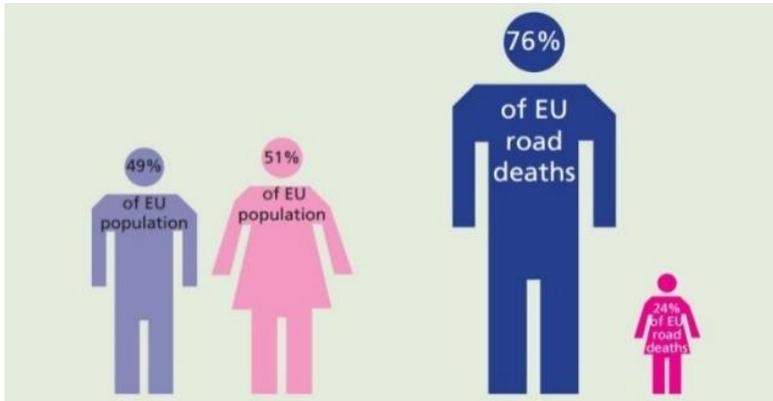


SAFE & SOBER



# 25,845

People killed in the EU28 in 2014 as a consequence of road collisions (over 54,000 in 2001)

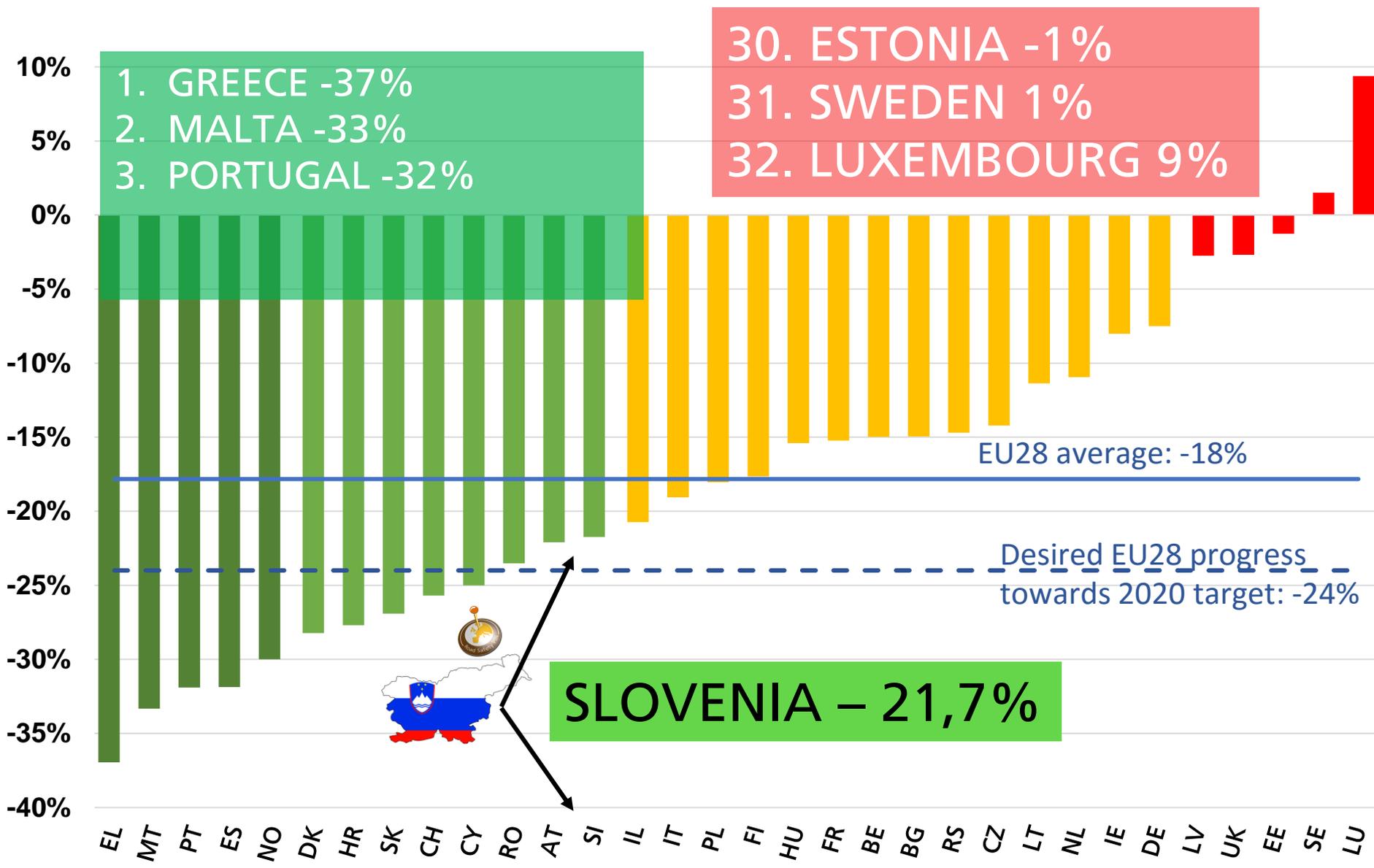


# 203,500

People recorded by the Police as seriously injured in the EU28 following traffic collisions in 2014

**1 death, 11 serious injuries, 40 slight injuries**

# % change in road deaths 2010-2014



# Road deaths per million inhabitants



**Sweden**

27 in 2014  
28 in 2010



**Austria**

51 in 2014  
66 in 2010



**Slovenia**

52 in 2014  
67 in 2010



**Croatia**

73 in 2014  
99 in 2010

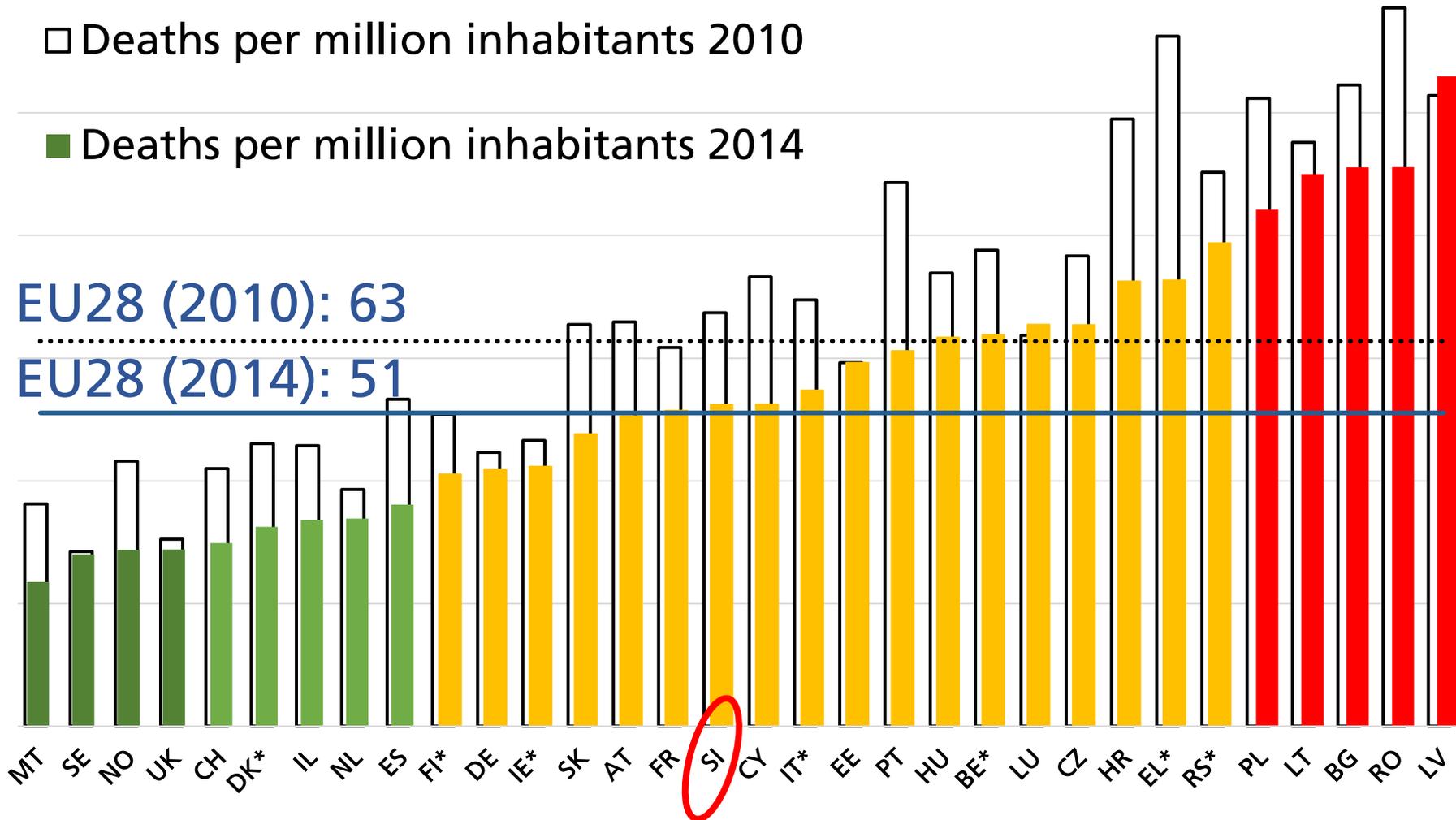
120

□ Deaths per million inhabitants 2010

■ Deaths per million inhabitants 2014

EU28 (2010): 63

EU28 (2014): 51



# Drink-Driving from myth to science



## EuropeanVoice

Policy Opinion Special Reports People Entre Nous Events Commission Parliament

About cookies: we use cookies to support features like login and sharing articles. Keep cookies enabled to enjoy the full site experience. By browsing our use. Review our cookies information for more details.

OTHER VOICES

### EU legislation needed on drink-driving

*The EU must recognise the role it needs to play in tackling drink-driving*

by **Antonio Avenoso** on 29.01.2014 / 21:00 CET

Appeared in print on 29.01.2014

The town of Kamienn Pomorski in Poland is still in shock following a tragedy that took place on New Year's Day. A 26-year-old drunk driver drove his BMW into a crowd of people, killing six. One boy who was seriously injured lost both his parents and his brother. The incident has provoked media outrage and a huge public debate in Poland. But the European Union too must take note and recognise the role that it can and



thejournal.ie  
READ, SHARE AND SHAPE THE NEWS

Dublin: 18 °C

BUSINESS ETC THE SCORE

Irish International Science Environment Living Culture JOBsearch

Tags # ALCOHOL # ALCOLOCK # BLOOD-ALCOHOL LEVELS # BREATHALYSER

## Poll: Should 'alco-locks' be mandatory on all vehicles?

Mon, 10:31 AM 5,323 Views 90 Comments

Share 84 Tweet 15

IT'S REPORTED this morning that a conference being held in Dublin this week is set to call on transport minister Leo Varadkar to sanction the mandatory use of so-called 'alco-locks' in all vehicles.

The mechanisms contain a built-in breathalyser which would disable the vehicle if the driver fails the immediate test. Drivers would be forced to take the test every time they try to start the vehicle.



Image: PA Archive

Currently motorists are only breathalysed if they're pulled over - but one conference is to call for the mandatory fitting of breathalysers into all vehicles.

### Opinion: The EU must act to end the scourge of drink driving

In an article published in the latest edition of the *European Voice*, Antonio Avenoso argues that the EU should do more to tackle drink driving in Europe. [Read more...](#)

### Tragedy prompts government action in Poland

The Polish government is cracking down on drink driving after a recent tragedy sparked national media attention. A 26-year-old man allegedly caused the deaths of six pedestrians, including a child, when his car veered onto a pavement in Kamienn Pomorski on the Baltic Coast on New Year's Day. A week later, Prime Minister Donald Tusk announced that courts will now issue fines of up to 5,000 zloty (EUR 1200) for causing accidents while driving drunk, licenses will be confiscated for three years and there will be less use of suspended sentences. ETSC member the Motor Transport Institute called for measures including alcohol interlocks as part of a broader strategy to tackle the problem. See: [ITS press release](#) (in English)



### Alcohol Interlock Barometer

Track progress across Europe as more countries introduce alcohol interlock trials and legislative measures. See: [etsc.eu](#)

News in brief



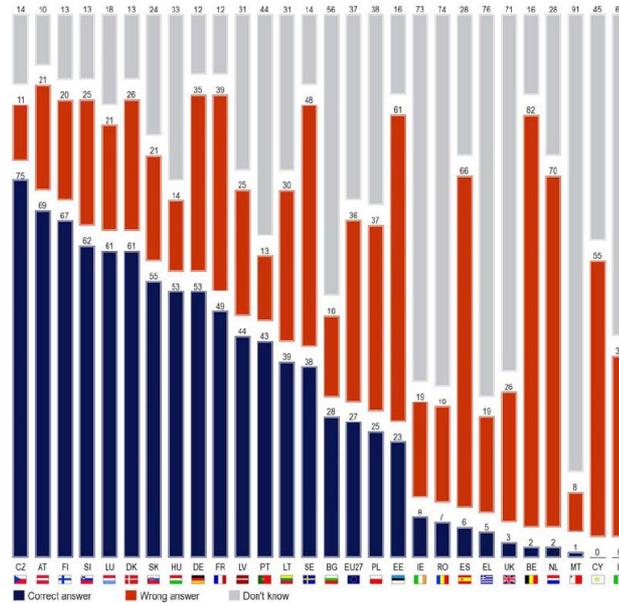
# BAC limits across the EU

- 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	0.5	0.5	0.5
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	0.2	0.2
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

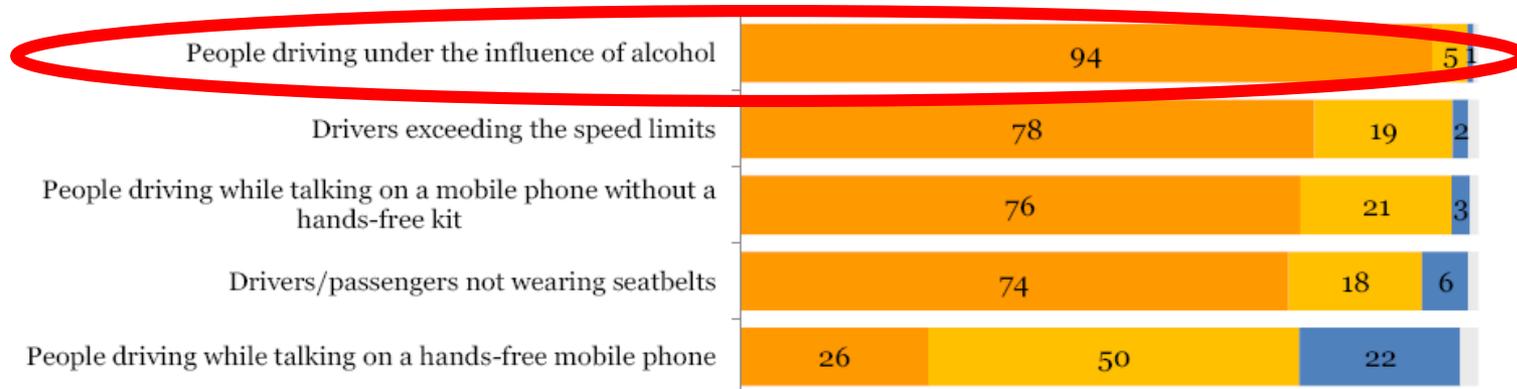
# Awareness needs to be reinforced

- On average only 27% of respondents knew the legal BAC limit



- 36% gave a wrong answer
- 37% did not know

■ A major safety problem    
 ■ A minor safety problem    
 ■ Not a problem    
 ■ DK/NA



# Safe and Sober: addressing Drink-driving in the EU

- up to 1.5/2% of km driven in the EU are driven with an illegal BAC
- Of the 26,000 deaths in road collisions in the EU in 2013, less than 15% were attributed by Member States to drink driving. EC estimates range from 19% to 28% of all road deaths
- If so, ETSC estimates that around 6500 deaths are alcohol related



# ETSC Policy against Drink Driving



SAFE & SOBER Campaign

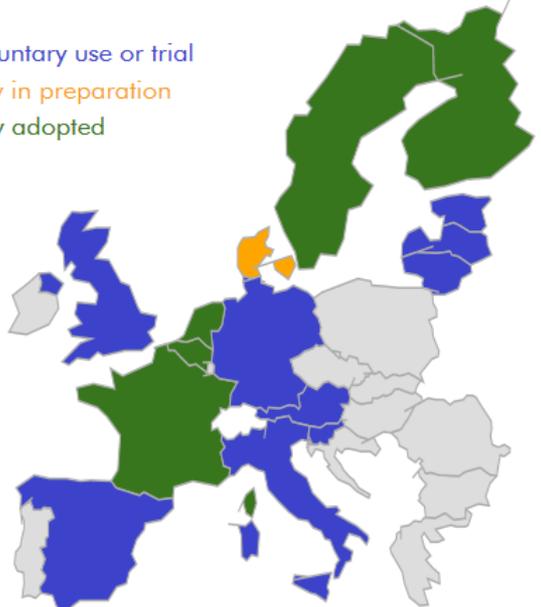
*Investigating and promoting a systemic approach in the fight against drink-driving.*

## Interlocks in the EU

December 2014



- voluntary use or trial
- Law in preparation
- Law adopted



# Recommendations to Member States

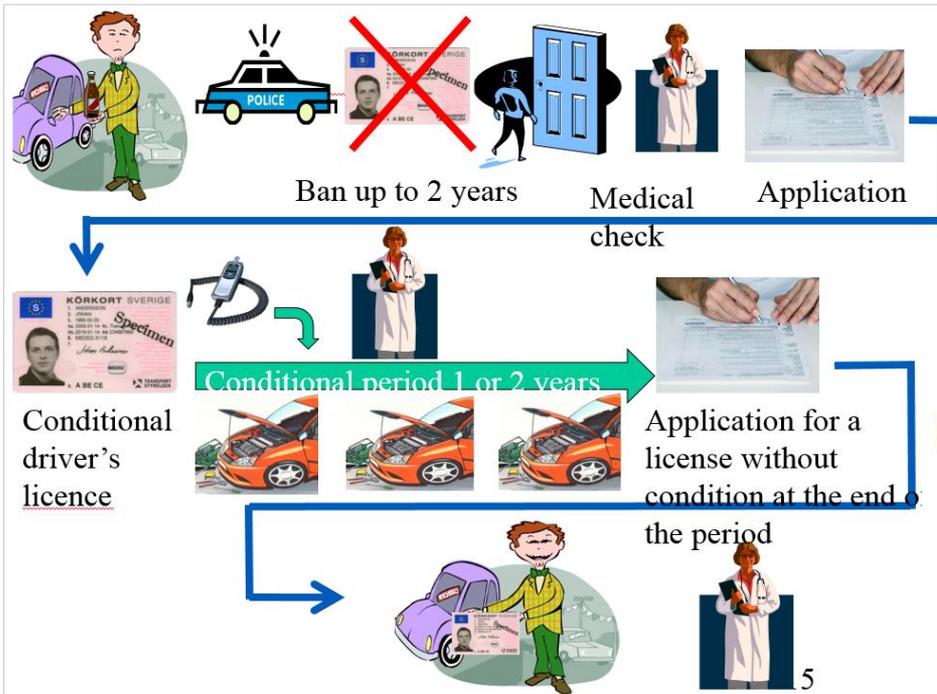
- Adopt **zero tolerance** for drink driving
- Intensify **enforcement of laws** by setting **minimum targets for alcohol checks** of the driving population (e.g. one driver in 5 should be checked each year)
- Introduce **systematic breath-testing** in all Police checks related to driving or collisions
- Strengthen **rehabilitation programmes** and higher **penalties** to address recidivism
- Organise regular nationwide **campaigns raising awareness of drink-driving risk**
- Develop **use of alcohol interlocks**



Drink Driving: Towards Zero Tolerance



# Type of use



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

Rehabilitation with monitoring is key!

-  High blood alcohol levels
-  Repeat infringers
-  Alcohol addicts



A reliable device meeting Cenelec EN 50436-1 requirements

- Certified body installing the interlocks



A program manager

- A reporting process to the Authority
- A follow-up for the participants



- Alternative or/and Additional sanction? Duration, regularity of meetings, level, costs, follow-up, support the participant

Framework to be adjusted: Recidivists/ High risk drivers/ First offenders?

DROGHEDA LEADER  
**Matthews scoop BBC interview!**  
 Coach Hire Company's alcohol Interlock system featured on BBC news



■ Noel Matthews pictured demonstrating to BBC News how the Alcohol Interlock system works. LOCAL company Matthews Coach Hire was the subject of a BBC TV news feature recently where its alcohol interlock system was



**Golden contract!**  
 Coach Hire Company lands Olympic transport deal



■ Minister for Transport, Tourism and Sport Leo Varadkar pictured with Noel Matthews from Matthews Coach Hire following the news that the company has become an official transport provider for the Olympic Games.

# Type of use

In commercial vehicles as an extension of the vehicle safety systems and to demonstrate the company's commitment to both driver and public safety.

## FORBRUG & LIV

Bolig Sundhed Digitalt Forbrug Biler Livsstil

DIN TRANSPORT 13. OKT. 2014 KL. 22.16

### Arriva: Busserne er begyndt at køre pænere

Antallet af 'hændelser' målt af sensorer i busserne er faldet med 67 procent.



# TRANSPORTEZ TRANQUILLE

Le 1<sup>er</sup> septembre 2015,  
**l'éthylotest anti-démarrage**  
 et la ceinture de sécurité

sont OBLIGATOIRES dans tous les autocars.

N'attendez pas pour vous équiper en EAD  
[www.developpement-durable.gouv.fr/ead2015](http://www.developpement-durable.gouv.fr/ead2015)

Le défaut d'équipement est une infraction



### Take a decisive step to prevent drink-driving in your company

Preventing drivers from turning on the motor if they are affected by alcohol, the Dräger alcoholock is an efficient safety tool as well as a great way for companies to send a signal of moral responsibility.

Although there is no law in Denmark requiring drivers to have a breath analyser or alcohol installed in vehicles, the Dräger alcoholock has become gradually popular with Danish transport businesses. Among the many major companies which the Danish supplier, F. Bille & Co. has supplied the German lock with to Carlsberg for the brewery, which has, in recent years, gradually changed its traditionally very liberal alcohol policy, the installation of alcoholock in all their vehicles - from the driver's car to the approximately 300 lorries - sent a clear signal to the world about their serious approach to the issue of drink-driving.

And for companies like Carlsberg that means that they can send a very unambiguous message that even though they drive with alcohol, their drivers are always sober", explains marketing manager F. Bille & Co. Anne Sofie adding: "But most importantly, the lock can prevent accidents and damage to both material and people. Statistics show that a lot of people are drinking and driving, and this is the only way to make sure that your employees are not among them!"

The Dräger alcoholock works by demanding a breath analyser test from the driver when the system key is introduced. If the test is below the legal Danish driving limit, the engine can be turned on unaffected, but if not, the ignition switch will remain locked.

This type of tool has been made a legal requirement in several countries; in Sweden, for instance, it is obligatory for people with previous drink-driving convictions. Dräger also produces breath analysers used by police in several European countries. The principle is based on an ultrasonic sensor which is very precise. Dräger also delivers measuring devices for the medical industry and hospitals which demand extreme accuracy; stressa Group.

F. Bille & Co. also makes Dräger's hand-held breath analyser, which, at affordable prices, is accessible to all drivers, private or commercial, who want to ensure that they are below the legal limit before driving off.

For more information, please email: [info@fbill.dk](mailto:info@fbill.dk)

# Developing an effective program

- A reporting system visible on the driver's license stating that the driver is required to operate a vehicle equipped with the interlock, so as to prevent the use of another vehicle during the program.



27/04/2015

## Road Safety: New EU driving licence code on alcohol interlocks

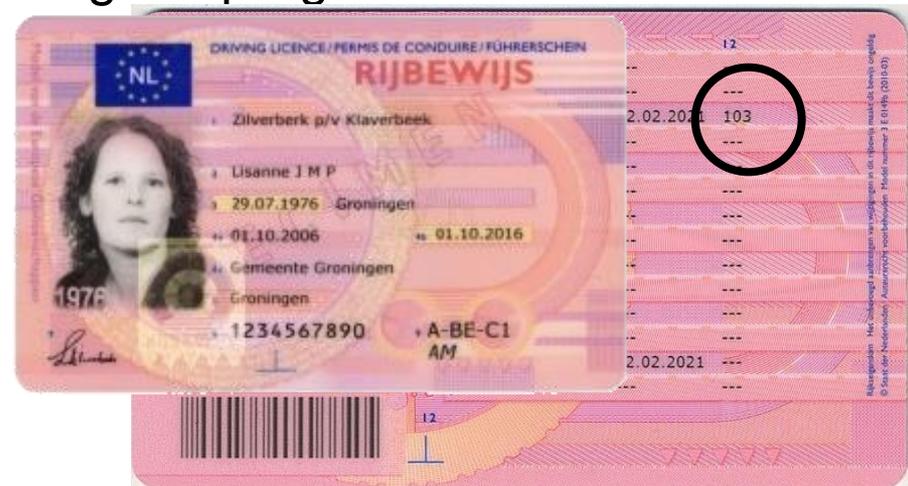
To improve road safety the European Commission has introduced a harmonised EU code on alcohol interlock devices for driving licences (Commission Directive (EU) 2015/653 of 24 April 2015 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences). The new Directive will enter into force EU-wide on 15 May 2015.



This new code "69" will replace different national codes in use, for programmes where the driver is restricted to drive vehicles that are only equipped with alcohol interlock devices. Such programmes are planned or in use in several Member States, notably to prevent drink-driving offences from re-occurring.

A harmonised EU code will facilitate EU-wide understanding of the restriction as well as enable Member States to enforce it. However it is still for the Member States to decide both whether or not to introduce such programmes and how to enforce the restriction.

In addition to this new code, the Commission has adapted the existing harmonised EU driving licence codes to technical and scientific progress, especially in the field of vehicle adaptations and technical support for drivers with disabilities.



112



107



103



111

# Alcohol interlocks: EU approach

## *1. Short Term:*

- Introduce uniform standards for alcohol interlocks in Europe.
- Ensure vehicles can be retrofitted with alcohol interlocks
- Provide Member States with guidelines to introduce the technology in rehabilitation programmes and fleets.
- Voluntary fitment for fleet (buses, taxis, HVs)

## *2. Medium Term:*

- Mandatory fitment for transport of children and in trucks and buses.
- Legislate alcohol interlocks for first time high level offenders and recidivists to help them distinguish drinking and driving (guidance document for MS)

## *3. Long-term:*

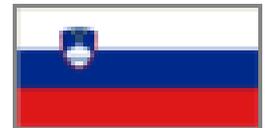
Mandatory fitment for non-intrusive alcohol interlocks for all vehicles.

# National Authorities Working Group on Alcohol Interlocks

Experts on alcohol interlocks from National Authorities to exchange best practices, receive feedback on implemented legislations and discuss future solutions.



This restricted working group will be held on:  
**12/13 September 2016 in Brussels**, followed by the  
[International alcohol Interlock Symposium](#).



# FIND OUT MORE

www.etsc.eu



@etsc\_eu



## 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 the 2014 survey are also presented from Austria and the UK. A new section on drink driving enforcement legislation and a new 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, which has 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)

p.1

ETSC News

p.4

p.2

Alcohol Legislation Barometre

p.5

